2022年 4月 29日

此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 29 APR 2022. The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-II
表格第 S16-II 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to Proposal Only Involving Construction of "New Territories Exempted House(s)"

適用於只涉及興建「新界豁免管制屋宇」的建議

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-KLH/608
	Date Received 收到日期	29 APR 2022

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

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

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

1. Name of Applicant 申請人姓名/名稱

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

WAI TZE PONG 韋子邦

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

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

SPENCE ROBINSON LIMITED 馬海(建築顧問)有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	NO. 191 YUEN LENG VILLAGE, TAI PO, N.T. 新界大埔元嶺村191號 LOT.644 S.A., 644 S.B., 644 R.P. in D.D.9, LOT. 643B S.A.R.P., 643B S.B., 643B R.P. in D.D.9
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 1220.4 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 974.85 sq.m 平方米☐About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	NA sq.m 平方米 ☐About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	KAU LUNG HANG OUTLINE ZONING PLAN NO. S/NE-KLH/11
(e) Land use zone(s) involved 涉及的土地用途地帶	AGR
(f) Current use(s) 現時用途	THERE ARE THREE TEMPORARY SHELTERS. THERE ARE TWO OTHER STRUCTURES WITH A TOTAL GFA OF APPROXIMATELY 50.11m^2. (ONE OF THEM IS USED AS STORAGE AND ONE AS TEMPORARY ACCOMODATION). (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

(a) According to the record(s) of the Land Registry as at .....10/01/2020..... (DD/MM/YYYY), this application involves a total of .....2..... "current land owner(s)"#.
根據土地註冊處截至 .....2020..... 年 .....1..... 月 .....10..... 日的記錄，這宗申請共牽涉 .....2..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☑ has obtained consent(s) of .....1..... "current land owner(s)"#.
已取得 .....1..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情

No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)
1	LOT NO. 644 S.B. IN D.D.9 AND LOT NO. 643B S.B. IN D.D.9, TAI PO, N.T. 大埔第9約地段第644 S.B.號及大埔第9約地段第643B S.B.號	01/11/2019

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

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

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

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

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

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

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

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

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Development Proposal 擬議發展計劃

(a) Name(s) of indigenous villager(s) (if applicable) 原居民姓名（如適用）	NA		
(b) 原居民所屬的原居鄉村（如適用） The related indigenous village of the indigenous villager(s) (if applicable)	NA		
(c) Proposed gross floor area 擬議總樓面面積	..... 974.85 ..... sq.m 平方米 ☐About 約		
(d) Proposed number of house(s) 擬議房屋幢數	5	Proposed number of storeys of each house 每幢房屋的擬議層數	3
(e) Proposed roofed over area of each house 每幢房屋的擬議上蓋面積	NOT MORE THAN 64.99 sq.m 平方米	Proposed building height of each house 每幢房屋的擬議高度	..... 8.23 ... m 米
(f) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途	CIRCULATION AREA OF 5 HOUSES AND CAR PARKING SPACES, INCLUDING 5 PRIVATE CAR PARKING SPACES AND 1 LOADING/UNLOADING PARKING (PLEASE REFER TO DRAWING NO. DWG-02) 5間房宇的通道地方及停車位, 包括5個私家車停車位及1個上落客貨處 (請參考圖則 DWG-02) (Please illustrate on plan the total number and dimension of each car parking space, and/or location of septic tank, where applicable) (請在圖則上顯示，並註明車位總數，以及每個車位的長度和寬度及/或化糞池的位置 (如適用))		
(g) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) ..... ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）	
	No 否	☐	
(h) Can the proposed house(s) be connected to public sewer? 擬議的屋宇發展能否接駁至公共污水渠?	Yes 是☑	(Please indicate on plan the sewerage connection proposal. 請用圖則顯示接駁公共污水渠的路線) PLEASE REFER TO DWG. NO. IA19002 4-3 OF SEWERAGE IMPACT ASSESSMENT	
	No 否☐	(Please indicate on plan the location of the proposed septic tank. 請用圖則顯示化糞池的位置)	

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

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

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 ☑	Please provide details 請提供詳情 Existing shelters storage etc will be demolished for the new buildings.
	No 否 ☐	
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是 ☐	(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否 ☑	

Would the development proposal cause any adverse impacts?
擬議發展計劃會否造成不良影響？

On environment 對環境	Yes 會 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☑	No 不會 ☐
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

_____

_____

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

2 Lychee trees, 3 Longan trees, 1 Star Fruit tree and 1 Jack Fruit tree which belong to the current land owner will be fell.
屬於現行土地擁有人的兩棵荔枝樹，三棵龍眼樹，一顆楊桃樹及一棵大樹菠蘿樹會被砍伐。

8. Justifications 理由

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

Please refer to Appendix E for justifications.

9. Declaration 聲明

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

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

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

YUEN KWOK CHEUNG 袁國章 — Name in Block Letters 姓名（請以正楷填寫）

EXECUTIVE DIRECTOR — Position (if applicable) 職位 （如適用）

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

on behalf of 代表 SPENCE ROBINSON LIMITED 馬海（建築顧問）有限公司

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

Date 日期 07 Feb 2022 (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

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

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

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

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	NO. 191 YUEN LENG VILLAGE, TAI PO, N.T. 新界大埔元嶺村191號 LOT.644 S.A., 644 S.B., 644 R.P. in D.D.9, LOT. 643B S.A.R.P., 643B S.B., 643B R.P. in D.D.9
Site area 地盤面積	1220.4 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 NA sq. m 平方米 ☐ About 約)
Plan 圖則	KAU LUNG HANG OUTLINE ZONING PLAN NO. S/NE-KLH/11 九龍坑分區計劃大綱圖 編號S/NE-KLH/11
Zoning 地帶	AGR 農業
Applied use/ development 申請用途/發展	New Territories Exempted House 新界豁免管制屋宇 ☐ Small House 小型屋宇

(i) Proposed Gross floor area 擬議總樓面面積	974.85	sq.m 平方米 ☐ About 約
(ii) Proposed No. of house(s) 擬議房屋幢數	5	
(iii) Proposed building height/No. of storeys 建築物高度／層數	8.23	m 米 ☑ (Not more than 不多於)
	3	Storeys(s) 層

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

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

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

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

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

馬海

By chit and email

07 Feburary 2022

2022年 4月 29日

此文件在_____收到，城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 29 APR 2022. The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Secretary
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong

Please quote our ref: PE 4432D

Dear Sir,

New Territories Exempted Houses Development at Yuen Leng Village, Tai Po, N.T.
Submission of Section 16 Application (Application No. A/NE-KLH/583)

Refer to our captioned Section 16 application and your reply letter dated 26 Febuary 2021, we forward herewith five (5) hard copies of the documents listed below and eight (8) hard copies and a soft copy (CD-ROM) of relevant appendices for your approval.

1. Form No. S16-II
2. Authorization letter duly signed by applicant
3. Copy of consent from current land owner
4. Copy of land registry for proof of land ownership
5. Appendix A - Sewage Impact Assessment
6. Appendix B - Noise Impact Assessment
7. Appendix C - Executive Summary for Noise Impact Assessment
8. Appendix D - Executive Summary for Sewage Impact Assessment
9. Appendix E – Justification for part 8 on Form No. S16-II
10. Eight (8) sets of plans and drawings

Thank you for your attention.

Should you have any queries, please feel free to contact the undersigned at 2544 7007. Thank you.

Yours faithfully,

YUEN Kwok Cheung
Executive Director
for Spence Robinson Limited

KCY:CMD: cmd
Encl.: as stated
c.c.: Planning Department, attn.: Mr. Tony WU (by email)
Ms. Shirley TANG (by email)
Mr. WAI Tze Pong (by email)
Cinotech Consultants Limited Mr. Colman Wong (by email)

Spence Robinson Limited
Architects · Project Managers · Interior Designers
馬海（建築顧問）有限公司

SENIOR REPRESENTATIVES:
Yuen Kwok Cheung, BArch (Newcastle) MSc (Conservation) ARAIA HKIA RIBA RA AP RA (PRChina) RA (Vietnam)
Mango S O Yu, BArch (Hons) HKIA RA AP
Michael K C Sin, MArch (HKU) HKIA RA
Dick C H Lee, HKIA RA
Benjamin S T Yung, MArch RA(UK)
DAO Nhat Chi Mai, MArch (Tsinghua U) RA (Vietnam)

GPO Box 200, Hong Kong
Units 2207-2211, 22nd Floor, Tins Enterprises Centre, 777 Lai Chi Kok Road, Cheung Sha Wan, Kowloon, Hong Kong

Justification

A. Proposed Residential Development
The change of use of the site from agricultural to low density residential development is in line with the current policy to encourage better utilization of land for more residential development.

B. Permissible Use
OZP Column 2 allows the development of New Territories exempted houses. The proposed development is in line with permissible uses under town planning consideration.

C. Density - Low Density
5 NT exempted houses are proposed in the site with a total site area of 1220.4 sq.m.. The proposed plot ratio is 0.833.

D. Compatible to Surrounding Buildings
The current land use is agriculture. The proposed low rise New Territory exempted houses consists of 3 storeys, with an area of 700 sq. ft. each. They are compatible to their neighbourhood in terms of height, scale and disposition.

E. Visual Impact
The existing storage sheds on site will be replaced by the proposed residential development. It is an enhancement to the overall image of the place.

F. Traffic Impact
The traffic load emerged from the proposed development is insignificant as there are only 5 small residential units.
The site is fronting a public road which is over 4.5m wide. The pavement of the public road is about 2m wide which is convenient for pedestrian access. A minibus stop (route 25B) is located in the north of the site along Tai Wo Service Road West within 600m walking distance from the site. Besides, there is a bus stop (route 73, 73A, 74D, 373, N73) at Nam Wa Po, which is only 100m away from the site. It is on the opposite side of Fanling Highway and can be accessed via a footbridge.

G. Parking Facilities
6 car parkings (1 loading/unloading and 5 private cars) are provided within the site. Access can be made directly from the public road. Manoeuvrings space is provided so that the backing of vehicles is not necessary.

H. Environmental Aspects
No soak-away is needed as government sewage is available. Therefore environmental impact is minimized. Use of the site is generally residential which is the current use in the vicinity. No wildlife exists in the vicinity. Noise, dust and other environmental mitigation measures will be in place during construction to reduce environmental impacts to meet current regulations.
As the Application Site is located within a Water Gather Ground (WGG). WSD has asked for measures to prevent potential water quality impact. The potential water impact during operation of the Project are normally from the following 3 items: 1.Sewage Discharge, 2.Other Point Pollutant Source(s) , 3.Non-Point Pollutant Source(s).
There are public sewers near the Application Site (please refer to the enclosed drawing captured from Geo-info Map). As the sewage from the Project will be discharged to public sewer, and the existing public sewer has sufficient capacity (according to the previous SIA report), no impact from Sewage discharge from the Project is anticipated.
As the Project is a residential development, no point pollutant source(s) other than the sewage discharge is anticipated.
The non-point pollutant source(s) includes the pollutant (not limited to liquid) on the Site surface (i.e. ground, roof, etc...) that may be washed into downstream waterbody during rainstorm. During the operation of the Project, the non-point sources includes, but not limited to: chemical (oil) leakage from the vehicle, chemical leakage from chemical store, animals' excrement, debris.
One of the solution is to provide u-channel/bund wall along the Site's perimeter and provide basic filtration and oil interceptor for the stormwater discharge.

The scale of the proposed development is small and the sewers of the proposed development will be connected to government sewage, therefore, there is no material increase in pollution effect to the WGG. Also, the owner, now over 80, has been living in the existing shelters / storage continuously on the captioned site and has never observed any flooding problem.

I. Existing Fire Services and EVA

Street hydrant is within 20m as shown in survey map. As the number of houses within 30m circle of neighbourhood does not exceed 9, no EVA is required. A minimum separation of 1.5m has been provided between each building.

J. Tree and Landscape

2 Lychee trees, 3 Longan trees, 1 Star Fruit tree and 1 Jack Fruit tree will be fell. There are no valuable trees on site. The existing well will be preserved for future landscape irrigation. Full topographic and tree survey will be conducted in the detailed design stage. A landscape plan will be proposed for the site for approval by relevant government department.

K. Available Utilities

Available utilities include electricity, water supply and government drainage.
There are public storm water and sewage manholes along the fronting public road for future connection of drainage discharge from the proposed development. Water and electricity supplies are available for the proposed uses.

L. Refuse Collection Facility

Refuse collection facility is available within the vicinity (walking distance) of site.

N

Kau Lung Hang
San Wai

Yuen Leng
Village

Nam Wa Po

Fanling Highway

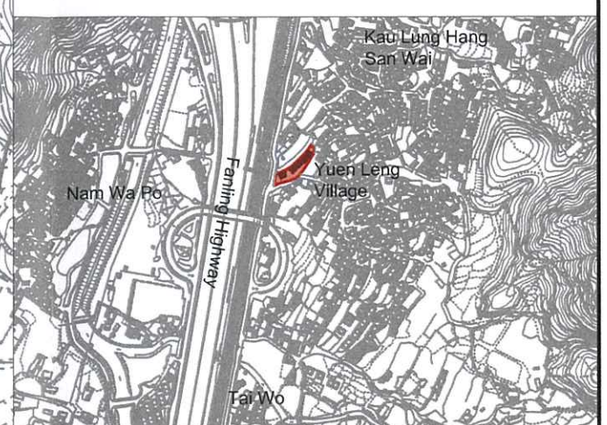
Tai Wo

0m 50m 100m

LEGEND

Project Site

300m Study Area



Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.B and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

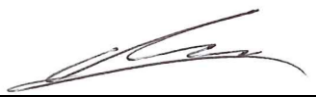
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Spence Robinson Ltd

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po

Sewerage Impact Assessment

(Version 2.0)

Approved By 

(Associate: Mr. KS Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

CINOTECH CONSULTANTS LTD
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Shatin, NT, Hong Kong
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Email: info@cinotech.com.hk

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Table 2 Estimation of Population and Sewage Discharge
Table 3 Discharge Contribution to Existing Downstream Pipes

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Figure 2 Surrounding Catchment Area
Figure 3 Proposed Sewer

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Appendix II Estimation of Sewage Discharge
Appendix III Discharge Contribution

1 INTRODUCTION

1.1 A site of about 1,220 square metres (m^2) is proposed to develop 5 New Territories Exempted houses in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po ("Project"). The location of the Site can be found in **Figure 1**.

1.2 During the circulation to various government department for the application of the proposed residential development, the Project is required to submit a Sewerage Impact Assessment (SIA) report to demonstrate that the proposed development located within the water gathering ground would be able to be connected to the existing or planned sewerage system and will not cause adverse impact on the existing sewerage system. This report presents the findings of the SIA during the operational phase of the proposed development.

1.3 Cinotech Consultants Limited was commissioned by the Spence Robinson Ltd to conduct this assessment for planning submission.

2 ENVIRONMENTAL SETTING

2.1 The proposed development is located in Yuen Leng Village, Tai Po bounded by Tai Wo Service Road East, a private assess road of Yuen Leng Village and other village houses as shown in Figure 1. The site is currently occupied by three temporary shelters and two other structures (one of them is used as storage and one as temporary accommodation).

2.2 The sewage discharge generated from the current residential house is treated by a septic tank.

3 SEWERAGE IMPACT ASSESSMENT

Review Existing Sewerage System

3.1 The nearby public sewers are presented in **Figure 1**. The sewerage discharge from the proposed development will be collected by a terminal manhole and connect to the nearest public sewer manhole FMH1040351.

3.2 The downstream sewer shall be checked for sufficient capacities to cater the additional sewerage discharge. The capacities of the existing downstream foul sewers are calculated by Colebrook-White Equation and listed in **Table 1**. The detailed calculation is shown in **Appendix I**.

Table 1 Capacity of Existing Foul Sewers

Segment	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)[1]
Pipe 01	FMH1040351	FMH1040350	131.3
Pipe 02	FMH1040350	FMH1040349	63.5
Pipe 03	FMH1040349	FMH1040348	119.0
Pipe 04	FMH1040348	FSH1002181	129.3

[1] The pipe capacity are calculated by Colebrook-White Equation and detailed in **Appendix I**.

Sewerage Discharge

3.3 The project includes five 3-storeys new territories exempted houses, the ground floor and first floor are proposed to be residential use only while the third floor is used for greenhouse/garden. Thus, 1 household per each of the 2 residential storeys is adopted for the estimation of residential population. Based on Population By-census 2016, the average domestic household size for Hong Lok Yuen District is 3.5 persons; therefore the population is about 35 persons (5 houses × 2 storeys × 3.5 persons). The peak flow is 0.9 L/s, applying the peaking factor including stormwater allowance of 8 for a contribution population less than 1,000.

Sewerage Discharge from the Vicinity

3.4 The surrounding sewage discharges should also be considered for checking whether of the public sewer pipe have sufficient capacities to cater all sewage discharge. **Figure 2** shows the sewage catchment areas of the upstream (the new territories exempted houses in Yuen Leng Village and Tai Wo Village). Assuming 3 storeys per house and applying 3.5 persons per household, the total population of vicinity is 2,647 (see **Appendix II**).

3.5 The population and peak sewage flow from the Project and vicinity are summarized in **Table 2** and detailed in **Appendix II**.

Table 2 Sewage Flow

Sources	Unit Flow Factors[1] (m^3/day/person)	No. of Occupants	Daily Flow Rate (m^3/day)	Peaking Factor[2]	Peak Flow[3] (L/s)
Project	0.27	35	9.5	8	0.9
Other Yuen Leng Village Houses		1796	484.9	-	-
Tai Wo Village Houses		851	229.8		
Total	-	-	724.1	6	50.3

[1] EPD's Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning defining unit flow factors.
[2] The contribution population is Daily Flow Rate / 0.27. The peaking Factor of 8 and 6 for contribution population less than 1,000 and between 1,000 and 5,000 are adopted.
[3] 24 working hours per day is adopted for peak flow calculation. Peak Flow = Daily Flow Rate × 1000 × peaking factor × 1 / 24 / 3600.

Future Sewerage System

3.6 The sewage discharge from the Project is proposed to be collected by a terminal manhole (FTMH01). The terminal manhole will ultimately be connected to the public sewerage manhole FMH1040351 via a 225 pipe with 1:150 slope (PP01). The terminal manhole and the proposed pipe are shown on **Figure 3**. The exact location and invert level will subject to future detail design.

3.7 **Table 3** shows a summary of the sewage peak flow from the Project and surrounding catchment area to each segment of pipe, the detailed calculation is shown in **Appendix III**.

Table 3 Discharge Contribution to Existing Downstream Pipes

Segment	Full Capacity (L/s)	Sewage Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
Pipe 01	131.3	50.3	38%
Pipe 02	63.5	50.3	79%
Pipe 03	119.0	50.3	42%
Pipe 04	129.3	50.3	39%

3.8 The downstream pipes (Pipe 01- Pipe 04) have sufficient capacities to cater the sewage discharge from the Project and vicinity use. No upgrading for the public sewer is needed.

4 CONCLUSION

4.1 A terminal manhole will collect all sewerage discharge from the Project site and ultimately discharge to the public sewer (manhole FMH1040351) via a ϕ225mm pipe with a slope of 1:150.

4.2 The existing foul sewers in the vicinity of the site have sufficient capacity to cater for the expected sewage flows from the proposed use of the site. It will not cause adverse impact on the existing sewerage system.

Figures

FSH1002181
Pipe 04
FMH1040348
FMH1040349
Pipe 03
FMH1040350
Pipe 02
Pipe 01
FMH1040351
FMH1040352
FMH1040353
FMH1040354
FMH1040355
FANLING HIGHWAY
TAI WO SERVICE ROAD WEST
Kam Fung Garden
Cycling Track
Pipeline
WIP Jan 2019
Road

LEGEND

Project Boundary

Public Sewer



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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Public Sewer Layout

SCALE	1:1000 @ A3	DATE	Feb 2020
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		REV	-

N

Connect to Tai Wo Village Sewage Pumping Station

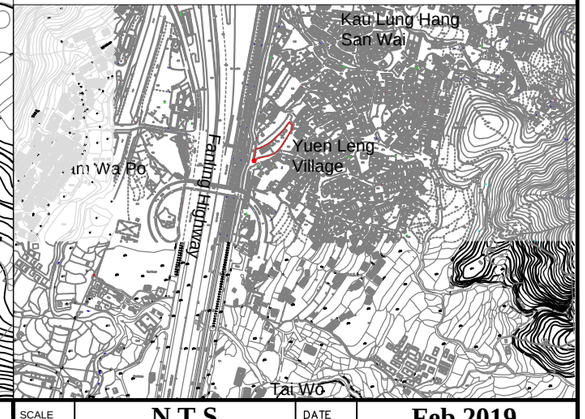
LEGEND

Project Boundary

Public Sewer

Other Village Houses:
Yuen Leung Village: 171

Tai Wo Village: 81

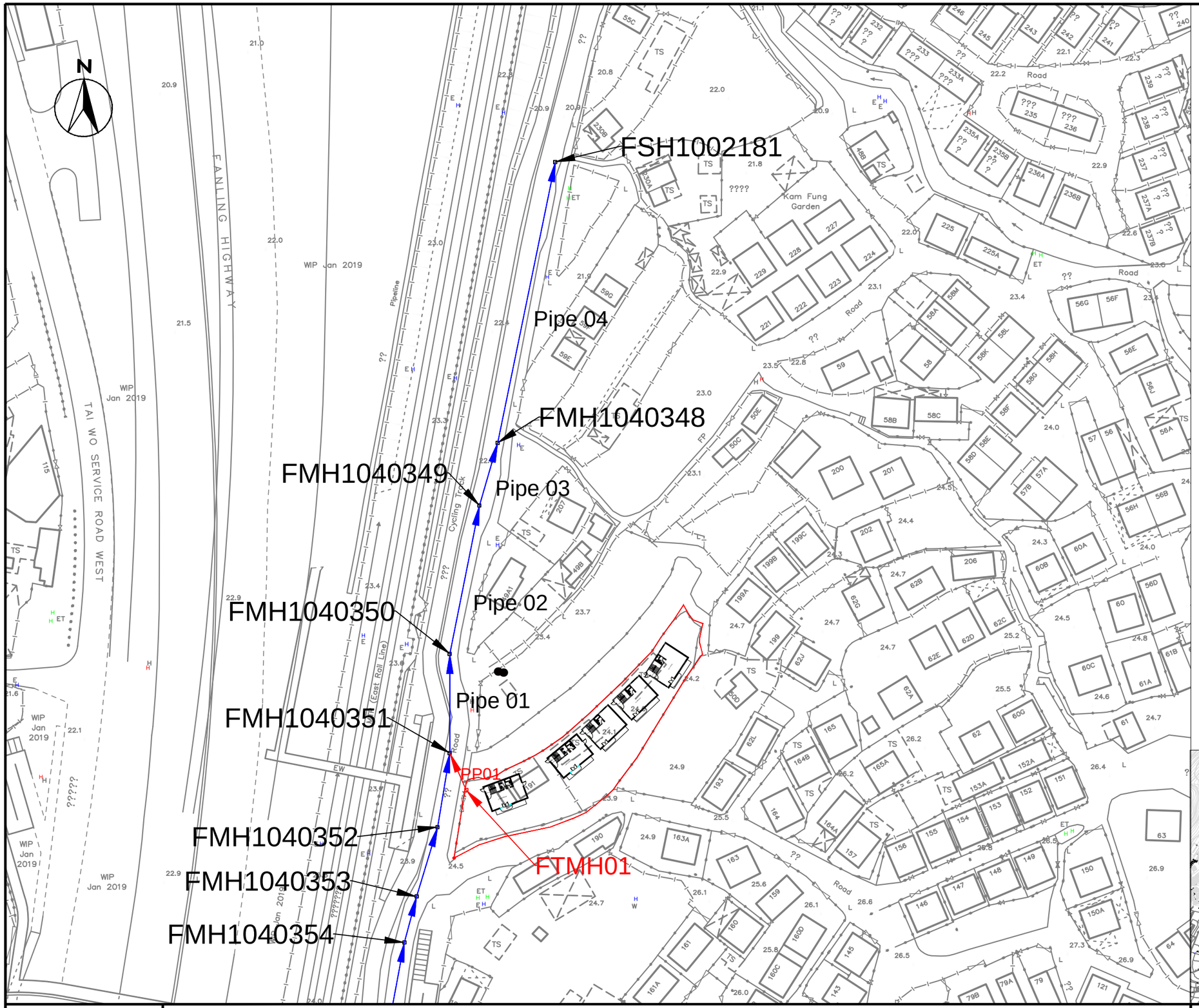


CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

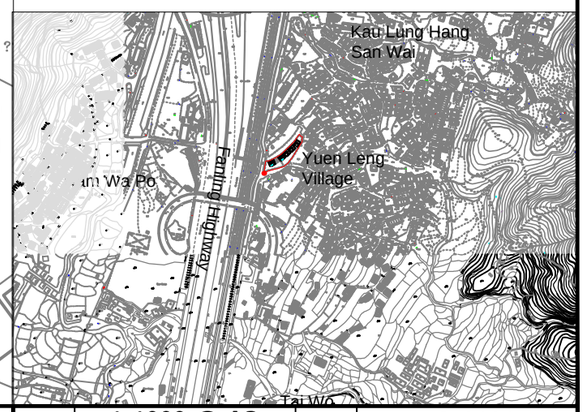
Surrounding Catchment Area

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JOB No.	IA19002	FIGURE No.	4-2
		REV	-



LEGEND

- Project Boundary
- Proposed Sewers
- Existing Sewers



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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Proposed Sewer

SCALE	1:1000 @ A3	DATE	Feb 2020
CHECK	KW	DRAWN	JM
JOB No.	IA19002	FIGURE No.	4-3
		REV	-

Appendix I –

Calculation of Pipe Capacities

Calculation of Pipe Capacity

Segment	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Length (m)	Diameter (mm)	Diameter (m)	Area (m^2)	Hydraulic Radius (m)	Slope#	Kinematic Viscosity (m^2/s)	Hydraulic Pipeline Roughness (m)*	Velocity (m/s)	Full Capacity (l/s)
Public Sewerage Pipes in Drainage Record Plan														
Pipe 01	FMH1040351	FMH1040350	20.80	20.45	25.1	300	0.3	0.071	0.075	0.0139	0.00000114	0.0006	1.86	131.3
Pipe 02	FMH1040350	FMH1040349	20.13	19.93	38.2	300	0.3	0.071	0.075	0.0052	0.00000114	0.003	0.90	63.5
Pipe 03	FMH1040349	FMH1040348	19.91	19.72	16.6	300	0.3	0.071	0.075	0.0115	0.00000114	0.0006	1.68	119.0
Pipe 04	FMH1040348	FSH1002181	18.40	17.42	72.5	300	0.3	0.071	0.075	0.0135	0.00000114	0.0006	1.83	129.3
Proposed Sewer														
PP01	FTMH01	FMH1040351	20.87	20.80	10.3	225	0.225	0.040	0.05625	0.0067	0.00000114	0.003	0.84	33.2

* Roughness coefficient for slimed clayware sewer under poor condition is adopted; the ks values are 0.6mm for velocities greater than 1.2m/s, otherwise 3mm.

The slope of proposed pipe which is connected between the terminal manhole of the Project and the Public Sewer is assumed to be 1:150. The invert level and the length are subject to the future detail design.

Appendix II –

Estimation of Sewage Discharge

Estimation of Sewage Discharge

Occupant Type	No. of House	No. of Household [1]	No. of Occupants [2]	Unit Flow Factors [3] (m^3/day/person)	Daily Flow Rate (m^3/day)	Contributing population [4]	Peaking Factor	Peak Flow (L/s) [5]
Project	5	10	35	0.27	9.5	35	8	0.9
Other Yuen Leng Village Houses	171	513	1796	0.27	484.9	-	-	-
Tai Wo Village Houses	81	243	851	0.27	229.8	-	-	-
Total			-	-	724.1	2682	6	50.3

Note:

1 The proposed house is designed to be 1 household per storey and the proposed houses have 2 residential storeys. For other village houses, 3 households per unit house is adopted for conservative assessment.

2 Refer to Census 2016, domestic household size of 3.5 persons/household for District Hong Lok Yuen is applied to estimate the residential population

3 EPD's Guidelines for Estimating Sewage Flows for Infrastructure Planning defining sewage flow parameter.

4 The contribution population = Daily Flow Rate (m^3/day) / 0.27(m^3/day/person)

5 Peaking Factor of 8 & 6 for contribution population < 1,000 and between 1,000 and 5,000 are adopted. The operation hour is assumed to be 24 hours. The peak flow is the sum of flow rate of each occupant type × peaking factor.

Appendix III –
Discharge Contribution

Appendix III

Discharge Contribution

Segment	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Peak Flow (L/s)	% of full capacity
PP01	FTMH01	FMH1040351	33.2	Project	0.9	3%
Pipe 01	FMH1040351	FMH1040350	131.3	Project & Upstream Sewage Discharge	50.3	38%
Pipe 02	FMH1040350	FMH1040349	63.5		50.3	79%
Pipe 03	FMH1040349	FMH1040348	119.0		50.3	42%
Pipe 04	FMH1040348	FSH1002181	129.3		50.3	39%

Spence Robinson Ltd

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po

Noise Impact Assessment (Version 3.0)

December 2021

Approved By _____
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

CINOTECH CONSULTANTS LIMITED
Room 1710, Technology Park
18 On Lai Street
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Tel: (852) 2151 2083 Fax: (852) 3107 1388
Email: info@cinotech.com.hk

Project	Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po	
Report	Noise Impact Assessment	
Version/Revision	V3.0	16 December 2021

	Prepared by	**Checked by**
	Leo Leung	Colman Wong
Signature	Leo Leung	Colman
Date (DD-MM-YYYY)	16/12/2021	16-12-2021

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1 INTRODUCTION

1.1 Background

1.1.1 A site of about 1,220.4 square metres (m^2) is proposed to develop 5 New Territories Exempted houses in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po ("Project"). The location of the Site can be found in **Figure 1-1**.

1.1.2 During the circulation to various government departments for the application of the proposed residential development, the Project is required to submit a Noise Impact Assessment (NIA) to demonstrate that the noise level of the proposed development would comply with the relevant noise criteria for both of traffic noise and railway noise. This report presents the findings of the NIA during the operation phase of the proposed development.

1.1.3 Cinotech Consultants Limited was commissioned by the Spence Robinson Ltd to conduct this assessment for planning submission.

1.2 Environmental Setting

1.2.1 The proposed development is located in Yuen Leng Village, Tai Po bounded by Tai Wo Service Road East, a private assess road of Yuen Leng Village and other village houses as shown in **Figure 1-1**. The site is currently occupied by three temporary shelters and two other structures (one of them is used as storage and one as temporary accommodation). The surrounding noise sources are the railway noise from East Rail Line (~30 m west to the site boundary) and Fanling Highway (~60m west to the site boundary). There are two long switch joints (100m each) on the East Rail Line as marked as turnout area in **Figure 1-1**.

1.2.2 In order to identify the noise environment and the major noise source around the Project, a field measurement was taken from 22:30 to 23:30 on 13 March 2019 adjacent to the project site (**Figure 1-2**). Two sound level meters were used to measure the railway noise in terms of 1 second per measurement. The sound level meters were set up at 4m and 6.7m above ground. The equipment of the measurement is listed in **Table 1-1**. The calibration certificates and the photo records are shown in **Appendix III** and **Appendix IV**, respectively. The measured noise levels are summarized in **Table 1-2**.

Table 1-1 Equipment List of Railway Noise Monitoring

Equipment	Brand and Model	Serial No.	Quantity
Sound Level Meter	SVANTEK – SVAN979	27189	1
Sound Level Meter	SVANTEK – SVAN979	27190	1
Acoustical Calibrator	SVANTEK – SV30A	10929	1
Measurement Tape	--	--	1

Table 1-2 Equipment List of Railway Noise Monitoring

Time	Measured Background Noise Level, dB(A)		Measured Background Noise Level, without train event, dB(A)	
	@ 4mAG	@ 6.7mAG	@ 4mAG	@ 6.7mAG
	Leq	Leq	Leq	Leq
22:30 - 23:30	64.1	63.2	56.9	56.8

1.2.3 The on-site measurement results showing the background noise level during 22:30-23:30 is around 63-64 dB(A). When the noise level with bypassing trains excluded, the noise level is down to ~57dB, implying the railway noise is the major noise source in the surrounding of the Project.

1.3 The Proposed Development

1.3.1 Five 3-storey New Territories Exempted houses have been proposed. All 5 houses will be built concurrently and expected to be complete in year 2025. The layout of the proposed development is enclosed in **Appendix I**.

1.3.2 Three of the proposed houses (units 1-3) limit the living room and bedroom to G/F and 1/F, while the 2/F is used as green house. The remaining 2 proposed house (units 4 & 5) do not follow the same design and place living room and/or bedroom into each of the floor.

1.3.3 As the Project is close to the East Rail Kin and Fanling Highway, noise suppression measures such as solid perimeter fence wall and acoustic fins have been incorporated into the design.

1.3.4 The locations of the solid perimeter fence wall and acoustic fins are marked in **Figures 1-3a** to **1-3c**. The location of openable windows for ventilation are also marked for reference. Fixed glazing which facing north-east side are located on 1/F and 2/F of unit 5 and 2/F of unit 4 (See **Figures 1-3b** to **1-3c**). As the project site is located at east to the railway, the northern, western and southern fence walls could be taken as the noise barriers, and so called as Barrier 1 (B1), Barrier 2 (B2) and Barrier 3 (B3). Barrier 1 is assumed to be 3mAG and Barrier 2 & 3 are assumed to be 2mAG. Acoustic fins have already adopted as the design features of the proposed building. There is total three Acoustic Fins attached to unit 1 & 2, named as F1_1, F1_2 and F2_1 as shown in **Figure 1-3a**. F1_1, F1_2 and F2_1 starts at 3.2mAG, ground level and 3mAG respectively, while all three Acoustic Fins has a height of 5.8mAG (below 3/F of unit 1 or 2). F2_1 has a fin with 2m wide, while two other acoustic fins have a wide of 2.5m. The design features of the proposed site have already considered the noise impact.

2 STANDARDS AND GUIDELINES

2.1 Traffic Noise

2.1.1 The Hong Kong Planning Standards and Guidelines (HKPSG) provide guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in the following table (**Table 2-1**).

Table 2-1 HKPSG Road Traffic Noise Planning Standard

Uses	Road Traffic Noise $L_{10,\ 1hour}$ dB(A)
Domestic Premises	70
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

2.1.2 As the proposed development will be domestic premises only, 70 dB(A) is adopted as the traffic noise criteria.

2.2 Railway Noise

2.2.1 Railway noise is controlled by the Noise Control Ordinance (NCO) and its Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (TM). Acceptable Noise Levels (ANLs) are stipulated in the TM as the noise criteria and depend on their Area Sensitivity Ratings and time of the day (see **Table 2-2**). Moreover, HKPSG also provide guidance on acceptable railway noise levels at the openable windows of various types of noise sensitive buildings. An averaged 24 hours noise level of 65 dB(A) and a L_{max} of 85 dB(A) during night time (2300-0700) are recommended.

Table 2-2 Acceptable Noise Levels (ANLs) (dB(A))

Time Period	ASR A	ASR B	ASR C
Day (0700 to 1900 hours)	60	**65**	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	**55**	60

2.2.2 According to TD's updated Annual Traffic Census (2020), Fanling Highway to the west of the proposed development is an expressway with daily traffic much more than 30,000, which is considered as an Influencing Factor (IF). The Fanling Highway is slightly depressed and equipped with road sides noise barriers, combined with the low rise natural in the rural environment, the noise from the IF to the subject site is not directly affect by the IF. The subject site is indirectly affected by the IF, which is the only major noise source besides railway noise during the measurement. As the subject site is in rural area with indirect affect from IF, the ASRs of the proposed development would be classified as "B". The railway noise criteria should be 65 dB(A) and 55 dB(A) for day/evening time (0700-2300) and night time (2300-0700) respectively.

2.2.3 The relevant noise criteria for both traffic noise and railway noise to the proposed development are summarised in **Table 2-3** below.

Table 2-3 Noise Criteria for the Project

Source Type	Time Period	Noise Criteria	
Traffic Noise	-	$L_{10,\ 1\ hour}$	70 dB(A)
Railway Noise	Daytime (0700 – 1900) & Evening Time (1900 – 2300)	$L_{eq,\ 30\ minutes}$	65 dB(A)
	Night Time (2300 - 0700)	$L_{eq,\ 30\ minutes}$	55 dB(A)
		L_{max}	85 dB(A)
	All Day	$L_{eq,\ 24\ hours}$	65 dB(A)

3 METHODOLOGY

3.1 The Representative Noise Assessment Point

3.1.1 The Project is a small-scale residential development. The construction noise due to the demolition of existing structure (three temporary shelters and two other structures) and construction of 5 New Territories Exempted houses is small scale, therefore the construction noise is minor. Moreover, no noise sources arising from the proposed development is anticipated to the surrounding area during the operation phase. Therefore, Project is not regarding as a noise source, thus no assessment points in the surrounding are necessary.

3.1.2 On the other hand, all of the living rooms and bedrooms of residential units of the proposed development were considered as Noise Sensitive Receivers (NSRs) for both traffic noise assessment and railway noise assessment. The assessment points covered the openable windows for ventilation of living room and bedrooms; as well as the door of balcony on 1/F. All assessment points located at 1.2m above the slab level and 1m away from façade (windows/doors). It should be noted that the doors on G/F of the proposed houses are not designed for ventilation purpose. In addition, the 2/F of the proposed units 1-3 are planned greenhouses which are not regarded as NSRs, while the 2/F of the proposed units 4-5 are living room and bedroom. However, the windows facing the north-east side on 1/F & 2/F of unit 5 and 2/F of unit 4 are fixed glazing, which are not considered as NSRs. The representative noise assessment points of the proposed houses are listed in **Table 3-1** and illustrated in **Figures 3-1a to 3-1c**.

Table 3-1 Noise Assessment Points

Unit	Noise Assessment Point (NAP)	Applicable Floor	Ground Level (mPD)	Height of NAP (m above ground)		
				G/F	1/F	2/F
U1	U1_1	1F	23.8	--	4.3	--
U1	U1_2	GF&1F	23.8	1.35	4.3	--
U1	U1_3	GF&1F	23.8	1.35	4.3	--
U1	U1_4	GF	23.8	1.35	--	--
U2	U2_1	1F	24	--	4.3	--
U2	U2_2	GF&1F	24	1.35	4.3	--
U2	U2_3	GF&1F	24	1.35	4.3	--
U2	U2_4	GF	24	1.35	--	--
U3	U3_1	1F	24.1	--	4.3	--
U3	U3_2	GF&1F	24.1	1.35	4.3	--
U3	U3_3	GF&1F	24.1	1.35	4.3	--
U3	U3_4	GF	24.1	1.35	--	--
U4	U4_1	1F&2F	24.2	--	4.03	6.73
U4	U4_2	1F&2F	24.2	--	4.03	6.73
U4	U4_3	GF&1F&2F	24.2	1.35	4.03	6.73
U4	U4_4	GF&1F	24.2	1.35	4.03	--
U4	U4_5	GF	24.2	1.35	--	--
U5	U5_1	1F&2F	24.4	--	4.03	6.73

Unit	Noise Assessment Point (NAP)	Applicable Floor	Ground Level (mPD)	Height of NAP (m above ground)		
				G/F	1/F	2/F
U5	U5_2	1F&2F	24.4	--	4.03	6.73
U5	U5_3	GF&1F&2F	24.4	1.35	4.03	6.73
U5	U5_4	GF	24.4	1.35	--	--
U5	U5_5	GF	24.4	1.35	--	--

Note [1]
The assessment height is listed below.
G/F: for Unit 1-5 = slab thickness + NSR height = 0.15m + 1.2m = 1.35m
1/F: for Unit 1-5 = 1/F height (included slab thickness) + NSR height, while for unit 1-3: 3.1m + 1.2m = 4.3m & for unit 4-5 = 2.83m + 1.2m = 4.03m
2/F: for Unit 4-5 = 1/F height (included slab thickness) + NSR height = 5.53m + 1.2m = 6.73m

3.2 Traffic Noise Assessment

3.2.1 The in-house computer programme (MARC model) was used to predict the traffic noise levels arising from the road network. It adopts the methodology of the UK Department of Transport's Calculation of Road Traffic Noise (CRTN) which is stipulated in Chapter 9, Section 4.2.7 of the HKPSG for the assessment of road traffic noise impact. The road traffic noise levels are presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow [L_{10} (1-hour) dB(A)].

3.2.2 The assessment was based on the projected peak hour flows for the worst year within 15 years after completion of the proposed development in Year 2025. The traffic data in this assessment is provided traffic consultant (Ho Wang SPB Limited). The maximum projected peak hour traffic flow within 15 years from the completion of the Project is identified as the PM peak hour flow in Year 2040. The major roads within 300m from the boundary of the Project have been included in the assessment and are shown in **Figure 3-2** and traffic flow are listed in **Appendix II**.

3.3 Railway Noise

3.3.1 Railway noise has been predicted with adopting "Calculation of Railway Noise 1995" published by the Department of Transport, London. The noise level of the railway noise generated from East Rail Line is assessed by calculating noise criteria as illustrated in **Table 2-3**. Following approach have been followed for calculation.

3.3.2 The railway within 300m boundary will be assessed and shown in **Figure 3-3a**. The entire railway has been divided into different segments by each NSRs. Each NSR has different divided segments as depends on the Fence Wall (Barrier 1, Barrier 2, Barrier 3) and Buildings/Fins. Meanwhile, divided segments thus resulted in divided view angle, which demonstrated in **Figures 3b** & **3c**. The height of different types of barriers are illustrated in **Table 3-3**.

3.3.3 Different corrections will be included and summed up with the reference noise level (Reference SEL) from the train for determining the noise level on each divided segment. Noise level of each divided segment after corrections will be recombined into noise level for one entire track. Parameters of the correction are listed in **Table 3-2**. The detailed calculation is shown in **Appendix V**.

3.3.4 In order to ensure the adopted SEL and L_{max} for reference of train is conservative and reasonable, methodology of approved EIA - AEIAR-165/2012 - Shatin to Central Link - Mong Kok East to Hung Hom Section has been referred[1]. SP1900 train with speed of 130kph at 25m setback is assumed as the conditions for reference SEL. The reference L_{max} for ballast track is 75.3dB(A).[2] The reference SEL will be 82.7 dB(A), calculated by the following equation:

$$SEL = L_{max} + 10\log_{10}(L/V) + 10.5 - 10\log_{10}[(4D/(4D^2+1)) + 2\tan^{-1}(1/(2D))]$$

Note: L_{max} = Train Noise [dB(A)], L = Train Length (m), V = Train Speed (kph), d= Perpendicular Distance from track (m), D = d/L

Table 3-2 Correction Parameters for Railway Noise

Parameters	Approach
Speed Correction	+ 20 $\log_{10}$ (V/130), where V = Train Speed
Distance Correction	- 10 $\log_{10}$ (d'/25), where d' = Slant Distance to NSR
Angle of View Correction	+ 10 $\log_{10}$ ($\pi\theta$/180-cos2α sinθ)-5, where θ = view angle and α = the acute angle between the bisect line of view angle and the parallel line of the track that pass through the NSR.
Façade Correction	+ 2.5 dB(A)
Track Wear Correction	+ 3.0 dB(A)
Turnout Correction	+ 4.0 dB(A) for conservative approach
Slab Track Correction	+ 2.5 dB(A)
Reflection Correction	+ 1.5 dB(A)
Barrier Correction	δ = Path difference between direct distance from NSR to the Source and screening distance from NSR to Source. Shadow Zone: For $\delta > 2.5$m, Correction = -21 dB(A) For $0 < \delta < 2.5$m, Correction = - 7.75 $\log_{10}$ (5.2+203δ) dB(A)

[1] EIA - AEIAR-165/2012 - Shatin to Central Link - Mong Kok East to Hung Hom: https://www.epd.gov.hk/eia/register/report/eiareport/eia_1982011/EIA/html/Sec6_Airborne_Noise.htm

[2] MTR Corporation Ltd. (SEL Source Term Verification): https://www.epd.gov.hk/eia/register/report/eiareport/eia_1972011/EIA/pdf/Appendices/Appendix%208.11%20-%20SEL%20Source%20Term%20Measurement%20Report.pdf

	Illuminated Zone: $\delta > 0.4$m, Correction = 0 dB(A) For $0 < \delta < 0.4$m, Correction = $0.88+2.14 \log_{10} (10^{-3}+\delta)$ dB(A)
Train Frequency Correction	+10 log (N), where N = Train Frequency per 30 min per Direction

3.3.5 For conservative approach, Façade Correction, Track Wear Correction and Reflection Correction have been included in all divided segments. Entire track within 300m boundary is ballast track, while slab track correction is not applicable. As mentioned in **Section 1.2.1**, two long switch joints have been identified. According to Table 1 of "Calculation of Railway Noise 1995", turnout correction of 2.5 dB(A) will be added for jointed track and crossing. Nevertheless, for conservative approach, 4dB(A) will be added for long switch type track as referring to AEIAR-028/1999 - East Rail Extensions - Tai Wai to Ma On Shan. The location of turnout is marked in **Figure 1-1**. For the divided view angle which included any part of turnout area, turnout correction of 4 dB(A) will be added to the divided segment.

3.3.6 The barrier correction is referred to "Calculation of Railway Noise 1995". In the barrier effect calculation, the division of view angle by each NSRs was based on three fence wall barriers (B1, B2, B3), acoustic fins (F1_1, F1_2, F2_1) & buildings (Unit 1-5) as demonstrated in **Figures 3b & 3c**. For instant, the view angle of Unit 3 has been divided into two view angles by the fence walls (B2 & B3). The view angle for B2 is completely blocked by Unit 2. Then, part of the view angle for B3 would be blocked by Unit 2 and Fin of Unit 1. (See **Figure 3c**). The view angle for B3 would be further divided into two view angles. Therefore, there are total 3 view angle for B2 blocked by Unit 2, B3 blocked by Fin and building & B3. The height of the barriers is listed in **Table 3-3.**

Table 3-3 Types of Barriers for Railway Noise

Barriers Types	Height (mPD)	Height (mAG)
Barrier 1	27	3
Barrier 2	26	2
Barrier 3	26	2
Fin	29.8	5.8
Building (Unit 1-5)	32.23	8.23

3.3.7 According to MTRC, the ultimate train frequency for Northbound and Southbound of the East Rail Line is 30/hour and 24/hour for day/evening time and night-time respectively. No information for the ultimate daily train frequency has been found in the reference document. For assessment purposed, the daily train frequency from the approved EIA - AEIAR-165/2012, which is 850 train/day (both directions included) has been adopted with the assumption that the number of northbound and southbound trains are equal. On the other hand, with reference to the Schedule provided by MTRC, there are less than 1 trains/hour for both Northbound (Intercity) and Southbound (Intercity). The ultimate daily frequency for both of them is 18 (included both directions). Since Southbound for Intercity has a shorter distance to our proposed development, we assumed all trains pass through Southbound

(Intercity). For a conservative approach, we assume 48 trains as the combined ultimate daily train frequency (1 train/30min, for 24 hrs), including Northbound (Intercity) and Southbound (Intercity). The adopted train frequencies are listed in **Table 3-4**.

Table 3-4 Adopted Train Frequency

Direction [1]	Time period	Ultimate Train Frequency	Ultimate Train Frequency per direction		Speed(km/h)
			per 30 min	per day	
Northbound	Day and evening 7:00-23:00	30 / hour	15	--	120
Northbound	Night 23:00-7:00	24 / hour	12	--	
Northbound	All Day 24 hours	850 / day (both direction)	--	425	
Southbound	Day and evening 7:00-23:00	30 / hour	15	--	120
Southbound	Night 23:00-7:00	24 / hour	12	--	
Southbound	All Day 24 hours	850 / day (both direction)	--	425	
Southbound (Intercity)	Day and evening 7:00-23:00	2/hour	1	--	120
Southbound (Intercity)	Night 23:00-7:00	2/hour	1	--	
Southbound (Intercity)	All Day 24 hours	24 (both direction)	--	48	

4 RESULTS

4.1 Traffic Noise

4.1.1 The design features of the proposed site have already considered the noise impact. Please noted that the detailed location and height of acoustic fins and the fence walls is shown in **Figure 3a** to **3c**. No additional mitigation measure is further considered. The traffic noise level L_{10} (1 hour) are listed in **Table 6-1**.

Table 4-1 Summary of Predicted Traffic Noise Level at NSRs

Unit	Location	Floor		
		G/F	1/F	2/F
		Predicted Noise Level, dB(A)		
U1	1	--	64	--
	2	60	64	--
	3	54	59	--
U2	1	65	--	--
	2	--	59	--
	3	57	60	--
	4	56	59	--
U3	1	64	--	--
	2	--	59	--
	3	57	58	--
	4	56	59	--
	5	64	--	--
U4	1	--	60	61
	2	--	59	60
	3	57	58	59
	4	55	58	--
	5	63	--	--
U5	1	--	58	59
	2	--	56	57
	3	54	55	56
	4	60	--	--
	5	63	--	--
Criteria		70		

4.1.2 The noise level of all noise assessment points have complied with the traffic noise criteria without additional mitigation measure. No adverse traffic noise impact is anticipated.

4.2 Railway Noise

4.2.1 The predicted railway noise level at the representative noise assessment points under unmitigated scenario are listed in **Table 4-2**. The detailed calculations are presented in **Appendix V**.

Table 4-2 Summary of Predicted Railway Noise Level at NSRs

NSR	Floor	Day	Night	Night	All day
		L_{eq} (30min), (7:00-2300)	L_{eq} (30min), (23:00-7:00)	L_{max}, (23:00-7:00)	L_{eq} (30min), (All day)
		Predicted Railway Noise Level, dB(A)			
U1_1	1/F	52	51	66	50
U1_2	G/F	56	55	69	54
U1_2	1/F	55	54	67	52
U1_3	G/F	37	36	52	35
U1_3	1/F	45	44	58	43
U1_4	G/F	53	55	69	54
U2_1	1/F	48	47	60	45
U2_2	G/F	50	49	63	48
U2_2	1/F	48	47	59	45
U2_3	G/F	49	48	64	47
U2_3	1/F	44	43	59	42
U2_4	G/F	54	53	68	51
U3_1	1/F	49	48	61	47
U3_2	G/F	49	49	64	47
U3_2	1/F	48	47	61	45
U3_3	G/F	45	44	60	42
U3_3	1/F	48	47	63	46
U3_4	G/F	54	53	68	52
U4_1	1/F	51	50	64	49
U4_1	2/F	52	51	63	49
U4_2	1/F	51	50	65	49
U4_2	2/F	52	51	66	49
U4_3	G/F	51	50	65	49
U4_3	1/F	49	48	63	47
U4_3	2/F	50	49	62	48
U4_4	G/F	44	43	59	42
U4_4	1/F	47	46	62	45
U4_5	G/F	54	53	68	52
U5_1	1/F	49	48	62	47
U5_1	2/F	51	51	65	49
U5_2	1/F	46	45	61	44
U5_2	2/F	41	40	56	39
U5_3	G/F	48	47	63	46
U5_3	1/F	44	43	59	42
U5_3	2/F	39	38	54	36
U5_4	G/F	49	48	64	47
U5_5	G/F	53	52	68	51
Criteria		**65**	**55**	**85**	**65**

4.2.2 The predicted railway noise level of all NSR have complied with the railway noise criteria. No mitigation measure and adverse traffic noise impact are anticipated.

5 CONCLUSION

5.1.1 The orientation of the proposed building has been carefully designed to avoid the directly facing to the nearby road. With the solid fence walls and fins in the surrounding the project site, the noise level at all noise assessment points of the proposed development complies with the corresponding traffic noise criteria (L_{10}(1h) 70 dB(A)). No adverse traffic noise impact is anticipated.

5.1.2 All NSRs for railway noise also complied the noise criteria (**Table 2-2**) without additional mitigation measure. No adverse railway noise is anticipated.

5.1.3 Both traffic noise and railway noise impacts on the proposed development have been assessed without mitigation measures. All noise sensitive receivers can comply with the criteria.

Figures

N

Kau Lung Hang
San Wai

Yuen Leng
Village

Nam Wa Po

Fanling Highway

Tai Wo

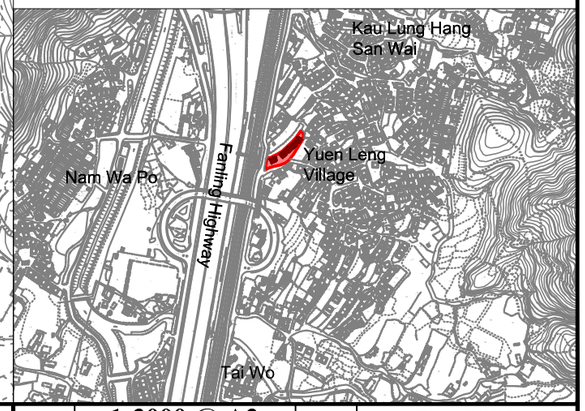
0m 50m 100m

LEGEND

Project Site

300m Study Area

Turnout Area

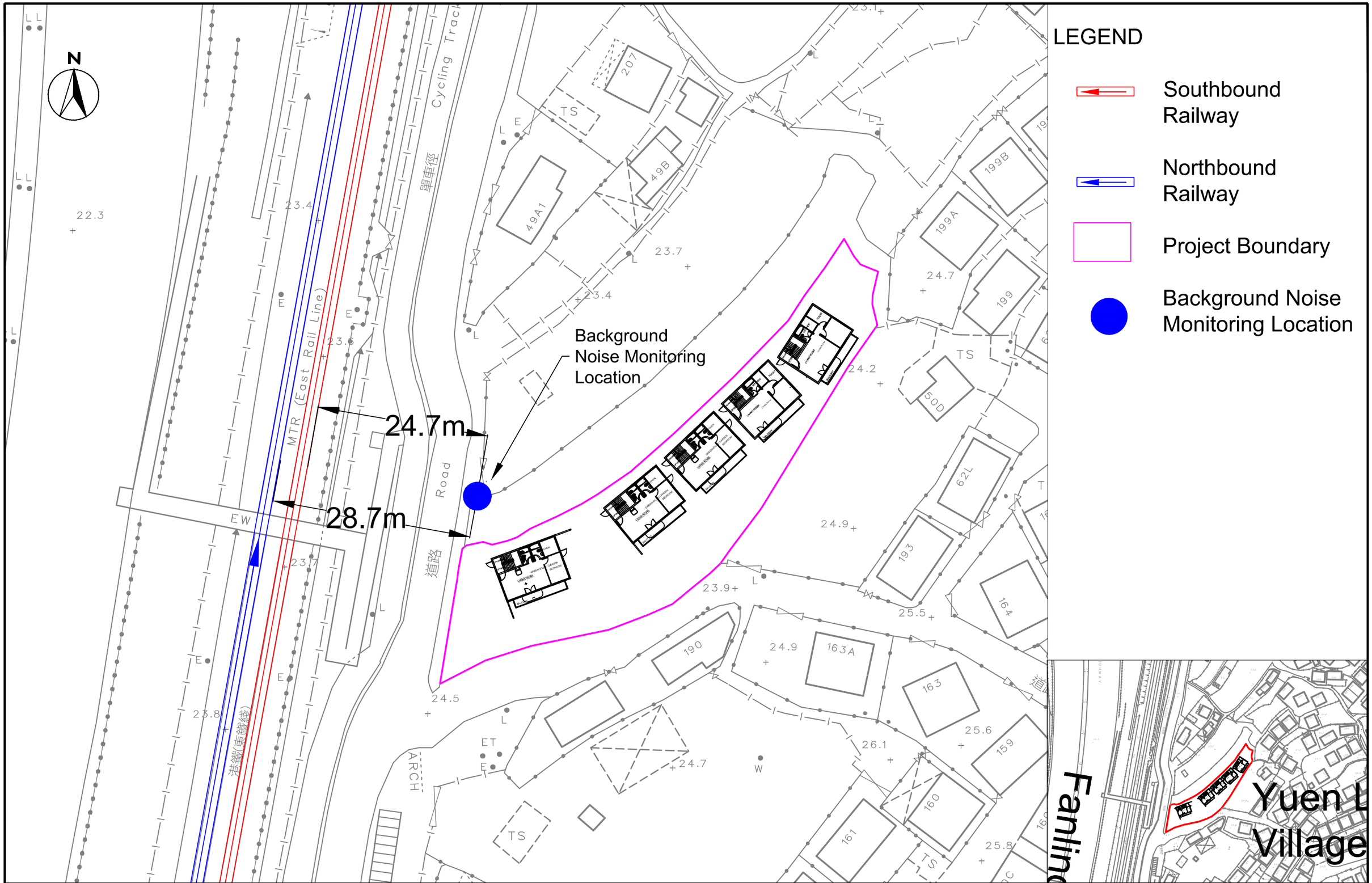


CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

300m Study Area for Noise Assessment

SCALE	1:3000 @ A3	DATE	Dec 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-1	REV -

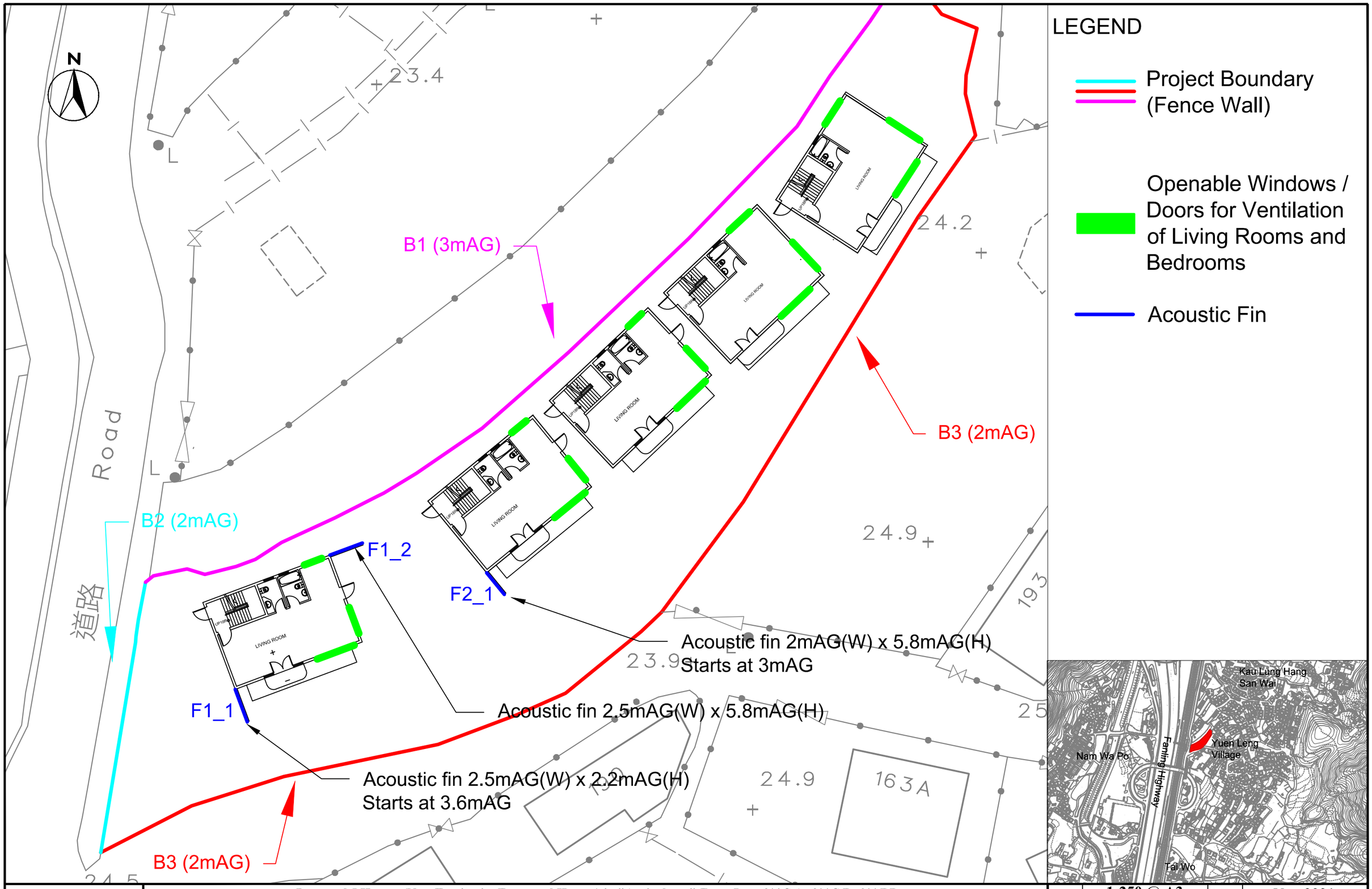


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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Background Noise Monitoring Location

SCALE	1:500 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	1-2
		REV	-



LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin

CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of the Solid perimeter Fencewall and Acoustic fins (G/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-3a	REV -

N

Road

道路

+23.4

24.2

24.9

23.9

24.9

24.5

163A

Fixed Glazing

B1 (3mAG)

B2 (2mAG)

B3 (2mAG)

F1_1

F1_2

F2_1

Acoustic fin 2mAG(W) x 5.8mAG(H)
Starts at 3mAG

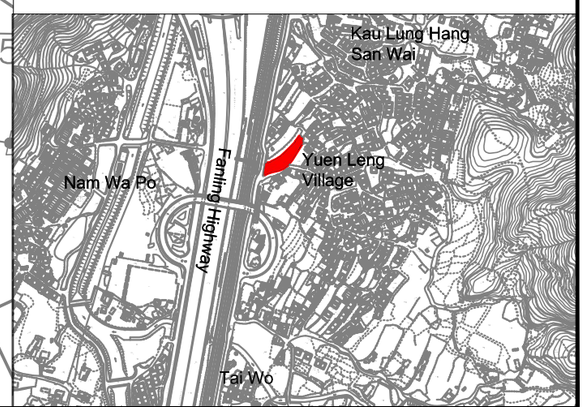
Acoustic fin 2.5mAG(W) x 5.8mAG(H)

Acoustic fin 2.5mAG(W) x 2.2mAG(H)
Starts at 3.6mAG

KITCHEN
TOILET
LIVING ROOM
BALCONY
BEDROOM
UP1FBR
DN1FBR

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin



CINOTECH
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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of the Solid perimeter Fencewall and Acoustic fins (1/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	KC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-3b	REV -

N

Fixed Glazing

Fixed Glazing

B1 (3mAG)

B3 (2mAG)

B2 (2mAG)

B3 (2mAG)

+23.4

24.2

24.9

23.9

24.9

L

道路

190

163A

193

GREENHOUSE/ GARDEN

GREENHOUSE/ GARDEN

GREENHOUSE/ GARDEN

KITCHEN

TOILET

LIVING ROOM

BALCONY

KITCHEN

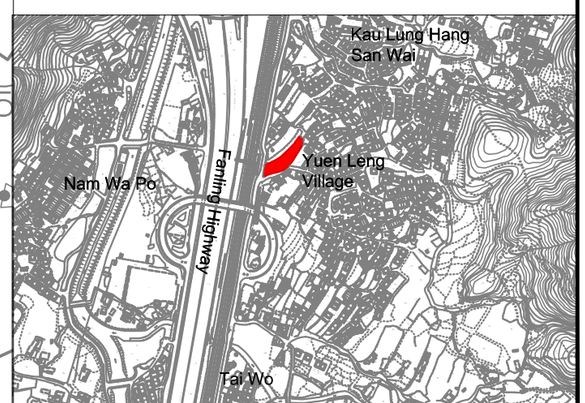
TOILET

LIVING ROOM

BALCONY

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin



CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of the Solid perimeter Fencewall and Acoustic fins (2/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-3c	REV -

N

23.7

+23.4

L

Road

道路

U5_5

U5_4

U5_3

U4_5

U4_4

U4_3

U3_4

U3_3

U3_2

U2_4

U2_3

U2_2

U1_4

F1_2

U1_3

F2_1

U1_2

F1_1

LIVING ROOM

24.2

24.9+

23.9+

193

190

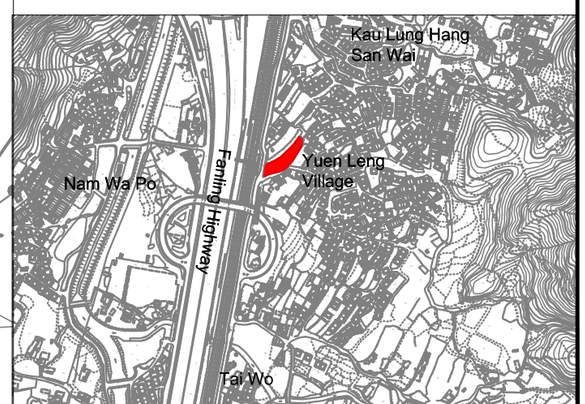
24.9

163A

25.

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin
- Assessment Points for Traffic/Railway



CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of Noise Assessment Points (G/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-1a
		REV	-

N

Road

道路

Fixed Glazing

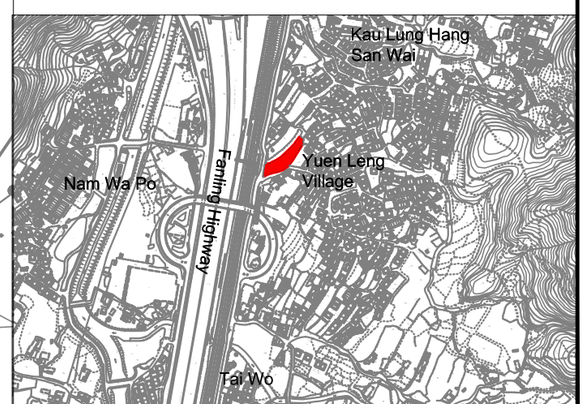
U5_3
U5_2
U5_1
U4_4
U4_3
U4_2
U4_1
U3_3
U3_2
U3_1
U2_3
U2_2
U2_1
F2_1
F1_2
F1_1
U1_3
U1_2
U1_1

KITCHEN
TOILET
LIVING ROOM
BEDROOM
BALCONY
BAL CONY
DRY SPACE
UP 1ST FLR
UP 1ST FLR

23.7
23.4
24.2
24.9
23.9
24.9
193
190
163A
25.

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin
- Assessment Points for Traffic/Railway



CINOTECH
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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of Noise Assessment Points (1/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-1b
		REV	-

N

Road

道路

23.7

+23.4

23.9+

24.9+

24.9

24.2

193

190

163A

Fixed Glazing

Fixed Glazing

U5_3

U5_2

U5_1

U4_3

U4_2

U4_1

LIVING ROOM

KITCHEN

TOILET

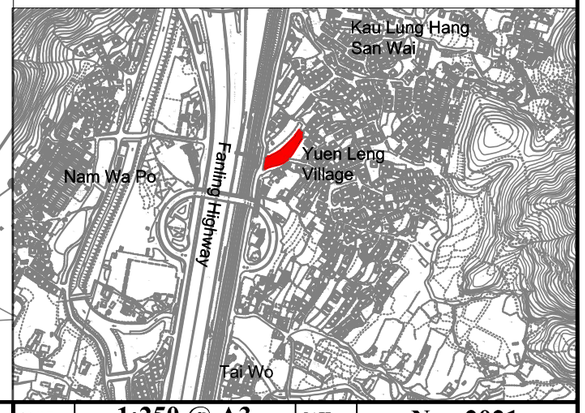
BALCONY

GREENHOUSE/ GARDEN

DRYING

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin
- Assessment Points for Traffic/Railway



CINOTECH
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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of Noise Assessment Points (2/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-1c
		REV	-

N

10N
5N
6N
8S
9S
11S
3N/3S
2N/2S
4N
1E/1W
7S

Kau Lung Hang
San Wai

Yuen Leng
Village

Nam Wa Po

Fanling Highway

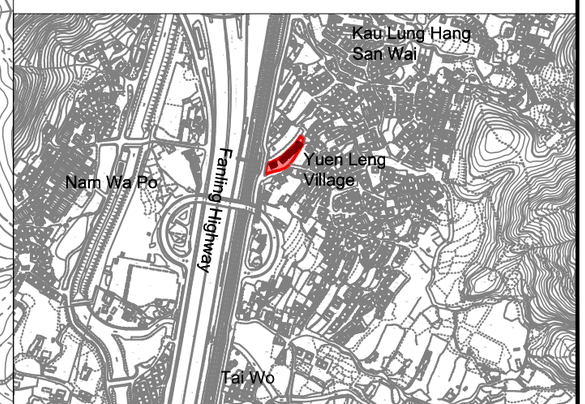
LEGEND

Project Site

300m Study Area

Road Sections included in the Traffic Noise Assessment

1E Road ID

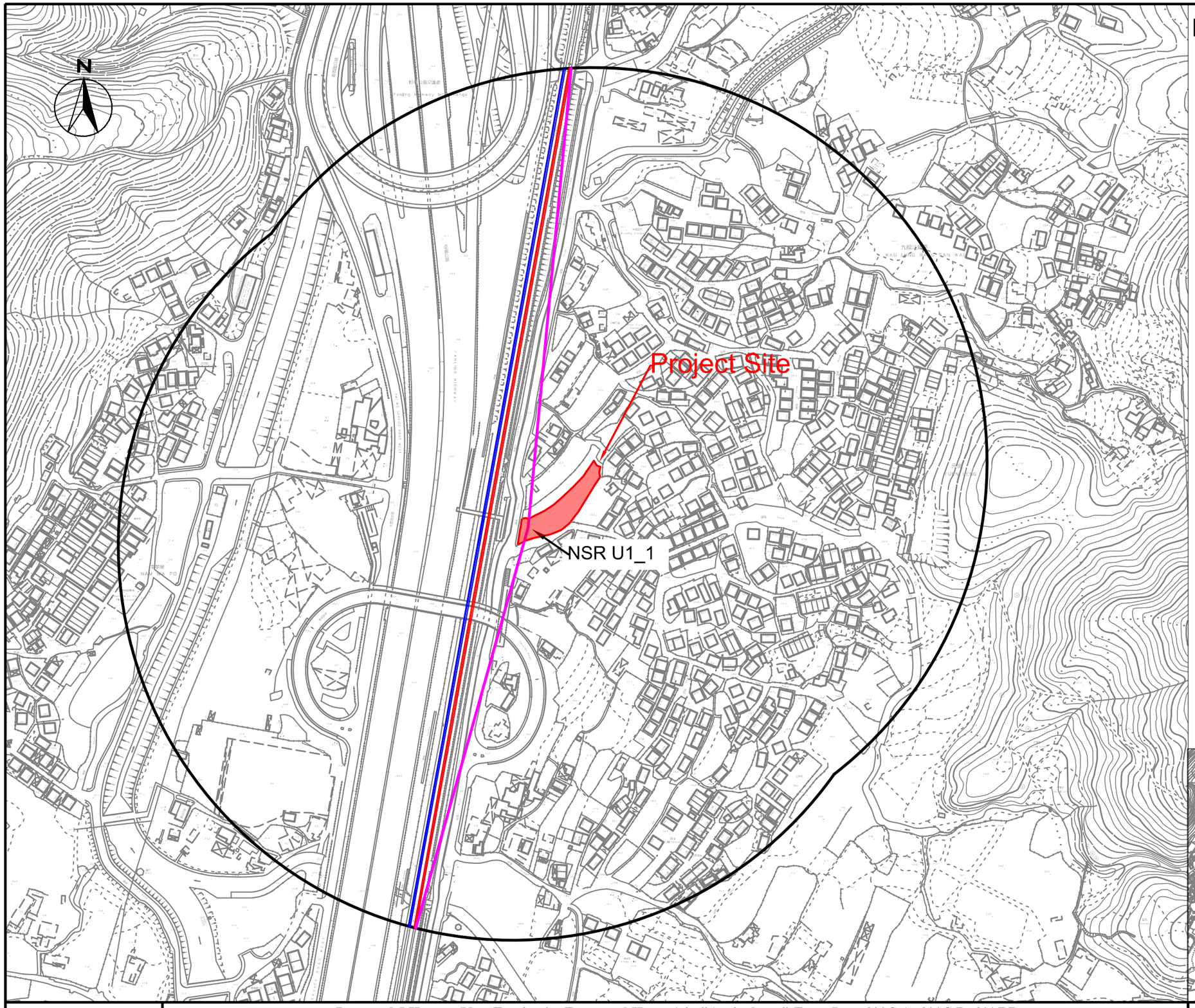


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Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

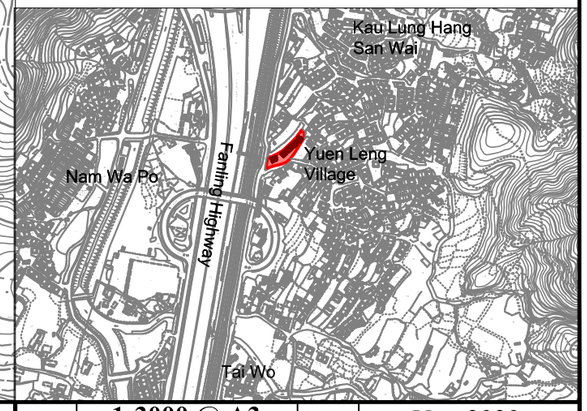
Road Network within 300m Study Area

SCALE	1:3000 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-2	REV -



LEGEND

- Southbound Railway
- Northbound Railway
- Overall View Angle for Railway within 300 m study Area
- 300 m Study Area

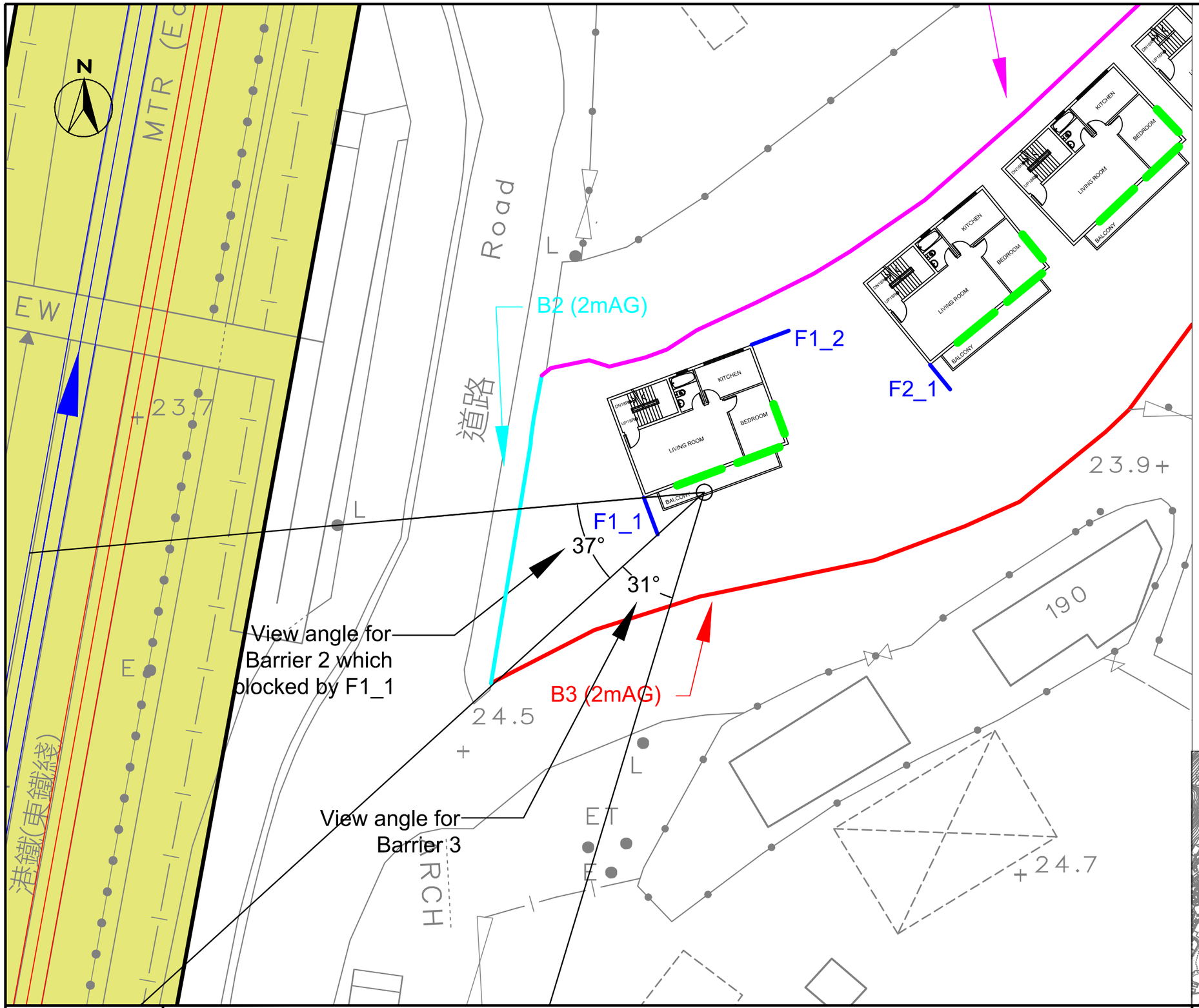


CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

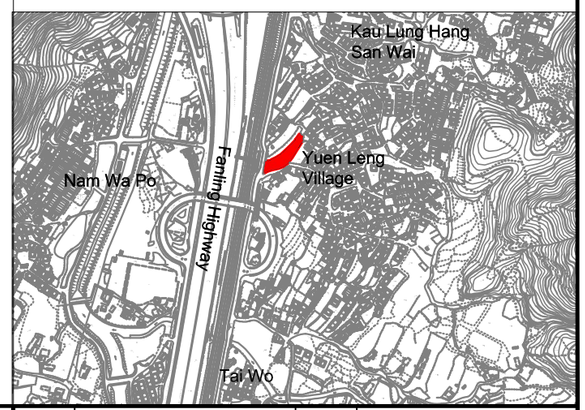
Overall View Angle to Railway from NSR

SCALE	1:3000 @ A3	DATE	Nov 2020
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-3a	REV -



LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin
- Assessment Points for Traffic/Railway Noise Assessment

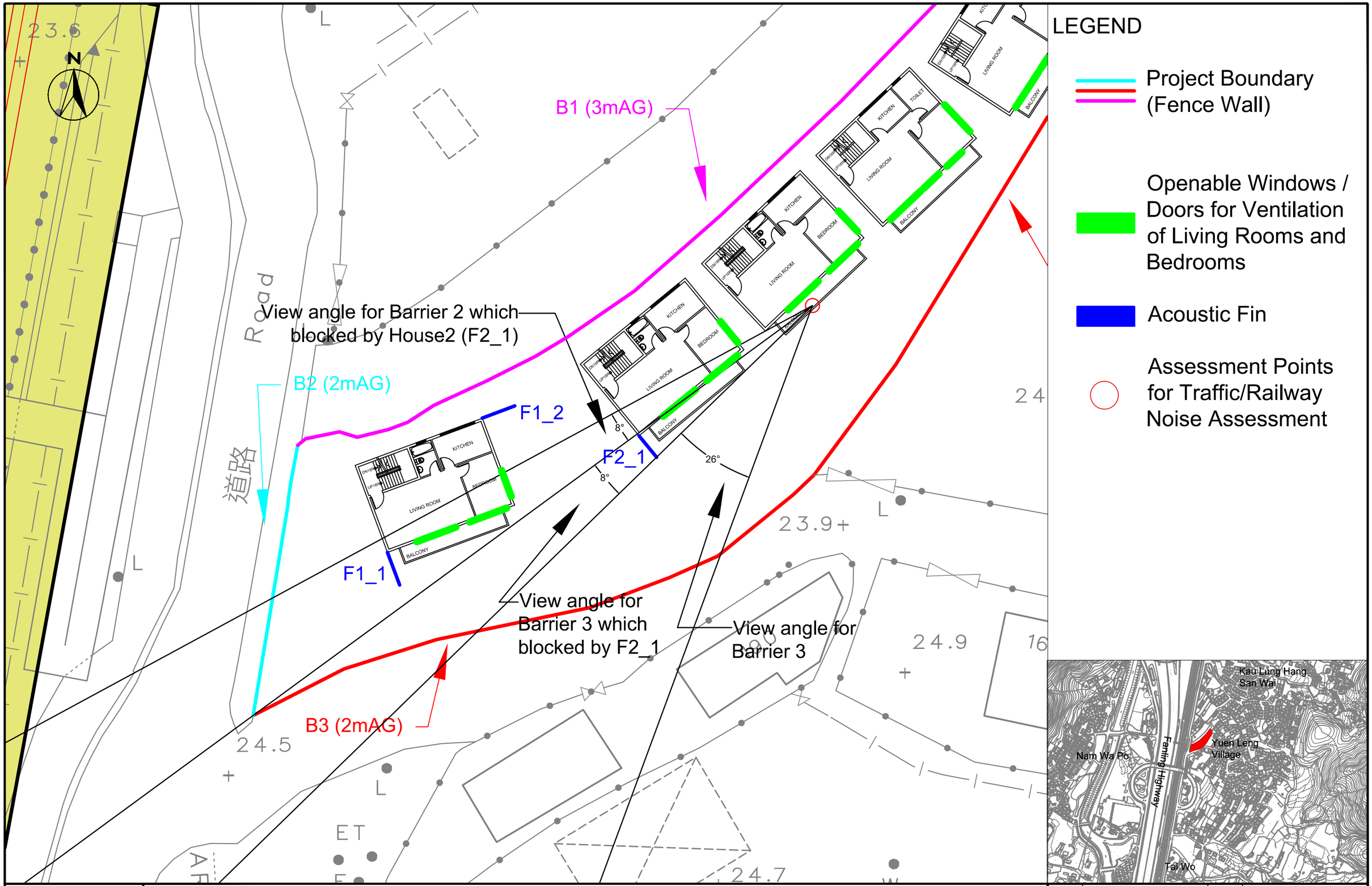


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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

View Angle for Railway Noise Assessment - Sample 1

SCALE	1:400 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-3b	REV -



CINOTECH
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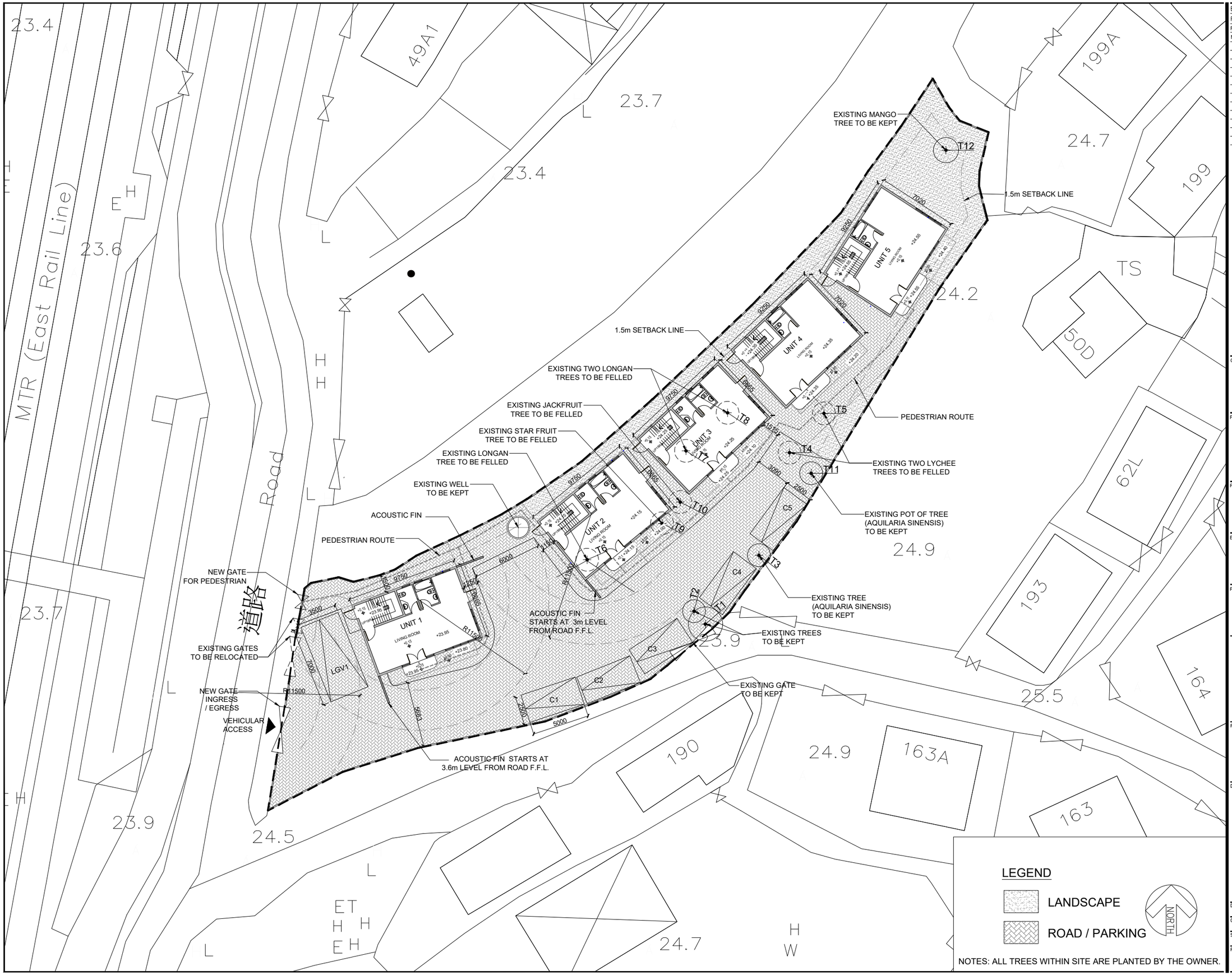
Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

View Angle for Railway Noise Assessment - Sample 2

SCALE	1:600 @ A3	DATE	Sep 2021
CHECK	KC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-3c
		REV	-

Appendix I –

Temporary Layout of the Proposed Development



BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:

馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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6. The contractor should submit shop drawings for architects for before commencement of work.

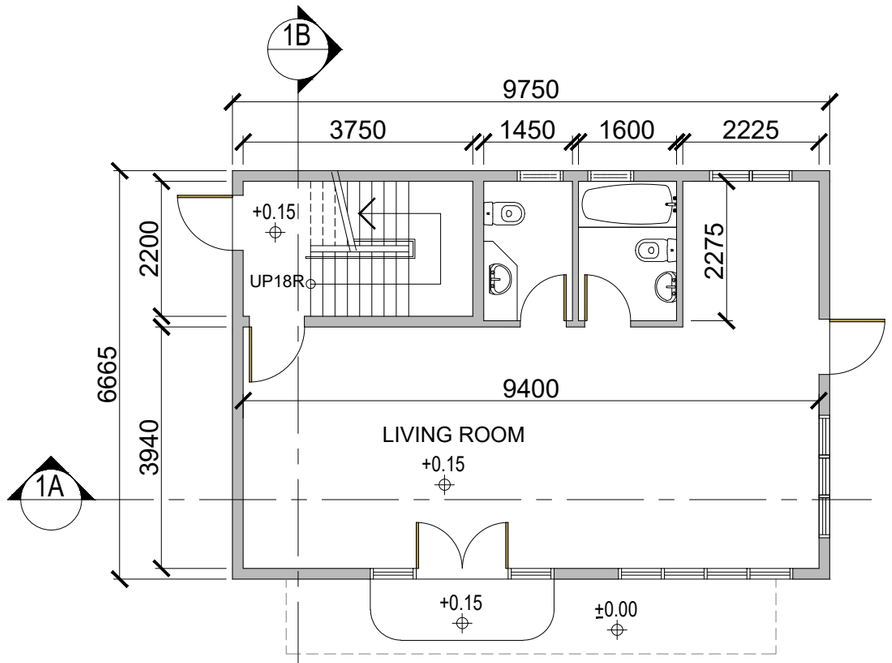
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P.,
643B S.A.R.P., 643B S.B., 643B R.P. IN
D.D.9

DRAWING TITLE:
MASTER LAYOUT PLAN

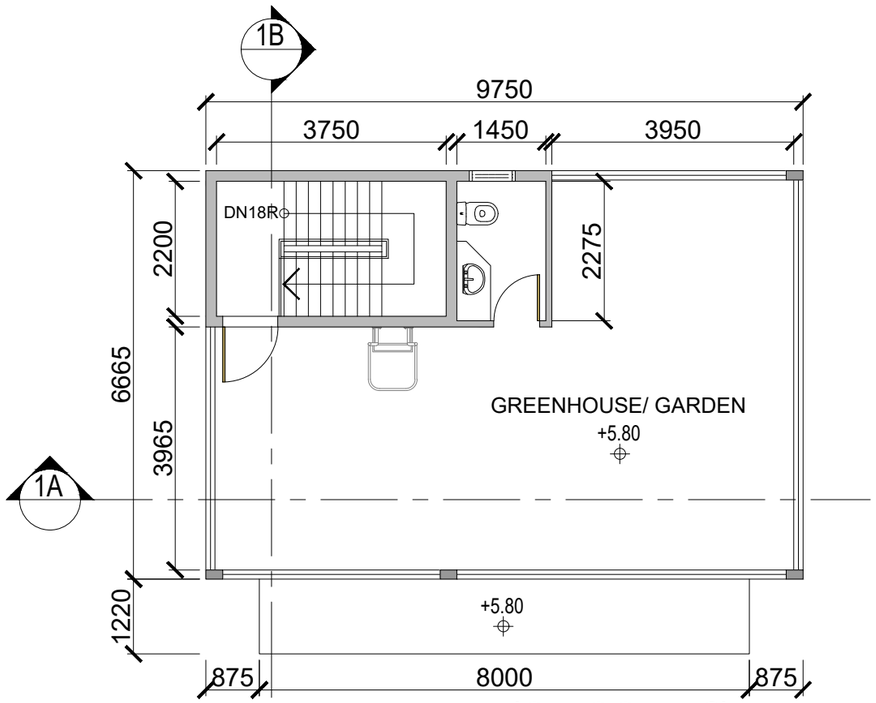
DRAWN BY:	DATE:
CMD	12-11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-02	-

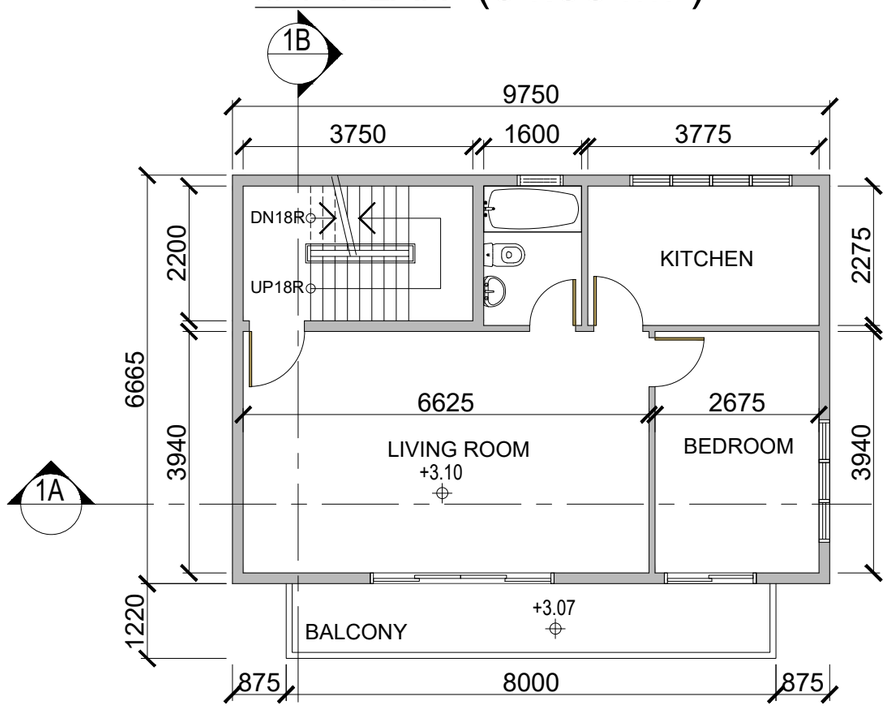
UNIT 1, 2, 3 AREA = 64.984m² x 3
= 194.952m² (2098.446ft²)



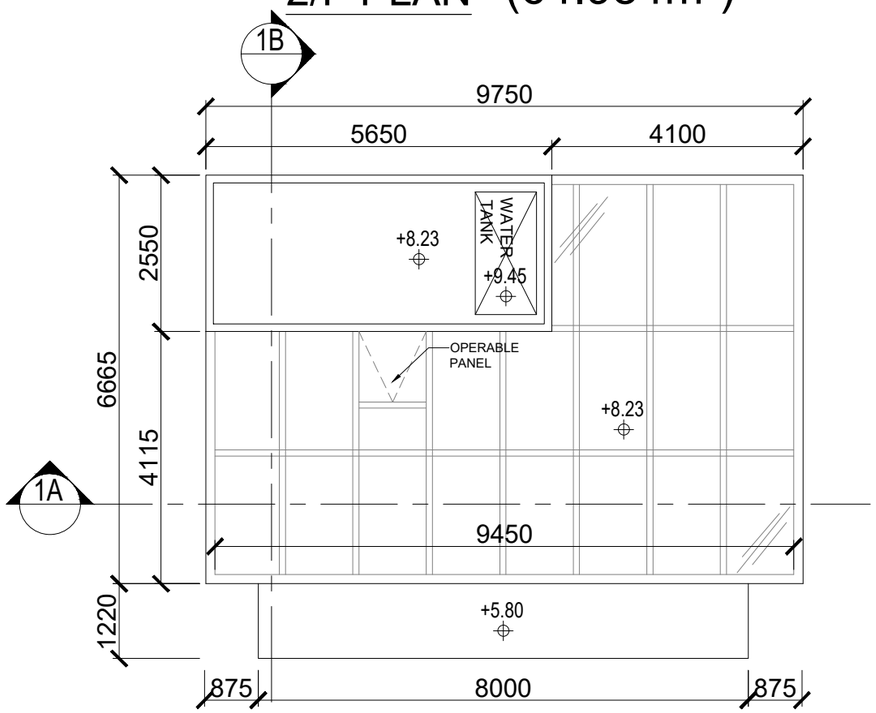
G/F PLAN (64.984m²)



2/F PLAN (64.984m²)



1/F PLAN (64.984m²)



ROOF

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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5. Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside SRL.
6. The contractor should submit shop drawings for architects for before commencement of work.

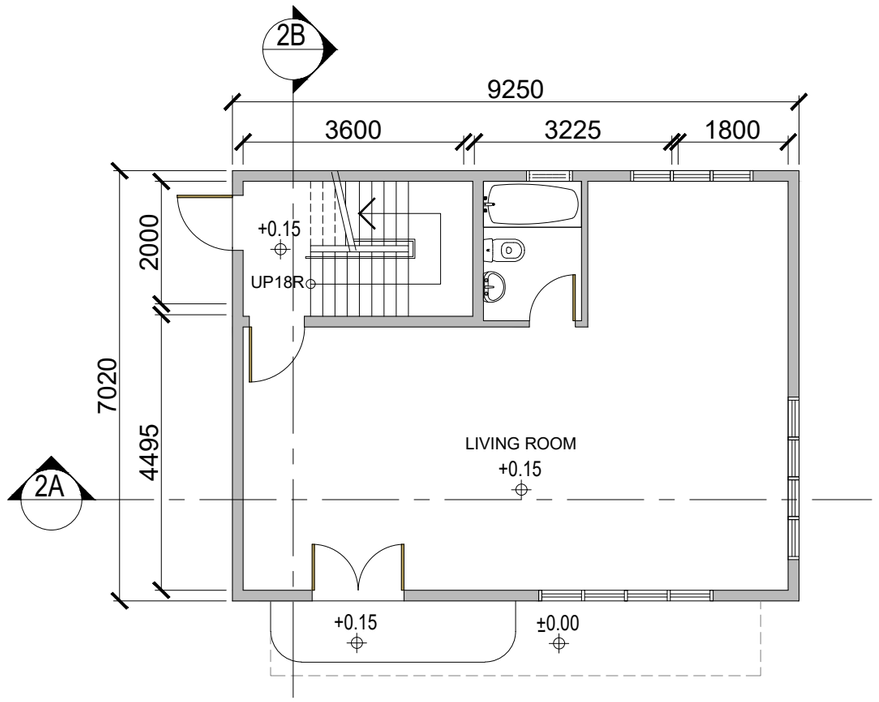
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
TYPE 1 HOUSE PLANS
(UNITS 1, 2, 3)

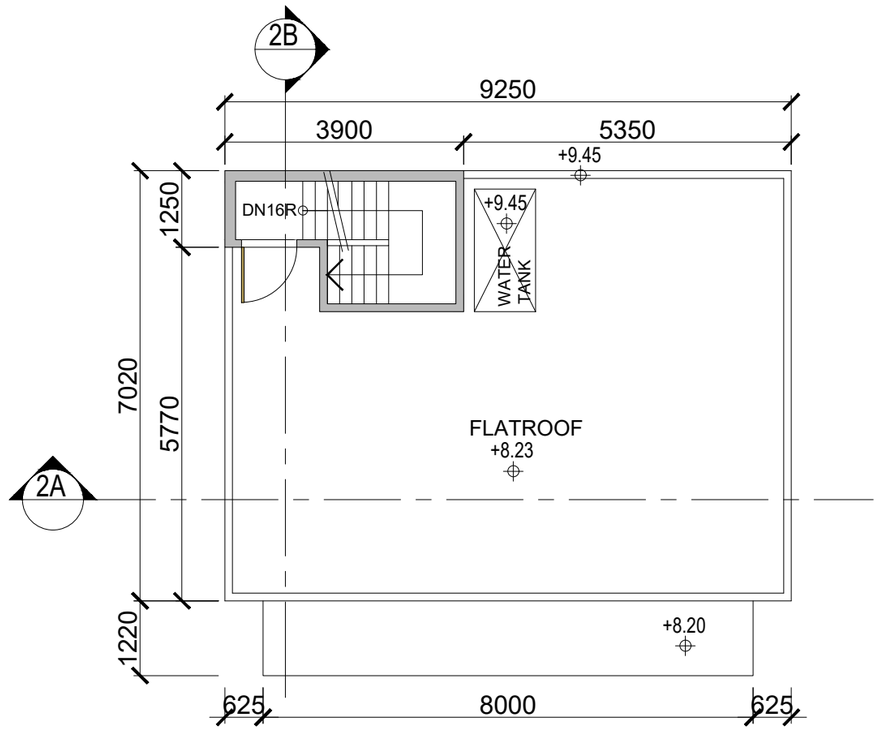
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CMD	12-11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-03	-

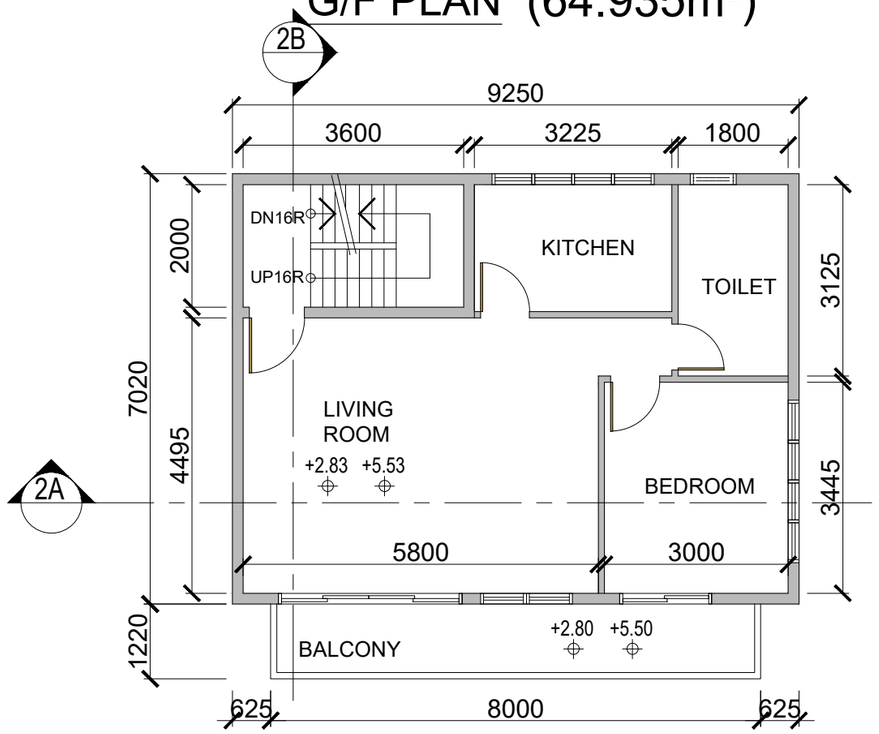
UNIT 4 AREA = 64.935m² x 3
= 194.805m² (2096.102ft²)



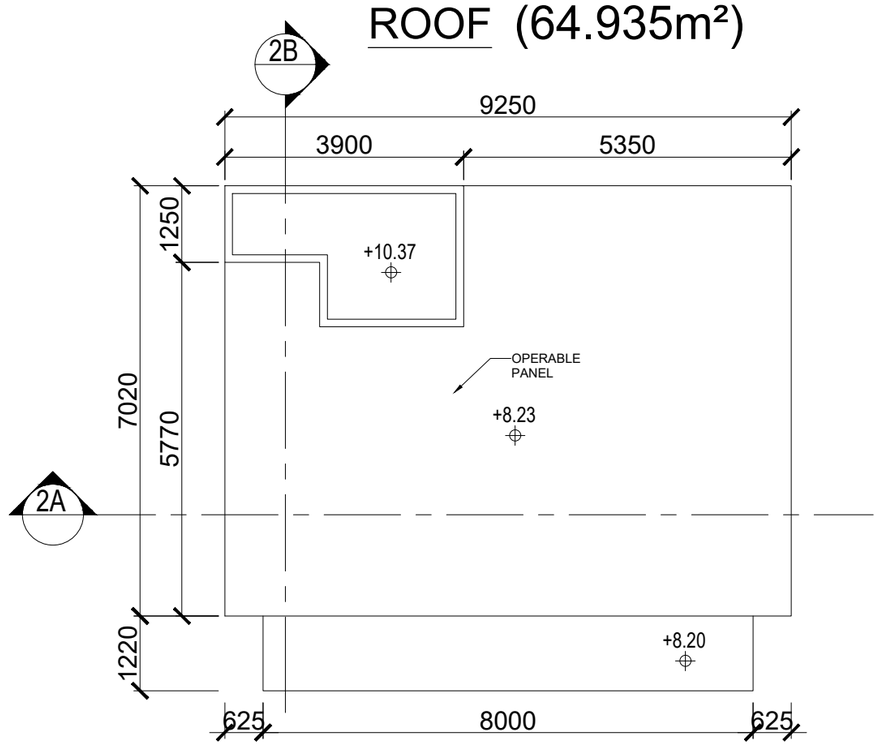
G/F PLAN (64.935m²)



ROOF (64.935m²)



1/F&2/F PLAN (64.935m²)



UPPER ROOF

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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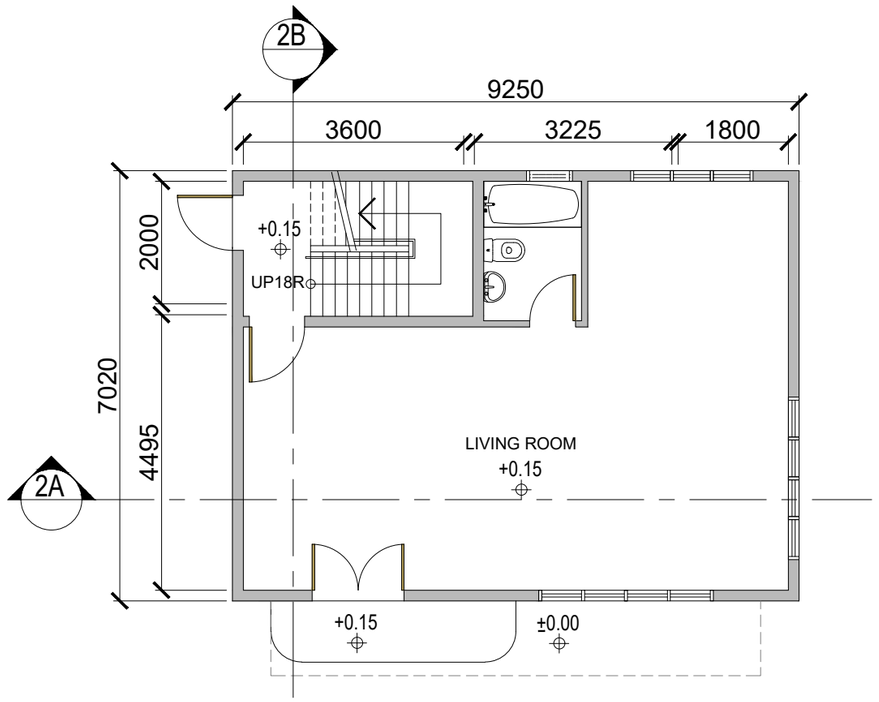
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
TYPE 2 HOUSE PLANS
(UNIT 4)

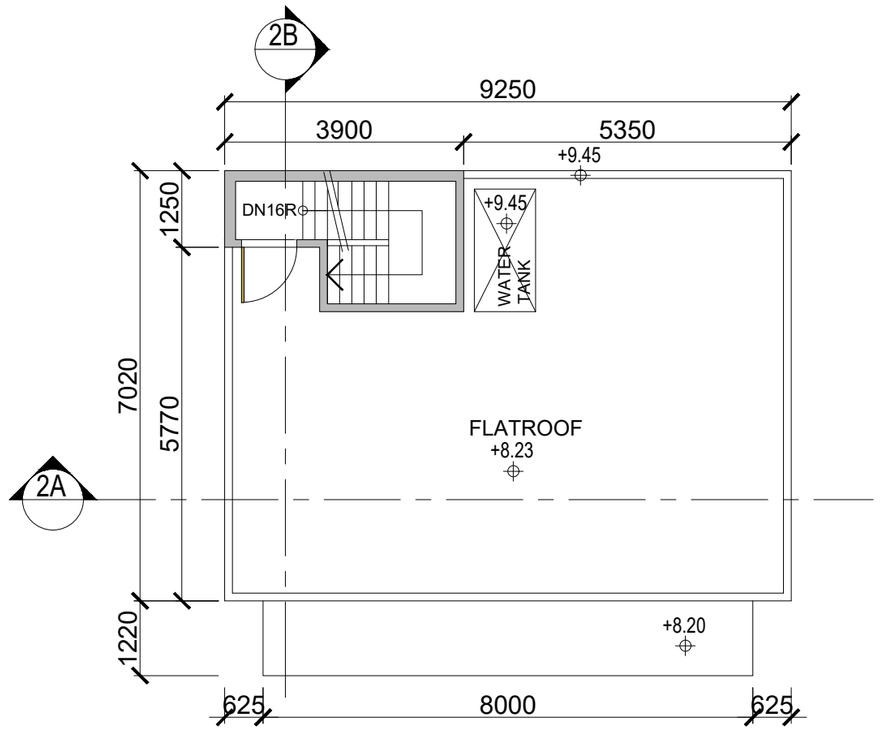
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CMD	12-11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-04	-

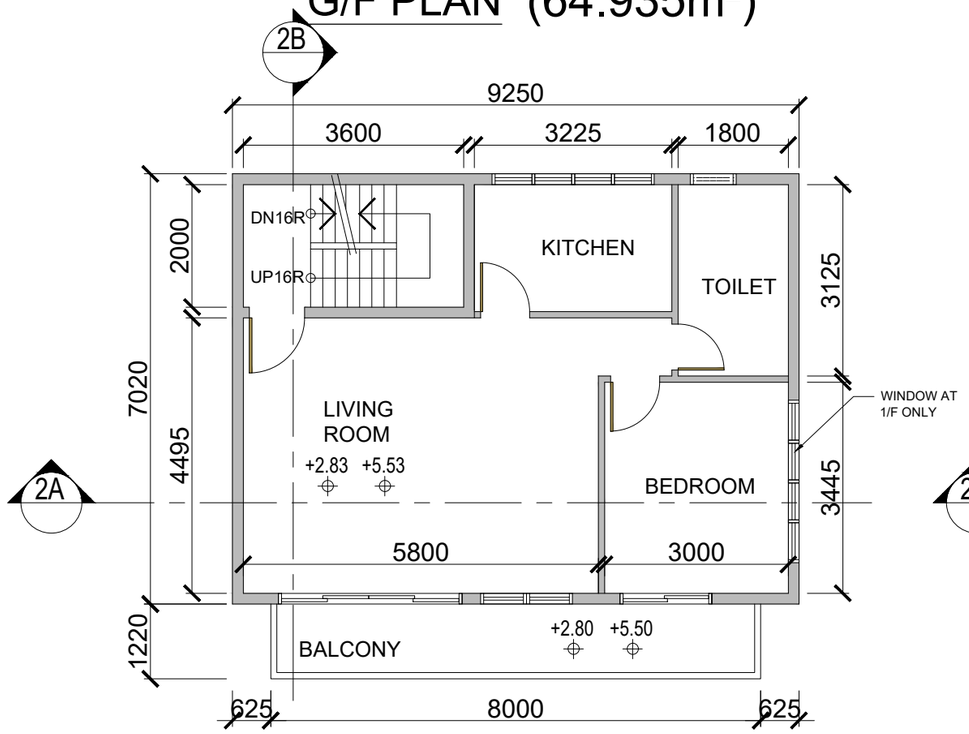
UNIT 5 AREA = 64.935m² x 3
= 194.805m² (2096.102ft²)



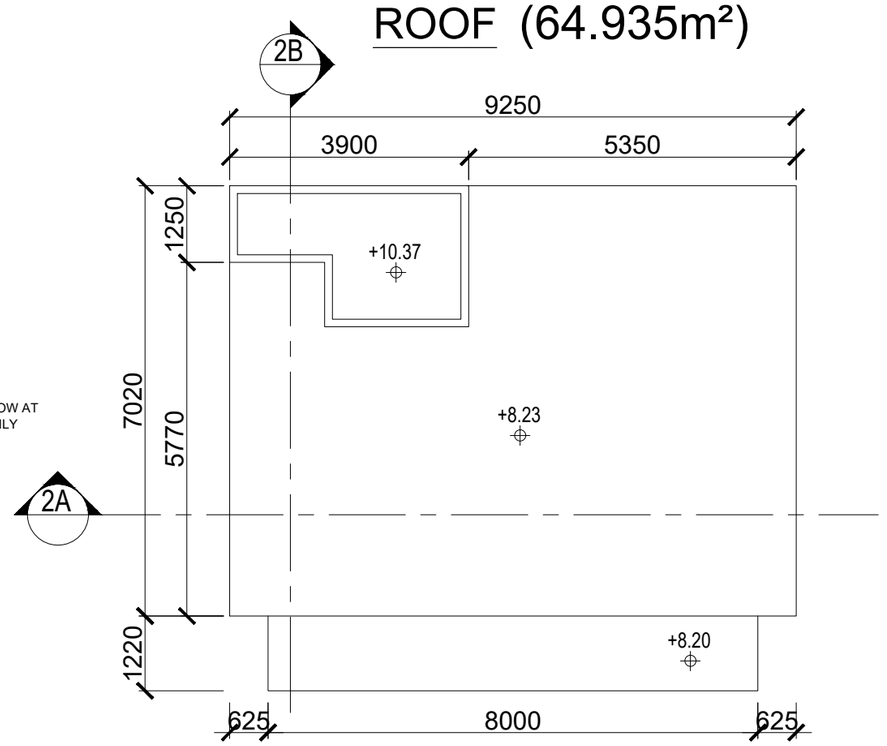
G/F PLAN (64.935m²)



ROOF (64.935m²)



1/F&2/F PLAN (64.935m²)



UPPER ROOF

BD REF. NO.:			
FSD REF. NO.:			
REVISIONS AND SUBMISSIONS:			
NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

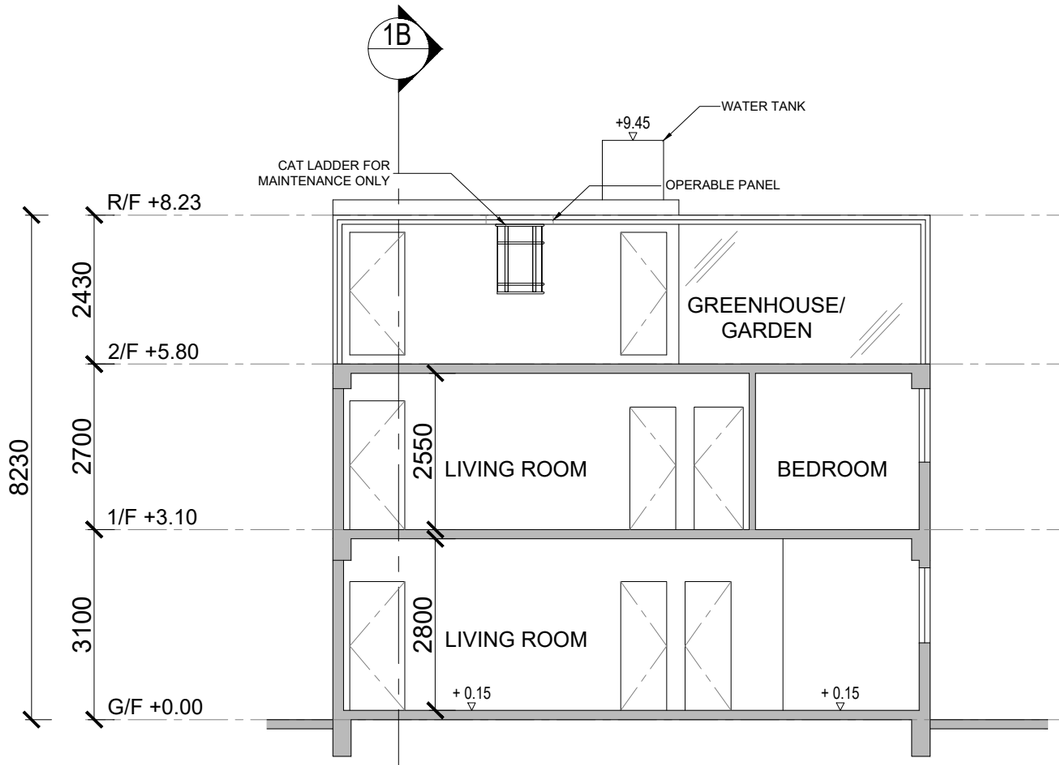
PROJECT TRAFFIC CONSULTANT:

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6. The contractor should submit shop drawings for architects for before commencement of work.

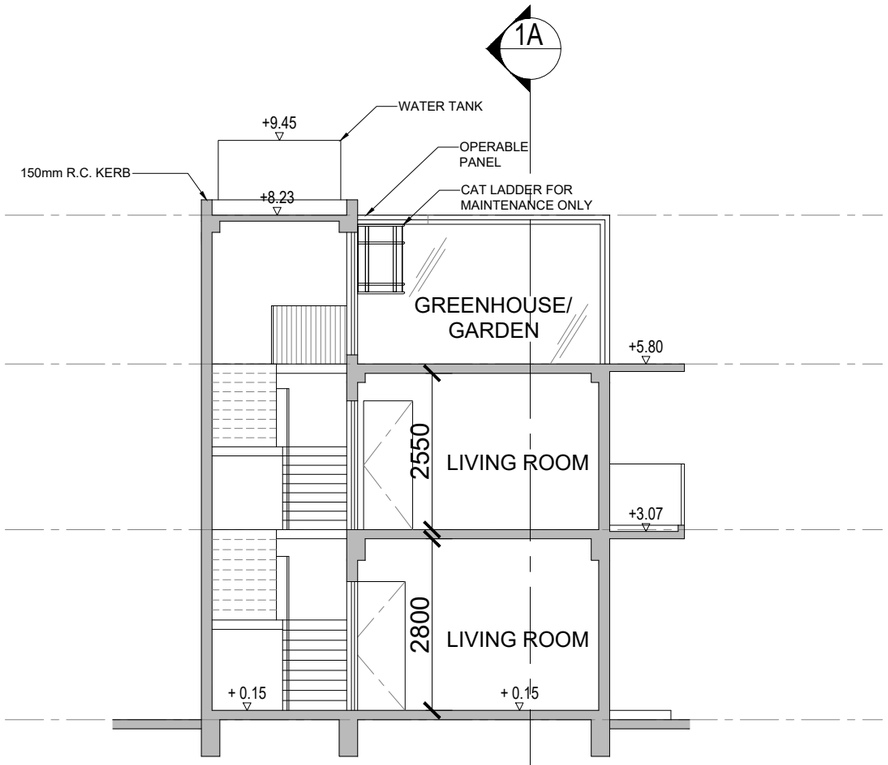
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PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
TYPE 3 HOUSE PLANS
(UNIT 5)

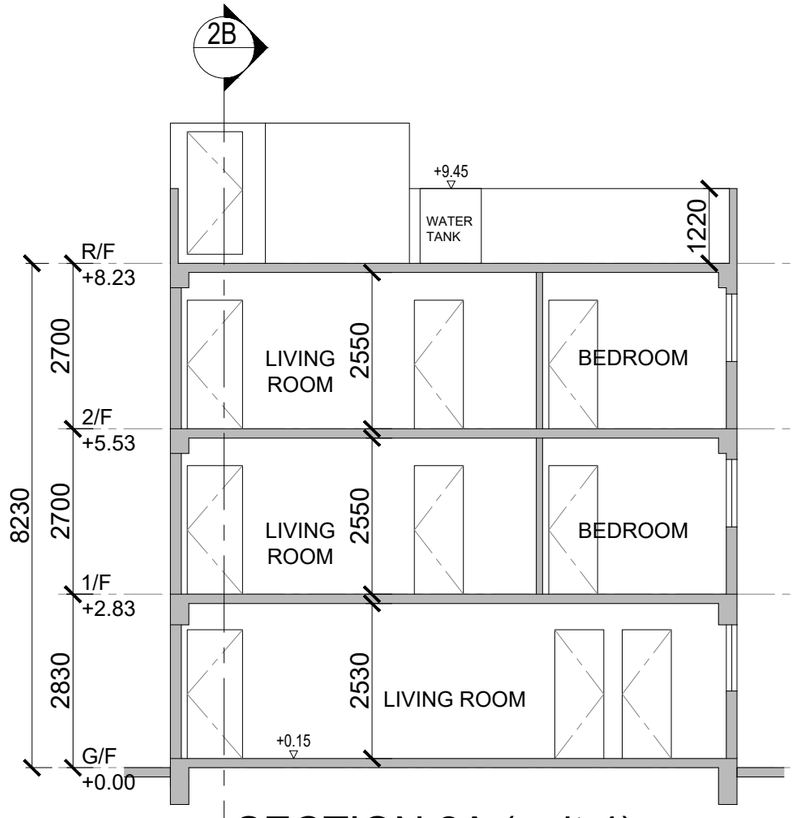
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CHECKED BY: KC	APPROVED BY:
SCALE: -	PAPER SIZE: A3
PROJECT: PE 4432VF	DRAWING NO.: DWG-04
	REVISION: -



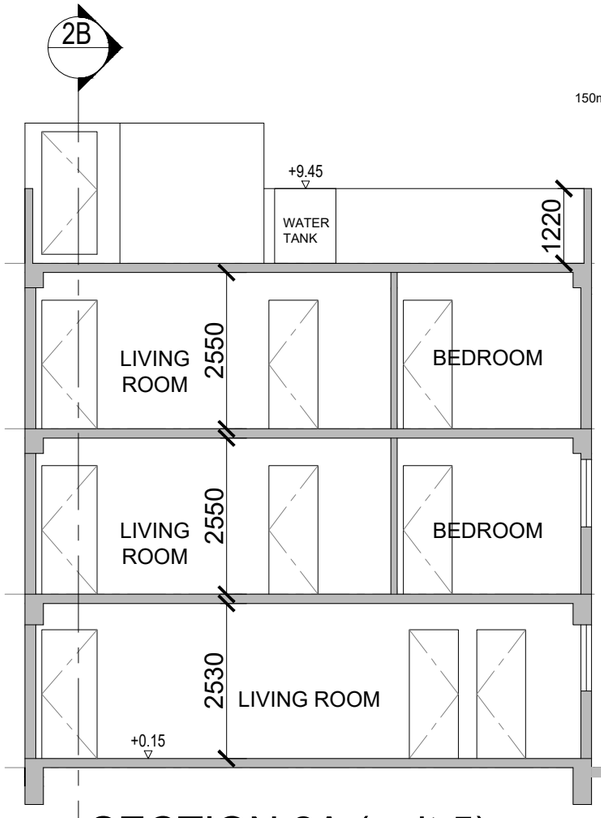
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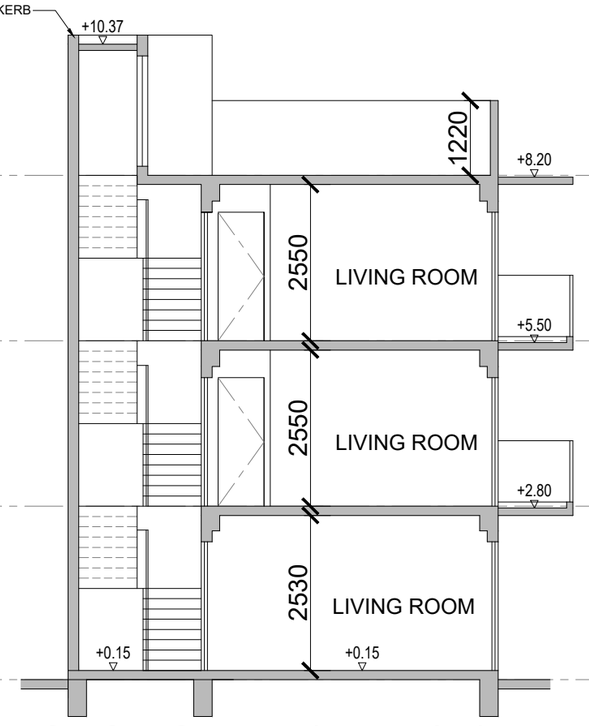
SECTION 1B (unit 1, 2 & 3)



SECTION 2A (unit 4)



SECTION 2A (unit 5)



SECTION 2B (unit 4&5)

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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5. Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside SRL.
6. The contractor should submit shop drawings for architects for before commencement of work.

PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
SECTION (UNITS 1 to 5)

DRAWN BY:	DATE:
CMD	12-11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-05	-

Appendix II –
Traffic Data

By Fax and by Post
2866 4332

運輸署
Transport Department

本署檔案 Our Ref. : (NFEPS) in TD NR171/200-315
來函檔號 Your Ref. :
電 話 Tel. : 2399 2731
圖文傳真 Fax : 2381 3799
電 郵 Email : hiufungpang@td.gov.hk

7 December 2020

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

Dear Mr LEUNG,

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643 S.A. RP, 643 S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po
Technical Note on Traffic Forecast for Environmental Assessment

I refer to your above quoted letter dated 11 Nov 2020 regarding the above subject.

2. Please note that Environmental Impact Assessment (Noise) is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study.

3. Notwithstanding the above, we have no objection in principle to the methodology of traffic forecast.

Yours faithfully,

(PANG Hiu-fung)
for Commissioner for Transport

新界分區辦事處
NT Regional Office
九龍聯運街三十號旺角政府合署七樓
7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO)
網址 Web Site: http://www.td.gov.hk

2. Traffic Forecast Methodology for Environmental Assessment

2.1 Study Area

2.1.1 As required by the environmental consultant, the traffic data for the road links within a 300m radius from the project site boundary is shown in **Figure 2-1**.

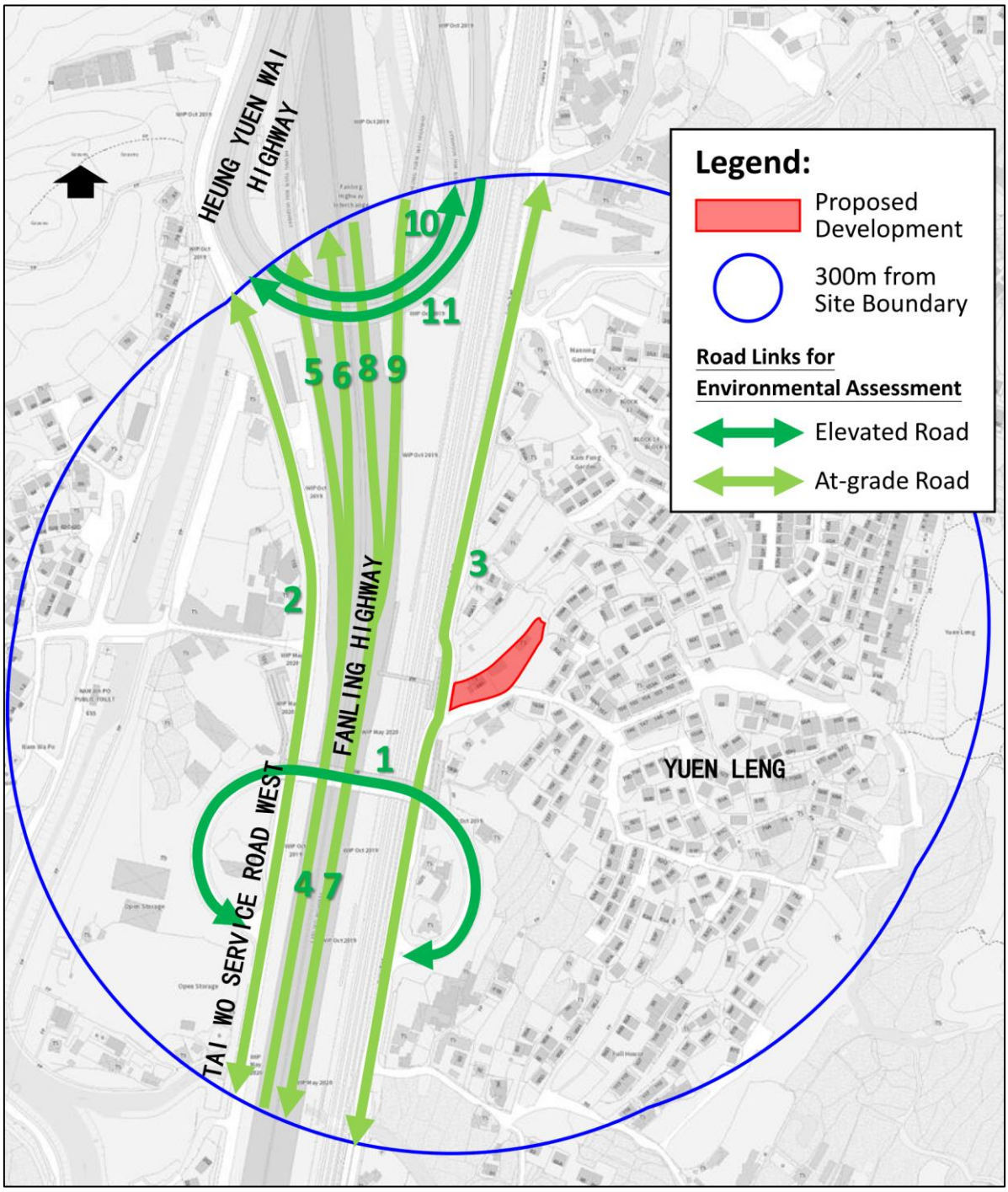


Figure 2-1 – Road Links for Environmental Assessment

Table 2.4 – Traffic Forecast for Environmental Assessment

No.	Bound	Road Name	Speed Limit (km/h)	2020 Observed Traffic Flows (pcu/hr)		2026 Baseline Traffic Flows (pcu/hr)		2040 Traffic Flows (pcu/hr)		PCU Factor		2040 Traffic Flows (veh/hour)		HV%	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	E	Kau Lung Hang Vehicular Bridge	50	115	190	130	215	375	460	1.13	1.12	335	410	21%	21%
1	W	Kau Lung Hang Vehicular Bridge	50	140	135	230	155	615	335	1.16	1.09	530	310	26%	19%
2	N	Tai Wo Service Road West	50	210	300	275	340	765	810	1.19	1.22	645	660	29%	31%
2	S	Tai Wo Service Road West	50	220	255	250	290	985	645	1.31	1.29	750	500	39%	39%
3	N	Access Road near Yuen Leng	50	95	145	245	165	275	185	1.14	1.10	240	170	23%	19%
3	S	Access Road near Yuen Leng	50	110	115	125	135	140	150	1.15	1.07	120	140	24%	20%
4	N	Fanling Highway	100	4,380	5,535	5,250	6,545	7,110	8,465	1.28	1.27	5,575	6,685	30%	32%
5	N	Heung Yuen Wai Highway slip road	80	585	480	925	785	1,030	875	1.43	1.37	720	640	39%	37%
6	N	Fanling Highway	100	3,795	5,055	4,325	5,760	4,795	6,385	1.25	1.26	3,820	5,080	29%	32%
7	S	Fanling Highway	100	4,790	5,075	6,605	6,245	9,350	7,820	1.30	1.23	7,185	6,340	36%	29%
8	S	Fanling Highway	100	4,270	4,560	5,940	5,195	6,585	5,760	1.28	1.24	5,135	4,665	35%	29%
9	S	Heung Yuen Wai Highway slip road	80	520	515	665	1,050	740	1,165	1.49	1.22	500	955	45%	23%
10	N	Heung Yuen Wai Highway slip road	50	205	185	300	210	335	235	1.81	1.46	185	160	69%	47%
11	S	Heung Yuen Wai Highway slip road	50	295	285	440	445	490	495	1.57	1.45	310	340	54%	41%

Note: The road links refer to Figure 2-1.

Appendix III –
Calibration Certificates

WELLAB LIMITED
Rms 816, 1516 & 1701, Technology Park,
18 On Lai Street, Shatin, N.T, Hong Kong.
Tel: 2898 7388 Fax: 2898 7076
Website: www.wellab.com.hk

TEST REPORT

APPLICANT: **Cinotech Consultants Limited**
Room 1710, Technology Park,
18 On Lai Street,
Shatin, NT, Hong Kong

Test Report No.:	C/N/180918/1
Date of Issue:	2018-09-18
Date Received:	2018-09-15
Date Tested:	2018-09-15
Date Completed:	2018-09-18
Next Due Date:	2019-09-17

ATTN: **Mr. Henry Leung**

Page: 1 of 1

Certificate of Calibration

Item for calibration:

Description	: Acoustical Calibrator
Manufacturer	: SVANTEK
Model No.	: SV30A
Serial No.	: 10929
Equipment No.	: N-09-01

Test conditions:

Room Temperatre	: 22 degree Celsius
Relative Humidity	: 59%

Methodology:

The Sound Level Calibrator has been calibrated in accordance with the documented procedures and using standard(s) and instrument(s) which are recommended by the manufacturer, or equivalent.

Results:

Sound Pressure Level (1KHz)	Measured SPL	Tolerance
At 94.0 SPL	94.0	94.0 ± 0.1dB
At 114.0 SPL	114.0	114.0 ± 0.1dB

PREPARED AND CHECKED BY:
For and On Behalf of **WELLAB Ltd.**

PATRICK TSE
Laboratory Manager

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WELLAB LIMITED
Rms 816, 1516 & 1701, Technology Park,
18 On Lai Street, Shatin, N.T, Hong Kong.
Tel: 2898 7388 Fax: 2898 7076
Website: www.wellab.com.hk

TEST REPORT

APPLICANT: **Cinotech Consultants Limited**
Room 1710, Technology Park,
18 On Lai Street,
Shatin, NT, Hong Kong

Test Report No.:	C/N/181213/1
Date of Issue:	2018-12-13
Date Received:	2018-12-12
Date Tested:	2018-12-12
Date Completed:	2018-12-13
Next Due Date:	2019-12-12
Page:	1 of 1

Certificate of Calibration

Item for calibration:

Description	: 'SVANTEK' Integrating Sound Level Meter
Manufacturer	: SVANTEK
Model No.	: SVAN 979
Serial No.	: 27189
Microphone No.	: 165399
Equipment No.	: SN-01-01

Test conditions:

Room Temperatre	: 22 degree Celsius
Relative Humidity	: 58 %

Methodology:

The Sound Level Calibrator has been calibrated in accordance with the documented procedures and using standard(s) and instrument(s) which are recommended by the manufacturer, or equivalent.

Results:

Sound Pressure Level (1KHz)	Measured SPL	Tolerance
At 94.0 SPL	94.0	94.0 ± 0.1dB
At 114.0 SPL	114.0	114.0 ± 0.1dB

PREPARED AND CHECKED BY:
For and On Behalf of **WELLAB Ltd.**

Patrick Tse
PATRICK TSE
Laboratory Manager

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WELLAB LIMITED
Rms 816, 1516 & 1701, Technology Park,
18 On Lai Street, Shatin, N.T, Hong Kong.
Tel: 2898 7388 Fax: 2898 7076
Website: www.wellab.com.hk

TEST REPORT

APPLICANT: **Cinotech Consultants Limited**
Room 1710, Technology Park,
18 On Lai Street,
Shatin, NT, Hong Kong

Test Report No.:	C/N/171213/2
Date of Issue:	2018-12-13
Date Received:	2018-12-12
Date Tested:	2018-12-12
Date Completed:	2018-12-13
Next Due Date:	2019-12-12
Page:	1 of 1

Certificate of Calibration

Item for calibration:

Description	: 'SVANTEK' Integrating Sound Level Meter
Manufacturer	: SVANTEK
Model No.	: SVAN 979
Serial No.	: 27190
Microphone No.	: 167465
Equipment No.	: SN-01-02

Test conditions:

Room Temperatre	: 22 degree Celsius
Relative Humidity	: 58 %

Methodology:

The Sound Level Calibrator has been calibrated in accordance with the documented procedures and using standard(s) and instrument(s) which are recommended by the manufacturer, or equivalent.

Results:

Sound Pressure Level (1KHz)	Measured SPL	Tolerance
At 94.0 SPL	94.0	94.0 ± 0.1dB
At 114.0 SPL	114.0	114.0 ± 0.1dB

PREPARED AND CHECKED BY:
For and On Behalf of **WELLAB Ltd.**

Patrick Tse
PATRICK TSE
Laboratory Manager

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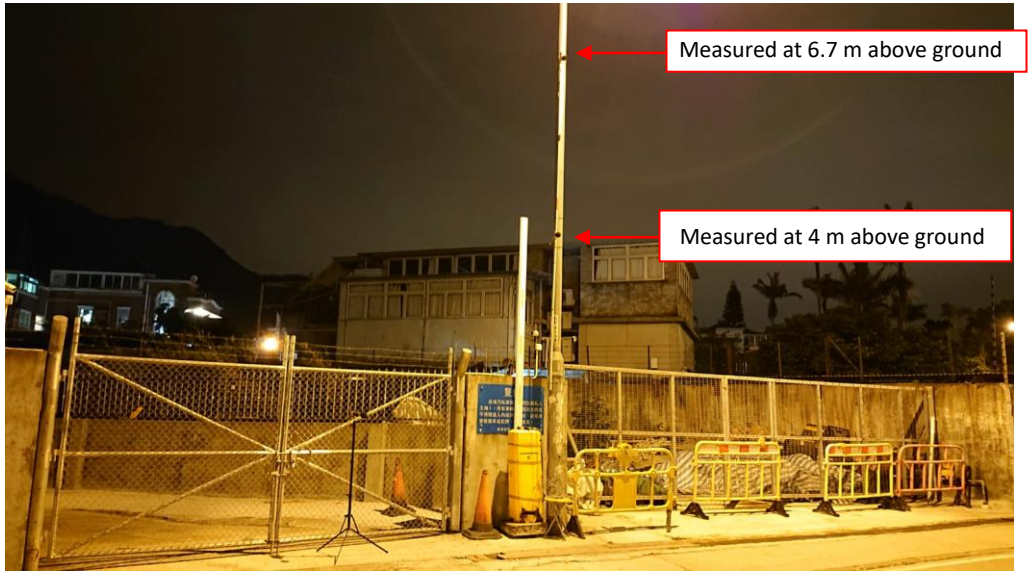
Appendix IV –

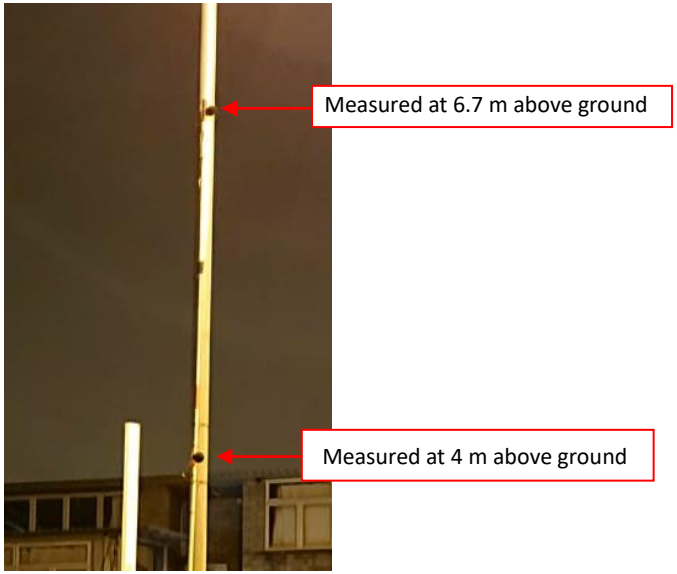
Photos Records during Railways Noise Measurement

Appendix IV – Photos Records during Railways Noise Measurement









Appendix V –

Calculation and Summary of Railway Noise Assessment

Calculation of Railway Noise Assessment

Receiver Name		U1_1 (1/F)						U1_1 (1/F)						U1_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10
	Angles of view	--	--	37.00	--	--	31.00	--	--	37.00	--	--	31.00	--	--	37.00	--	--	31.00
	Angles of Orientation of the Segment	--	--	57.00	--	--	22.00	--	--	57.00	--	--	22.00	--	--	57.00	--	--	22.00
Source	Train Speed (km/h)	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00
	Railway Height, mpd	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	3.09	--	--	--	--	--	3.09	--	--	--	--	--	3.09	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	33.27	--	--	--	--	--	37.27	--	--	--	--	--	33.27	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	11.21	--	--	3.59	--	--	11.21	--	--	3.59	--	--	11.21	--	--	3.59
	Barrier to Source Horizontal Distance, m	--	--	25.15	--	--	32.77	--	--	29.15	--	--	36.77	--	--	25.15	--	--	32.77
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	--	26.00	--	--	29.80	--	--	26.00	--	--	29.80	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	--	2.30	--	--	6.10	--	--	2.30	--	--	6.10	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	3.09	--	--	3.59	--	--	3.09	--	--	3.59	--	--	3.09	--	--	3.59
	Dominate Barrier to Source Distance, m	--	--	33.27	--	--	32.77	--	--	37.27	--	--	36.77	--	--	33.27	--	--	32.77
	Slant Distance - barrier top to source, m	--	--	33.82	--	--	32.85	--	--	37.76	--	--	36.84	--	--	33.82	--	--	32.85
	Slant Distance - barrier top to receiver, m	--	--	3.53	--	--	4.16	--	--	3.53	--	--	4.16	--	--	3.53	--	--	4.16
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.40	--	--	4.40	--	--	4.40	--	--	4.40	--	--	4.40	--	--	4.40
	Receiver to Source Horizontal Distance, m	--	--	36.36	--	--	36.36	--	--	40.36	--	--	40.36	--	--	36.36	--	--	36.36
	Receiver to Source Slant Distance, m	--	--	36.63	--	--	36.63	--	--	40.60	--	--	40.60	--	--	36.63	--	--	36.63
	Path Length Difference	--	--	0.73	--	--	0.38	--	--	0.69	--	--	0.40	--	--	0.73	--	--	0.38
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70
Corrections	Speed Correction	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70
	Distance Correction	--	--	-1.66	--	--	-1.66	--	--	-2.11	--	--	-2.11	--	--	-1.66	--	--	-1.66
	Angle of View Correction	--	--	-5.50	--	--	-12.68	--	--	-5.50	--	--	-12.68	--	--	-5.50	--	--	-12.68
	Facade Correction	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50
	Track Wear Correction	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00
	Turnout Correction	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00
	Slab Track Correction	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00
	Reflection Correction	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50
	Barrier Correction	--	--	-16.92	--	--	-14.88	--	--	-16.77	--	--	-15.02	--	--	-16.92	--	--	-14.88
	Lmax of the Segment	--	--	61.52	--	--	56.39	--	--	61.22	--	--	55.80	--	--	61.52	--	--	56.39
	SEL of the Segment	--	--	68.92	--	--	63.79	--	--	68.62	--	--	63.20	--	--	68.92	--	--	63.79
SEL of the single passBy		70.08						69.72						70.08					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	49.29						48.93						37.53					
	Leq (30min), (23:00-7:00)	48.32						47.96						37.53					
	Lmax (23:00-7:00)	61.52						61.22						61.52					
	Leq (30min), (All day)	47.00						46.64						37.53					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	52.27																	
	Leq (30min), (23:00-7:00)	51.34																	
	Lmax (23:00-7:00)	66.20																	
	Leq (30min), (All day)	50.08																	

Calculation of Railway Noise Assessment

Receiver Name		U1_2 (G/F)						U1_2 (G/F)						U1_2 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15
	Angles of view	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00
	Angles of Orientation of the Segment	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00
Source	Train Speed (km/h)	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00
	Railway Height, mpd	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	6.61	--	--	--	--	--	6.61	--	--	--	--	--	6.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	33.31	--	--	--	--	--	37.31	--	--	--	--	--	33.31	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	26.00	--	26.00	--	--	26.00	26.00	--	26.00	--	--	26.00	26.00	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34
	Barrier to Source Horizontal Distance, m	--	--	25.14	25.23	--	35.58	--	--	29.14	29.23	--	39.58	--	--	25.14	25.23	--	35.58
Barrier (Adopted)	Barrier Height, mpd	--	--	26.00	26.00	--	26.00	--	--	26.00	26.00	--	26.00	--	--	26.00	26.00	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	2.30	2.30	--	2.30	--	--	2.30	2.30	--	2.30	--	--	2.30	2.30	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	6.61	14.69	--	4.34	--	--	6.61	14.69	--	4.34	--	--	6.61	14.69	--	4.34
	Dominate Barrier to Source Distance, m	--	--	33.31	25.23	--	35.58	--	--	37.31	29.23	--	39.58	--	--	33.31	25.23	--	35.58
	Slant Distance - barrier top to source, m	--	--	33.39	25.34	--	35.65	--	--	37.38	29.32	--	39.65	--	--	33.39	25.34	--	35.65
	Slant Distance - barrier top to receiver, m	--	--	6.66	14.71	--	4.42	--	--	6.66	14.71	--	4.42	--	--	6.66	14.71	--	4.42
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.45	1.45	--	1.45	--	--	1.45	1.45	--	1.45	--	--	1.45	1.45	--	1.45
	Receiver to Source Horizontal Distance, m	--	--	39.92	39.92	--	39.92	--	--	43.92	43.92	--	43.92	--	--	39.92	39.92	--	39.92
	Receiver to Source Slant Distance, m	--	--	39.95	39.95	--	39.95	--	--	43.95	43.94	--	43.95	--	--	39.95	39.95	--	39.95
	Path Length Difference	--	--	0.11	0.10	--	0.13	--	--	0.10	0.09	--	0.13	--	--	0.11	0.10	--	0.13
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70
Corrections	Speed Correction	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70
	Distance Correction	--	--	-2.04	-2.04	--	-2.04	--	--	-2.45	-2.45	--	-2.45	--	--	-2.04	-2.04	--	-2.04
	Angle of View Correction	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16
	Facade Correction	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50
	Track Wear Correction	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00
	Turnout Correction	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00
	Slab Track Correction	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00
	Reflection Correction	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50
	Barrier Correction	--	--	-11.09	-10.98	--	-11.63	--	--	-10.94	-10.65	--	-11.52	--	--	-11.09	-10.98	--	-11.63
	Lmax of the Segment	--	--	64.00	58.46	--	60.78	--	--	63.75	58.37	--	60.48	--	--	64.00	58.46	--	60.78
	SEL of the Segment	--	--	71.40	65.86	--	68.18	--	--	71.15	65.77	--	67.88	--	--	71.40	65.86	--	68.18
SEL of the single passBy		73.85						73.61						73.85					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	53.06						52.81						41.29					
	Leq (30min), (23:00-7:00)	52.09						51.84						41.29					
	Lmax (23:00-7:00)	64.00						63.75						64.00					
	Leq (30min), (All day)	50.77						50.52						41.29					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	56.09																	
	Leq (30min), (23:00-7:00)	55.16																	
	Lmax (23:00-7:00)	68.69																	
	Leq (30min), (All day)	53.90																	

Calculation of Railway Noise Assessment

Receiver Name		U1_2 (1/F)						U1_2 (1/F)						U1_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10
	Angles of view	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00
	Angles of Orientation of the Segment	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00
Source	Train Speed (km/h)	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00
	Railway Height, mpd	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	6.61	--	--	--	--	--	6.61	--	--	--	--	--	6.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	33.31	--	--	--	--	--	37.31	--	--	--	--	--	33.31	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	26.00	--	26.00	--	--	26.00	26.00	--	26.00	--	--	26.00	26.00	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34
	Barrier to Source Horizontal Distance, m	--	--	25.14	25.23	--	35.58	--	--	29.14	29.23	--	39.58	--	--	25.14	25.23	--	35.58
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	26.00	--	26.00	--	--	29.80	26.00	--	26.00	--	--	29.80	26.00	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	2.30	--	2.30	--	--	6.10	2.30	--	2.30	--	--	6.10	2.30	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	6.61	14.69	--	4.34	--	--	6.61	14.69	--	4.34	--	--	6.61	14.69	--	4.34
	Dominate Barrier to Source Distance, m	--	--	33.31	25.23	--	35.58	--	--	37.31	29.23	--	39.58	--	--	33.31	25.23	--	35.58
	Slant Distance - barrier top to source, m	--	--	33.87	25.34	--	35.65	--	--	37.81	29.32	--	39.65	--	--	33.87	25.34	--	35.65
	Slant Distance - barrier top to receiver, m	--	--	6.82	14.84	--	4.82	--	--	6.82	14.84	--	4.82	--	--	6.82	14.84	--	4.82
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.40	4.40	--	4.40	--	--	4.40	4.40	--	4.40	--	--	4.40	4.40	--	4.40
	Receiver to Source Horizontal Distance, m	--	--	39.92	39.92	--	39.92	--	--	43.92	43.92	--	43.92	--	--	39.92	39.92	--	39.92
	Receiver to Source Slant Distance, m	--	--	40.16	40.16	--	40.16	--	--	44.14	44.14	--	44.14	--	--	40.16	40.16	--	40.16
	Path Length Difference	--	--	0.53	0.01	--	0.31	--	--	0.49	0.02	--	0.33	--	--	0.53	0.01	--	0.31
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70
Corrections	Speed Correction	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70
	Distance Correction	--	--	-2.06	-2.06	--	-2.06	--	--	-2.47	-2.47	--	-2.47	--	--	-2.06	-2.06	--	-2.06
	Angle of View Correction	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16
	Facade Correction	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50
	Track Wear Correction	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00
	Turnout Correction	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00
	Slab Track Correction	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00
	Reflection Correction	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50
	Barrier Correction	--	--	-15.89	-6.86	--	-14.24	--	--	-15.66	-7.48	--	-14.38	--	--	-15.89	-6.86	--	-14.24
	Lmax of the Segment	--	--	59.19	62.55	--	58.14	--	--	59.01	61.52	--	57.59	--	--	59.19	62.55	--	58.14
	SEL of the Segment	--	--	66.59	69.95	--	65.54	--	--	66.41	68.92	--	64.99	--	--	66.59	69.95	--	65.54
SEL of the single passBy		72.56						71.86						72.56					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	51.77						51.07						40.01					
	Leq (30min), (23:00-7:00)	50.80						50.10						40.01					
	Lmax (23:00-7:00)	62.55						61.52						62.55					
	Leq (30min), (All day)	49.48						48.78						40.01					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	54.60																	
	Leq (30min), (23:00-7:00)	53.66																	
	Lmax (23:00-7:00)	67.01																	
	Leq (30min), (All day)	52.41																	

Calculation of Railway Noise Assessment

Receiver Name		U1_3 (G/F)						U1_3 (G/F)						U1_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15
	Angles of view	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--
	Angles of Orientation of the Segment	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--
Source	Train Speed (km/h)	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--
	Railway Height, mpd	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	3.50	--	--	--	--	--	3.50	--	--	--	--	--	3.50	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	37.57	--	--	--	--	--	41.57	--	--	--	--	--	37.57	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	26.00	--	--	--	--	26.00	26.00	--	--	--	--	26.00	26.00	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--
	Barrier to Source Horizontal Distance, m	--	--	38.70	39.57	--	--	--	--	42.70	43.57	--	--	--	--	38.70	39.57	--	--
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	26.00	--	--	--	--	29.80	26.00	--	--	--	--	29.80	26.00	--	--
	Barrier Relative Height to the railway ground, m	--	--	6.10	2.30	--	--	--	--	6.10	2.30	--	--	--	--	6.10	2.30	--	--
	Dominate Barrier to Receiver Distance, m	--	--	3.50	1.50	--	--	--	--	3.50	1.50	--	--	--	--	3.50	1.50	--	--
	Dominate Barrier to Source Distance, m	--	--	37.57	39.57	--	--	--	--	41.57	43.57	--	--	--	--	37.57	39.57	--	--
	Slant Distance - barrier top to source, m	--	--	38.06	39.64	--	--	--	--	42.01	43.63	--	--	--	--	38.06	39.64	--	--
	Slant Distance - barrier top to receiver, m	--	--	5.82	1.72	--	--	--	--	5.82	1.72	--	--	--	--	5.82	1.72	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.45	1.45	--	--	--	--	1.45	1.45	--	--	--	--	1.45	1.45	--	--
	Receiver to Source Horizontal Distance, m	--	--	41.07	41.07	--	--	--	--	45.07	45.07	--	--	--	--	41.07	41.07	--	--
	Receiver to Source Slant Distance, m	--	--	41.09	41.09	--	--	--	--	45.09	45.09	--	--	--	--	41.09	41.09	--	--
	Path Length Difference	--	--	2.79	0.27	--	--	--	--	2.74	0.26	--	--	--	--	2.79	0.27	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--
Corrections	Speed Correction	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--
	Distance Correction	--	--	-2.16	-2.16	--	--	--	--	-2.56	-2.56	--	--	--	--	-2.16	-2.16	--	--
	Angle of View Correction	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--
	Facade Correction	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--
	Track Wear Correction	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--
	Turnout Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Slab Track Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Reflection Correction	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--
	Barrier Correction	--	--	-21.00	-13.73	--	--	--	--	-21.00	-13.69	--	--	--	--	-21.00	-13.73	--	--
	Lmax of the Segment	--	--	46.99	39.55	--	--	--	--	46.59	39.20	--	--	--	--	46.99	39.55	--	--
	SEL of the Segment	--	--	54.39	46.95	--	--	--	--	53.99	46.60	--	--	--	--	54.39	46.95	--	--
SEL of the single passBy		55.11						54.72						55.11					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	34.32						33.92						22.56					
	Leq (30min), (23:00-7:00)	33.35						32.95						22.56					
	Lmax (23:00-7:00)	46.99						46.59						46.99					
	Leq (30min), (All day)	32.03						31.63						22.56					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	37.29																	
	Leq (30min), (23:00-7:00)	36.36																	
	Lmax (23:00-7:00)	51.63																	
	Leq (30min), (All day)	35.11																	

Calculation of Railway Noise Assessment

Receiver Name		U1_3 (1/F)						U1_3 (1/F)						U1_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10
	Angles of view	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--
	Angles of Orientation of the Segment	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--
Source	Train Speed (km/h)	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--
	Railway Height, mpd	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	3.50	--	--	--	--	--	3.50	--	--	--	--	--	3.50	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	37.57	--	--	--	--	--	41.57	--	--	--	--	--	37.57	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	26.00	--	--	--	--	26.00	26.00	--	--	--	--	26.00	26.00	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--
	Barrier to Source Horizontal Distance, m	--	--	38.70	39.57	--	--	--	--	42.70	43.57	--	--	--	--	38.70	39.57	--	--
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	26.00	--	--	--	--	29.80	26.00	--	--	--	--	29.80	26.00	--	--
	Barrier Relative Height to the railway ground, m	--	--	6.10	2.30	--	--	--	--	6.10	2.30	--	--	--	--	6.10	2.30	--	--
	Dominate Barrier to Receiver Distance, m	--	--	3.50	1.50	--	--	--	--	3.50	1.50	--	--	--	--	3.50	1.50	--	--
	Dominate Barrier to Source Distance, m	--	--	37.57	39.57	--	--	--	--	41.57	43.57	--	--	--	--	37.57	39.57	--	--
	Slant Distance - barrier top to source, m	--	--	38.06	39.64	--	--	--	--	42.01	43.63	--	--	--	--	38.06	39.64	--	--
	Slant Distance - barrier top to receiver, m	--	--	3.89	2.58	--	--	--	--	3.89	2.58	--	--	--	--	3.89	2.58	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.40	4.40	--	--	--	--	4.40	4.40	--	--	--	--	4.40	4.40	--	--
	Receiver to Source Horizontal Distance, m	--	--	41.07	41.07	--	--	--	--	45.07	45.07	--	--	--	--	41.07	41.07	--	--
	Receiver to Source Slant Distance, m	--	--	41.30	41.30	--	--	--	--	45.28	45.28	--	--	--	--	41.30	41.30	--	--
	Path Length Difference	--	--	0.65	0.91	--	--	--	--	0.62	0.93	--	--	--	--	0.65	0.91	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--
Corrections	Speed Correction	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--
	Distance Correction	--	--	-2.18	-2.18	--	--	--	--	-2.58	-2.58	--	--	--	--	-2.18	-2.18	--	--
	Angle of View Correction	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--
	Facade Correction	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--
	Track Wear Correction	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--
	Turnout Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Slab Track Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Reflection Correction	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--
	Barrier Correction	--	--	-16.55	0.00	--	--	--	--	-16.42	0.00	--	--	--	--	-16.55	0.00	--	--
	Lmax of the Segment	--	--	51.42	53.26	--	--	--	--	51.15	52.86	--	--	--	--	51.42	53.26	--	--
	SEL of the Segment	--	--	58.82	60.66	--	--	--	--	58.55	60.26	--	--	--	--	58.82	60.66	--	--
SEL of the single passBy		62.85						62.50						62.85					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	42.06						41.71						30.29					
	Leq (30min), (23:00-7:00)	41.09						40.74						30.29					
	Lmax (23:00-7:00)	53.26						52.86						53.26					
	Leq (30min), (All day)	39.77						39.42						30.29					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	45.05																	
	Leq (30min), (23:00-7:00)	44.11																	
	Lmax (23:00-7:00)	57.91																	
	Leq (30min), (All day)	42.86																	

Calculation of Railway Noise Assessment

Receiver Name		U1_4 (G/F)						U1_4 (G/F)						U1_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15
	Angles of view	--	108.00	--	13.00	--	--	--	108.00	--	13.00	--	--	--	108.00	--	13.00	--	--
	Angles of Orientation of the Segment	--	60.00	--	59.00	--	--	--	60.00	--	59.00	--	--	--	60.00	--	59.00	--	--
Source	Train Speed (km/h)	--	120.00	--	120.00	--	--	--	120.00	--	120.00	--	--	--	120.00	--	120.00	--	--
	Railway Height, mpd	--	23.70	--	23.70	--	--	--	23.70	--	23.70	--	--	--	23.70	--	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	26.00	--	--	--	27.00	--	26.00	--	--	--	27.00	--	26.00	--	--
	Barrier to Receiver Horizontal Distance, m	--	1.14	--	11.06	--	--	--	1.14	--	11.06	--	--	--	1.14	--	11.06	--	--
	Barrier to Source Horizontal Distance, m	--	34.85	--	24.93	--	--	--	38.85	--	28.93	--	--	--	34.85	--	24.93	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	26.00	--	--	--	27.00	--	26.00	--	--	--	27.00	--	26.00	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	2.30	--	--	--	3.30	--	2.30	--	--	--	3.30	--	2.30	--	--
	Dominate Barrier to Receiver Distance, m	--	1.14	--	11.06	--	--	--	1.14	--	11.06	--	--	--	1.14	--	11.06	--	--
	Dominate Barrier to Source Distance, m	--	34.85	--	24.93	--	--	--	38.85	--	28.93	--	--	--	34.85	--	24.93	--	--
	Slant Distance - barrier top to source, m	--	35.00	--	25.04	--	--	--	38.99	--	29.02	--	--	--	35.00	--	25.04	--	--
	Slant Distance - barrier top to receiver, m	--	2.17	--	11.09	--	--	--	2.17	--	11.09	--	--	--	2.17	--	11.09	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.45	--	1.45	--	--	--	1.45	--	1.45	--	--	--	1.45	--	1.45	--	--
	Receiver to Source Horizontal Distance, m	--	35.99	--	35.99	--	--	--	39.99	--	39.99	--	--	--	35.99	--	35.99	--	--
	Receiver to Source Slant Distance, m	--	36.02	--	36.02	--	--	--	40.02	--	40.02	--	--	--	36.02	--	36.02	--	--
	Path Length Difference	--	1.16	--	0.11	--	--	--	1.15	--	0.10	--	--	--	1.16	--	0.11	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	75.30	--	--	--	75.30	--	75.30	--	--	--	75.30	--	75.30	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	82.70	--	--	--	82.70	--	82.70	--	--	--	82.70	--	82.70	--	--
Corrections	Speed Correction	--	-0.70	--	-0.70	--	--	--	-0.70	--	-0.70	--	--	--	-0.70	--	-0.70	--	--
	Distance Correction	--	-1.59	--	-1.59	--	--	--	-2.04	--	-2.04	--	--	--	-1.59	--	-1.59	--	--
	Angle of View Correction	--	-1.27	--	-9.78	--	--	--	-1.27	--	-9.78	--	--	--	-1.27	--	-9.78	--	--
	Facade Correction	--	2.50	--	2.50	--	--	--	2.50	--	2.50	--	--	--	2.50	--	2.50	--	--
	Track Wear Correction	--	3.00	--	3.00	--	--	--	3.00	--	3.00	--	--	--	3.00	--	3.00	--	--
	Turnout Correction	--	4.00	--	4.00	--	--	--	4.00	--	4.00	--	--	--	4.00	--	4.00	--	--
	Slab Track Correction	--	0.00	--	0.00	--	--	--	0.00	--	0.00	--	--	--	0.00	--	0.00	--	--
	Reflection Correction	--	1.50	--	1.50	--	--	--	1.50	--	1.50	--	--	--	1.50	--	1.50	--	--
	Barrier Correction	--	-18.45	--	-11.14	--	--	--	-18.41	--	-10.84	--	--	--	-18.45	--	-11.14	--	--
	Lmax of the Segment	--	64.30	--	63.10	--	--	--	63.88	--	62.94	--	--	--	64.30	--	63.10	--	--
	SEL of the Segment	--	71.70	--	70.50	--	--	--	71.28	--	70.34	--	--	--	71.70	--	70.50	--	--
SEL of the single passBy		74.15						73.85						74.15					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	53.36						53.05						41.60					
	Leq (30min), (23:00-7:00)	52.39						52.09						41.60					
	Lmax (23:00-7:00)	64.30						63.88						64.30					
	Leq (30min), (All day)	51.07						50.76						41.60					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.36																	
	Leq (30min), (23:00-7:00)	55.43																	
	Lmax (23:00-7:00)	68.93																	
	Leq (30min), (All day)	54.18																	

Calculation of Railway Noise Assessment

Receiver Name		U2_1 (1/F)						U2_1 (1/F)						U2_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30
	Angles of view	--	--	11.00	--	19.00	17.00	--	--	11.00	--	19.00	17.00	--	--	11.00	--	19.00	17.00
	Angles of Orientation of the Segment	--	--	50.00	--	35.00	17.00	--	--	50.00	--	35.00	17.00	--	--	50.00	--	35.00	17.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	2.91	--	2.16	--	--	--	2.91	--	2.16	--	--	--	2.91	--	2.16	--
	Barrier to Source Horizontal Distance, m	--	--	49.21	--	49.96	--	--	--	53.21	--	53.96	--	--	--	49.21	--	49.96	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	2.16	--	13.00	4.66	--	--	2.16	--	13.00	4.66	--	--	2.16	--	13.00	4.66
	Barrier to Source Horizontal Distance, m	--	--	49.96	--	39.12	47.46	--	--	53.96	--	43.12	51.46	--	--	49.96	--	39.12	47.46
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	2.91	--	2.16	4.66	--	--	2.91	--	2.16	4.66	--	--	2.91	--	2.16	4.66
	Dominate Barrier to Source Distance, m	--	--	49.21	--	49.96	47.46	--	--	53.21	--	53.96	51.46	--	--	49.21	--	49.96	47.46
	Slant Distance - barrier top to source, m	--	--	49.59	--	50.33	47.52	--	--	53.56	--	54.30	51.51	--	--	49.59	--	50.33	47.52
	Slant Distance - barrier top to receiver, m	--	--	3.27	--	2.63	5.20	--	--	3.27	--	2.63	5.20	--	--	3.27	--	2.63	5.20
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60
	Receiver to Source Horizontal Distance, m	--	--	52.12	--	52.12	52.12	--	--	56.12	--	56.12	56.12	--	--	52.12	--	52.12	52.12
	Receiver to Source Slant Distance, m	--	--	52.32	--	52.32	52.32	--	--	56.31	--	56.31	56.31	--	--	52.32	--	52.32	52.32
	Path Length Difference	--	--	0.54	--	0.64	0.39	--	--	0.52	--	0.63	0.40	--	--	0.54	--	0.64	0.39
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.21	--	-3.21	-3.21	--	--	-3.53	--	-3.53	-3.53	--	--	-3.21	--	-3.21	-3.21
	Angle of View Correction	--	--	-11.48	--	-11.57	-17.65	--	--	-11.48	--	-11.57	-17.65	--	--	-11.48	--	-11.57	-17.65
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	0.00	--	--	4.00	--	4.00	0.00	--	--	4.00	--	4.00	0.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-15.95	--	-16.50	-14.93	--	--	-15.87	--	-16.44	-15.01	--	--	-15.95	--	-16.50	-14.93
	Lmax of the Segment	--	--	54.97	--	54.32	45.82	--	--	54.73	--	54.07	45.42	--	--	54.97	--	54.32	45.82
	SEL of the Segment	--	--	62.37	--	61.72	53.22	--	--	62.13	--	61.47	52.82	--	--	62.37	--	61.72	53.22
SEL of the single passBy		65.34						65.09						65.34					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.55						44.30						32.79					
	Leq (30min), (23:00-7:00)	43.58						43.33						32.79					
	Lmax (23:00-7:00)	54.97						54.73						54.97					
	Leq (30min), (All day)	42.26						42.01						32.79					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.58																	
	Leq (30min), (23:00-7:00)	46.65																	
	Lmax (23:00-7:00)	59.66																	
	Leq (30min), (All day)	45.39																	

Calculation of Railway Noise Assessment

Receiver Name		U2_2 (G/F)						U2_2 (G/F)						U2_2 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00
	Angles of Orientation of the Segment	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--
	Barrier to Source Horizontal Distance, m	--	--	49.10	--	49.86	--	--	--	53.10	--	53.86	--	--	--	49.10	--	49.86	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	36.51	47.79	--	--	29.23	--	40.51	51.79	--	--	25.23	--	36.51	47.79
Barrier (Adopted)	Barrier Height, mpd	--	--	26.00	--	29.80	26.00	--	--	26.00	--	29.80	26.00	--	--	26.00	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	2.30	--	6.10	2.30	--	--	2.30	--	6.10	2.30	--	--	2.30	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	5.71	--	4.95	7.02	--	--	5.71	--	4.95	7.02	--	--	5.71	--	4.95	7.02
	Dominate Barrier to Source Distance, m	--	--	49.10	--	49.86	47.79	--	--	53.10	--	53.86	51.79	--	--	49.10	--	49.86	47.79
	Slant Distance - barrier top to source, m	--	--	49.15	--	50.23	47.84	--	--	53.15	--	54.20	51.84	--	--	49.15	--	50.23	47.84
	Slant Distance - barrier top to receiver, m	--	--	5.75	--	6.66	7.05	--	--	5.75	--	6.66	7.05	--	--	5.75	--	6.66	7.05
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.65	--	1.65	1.65	--	--	1.65	--	1.65	1.65	--	--	1.65	--	1.65	1.65
	Receiver to Source Horizontal Distance, m	--	--	54.81	--	54.81	54.81	--	--	58.81	--	58.81	58.81	--	--	54.81	--	54.81	54.81
	Receiver to Source Slant Distance, m	--	--	54.83	--	54.83	54.83	--	--	58.83	--	58.83	58.83	--	--	54.83	--	54.83	54.83
	Path Length Difference	--	--	0.07	--	2.05	0.06	--	--	0.06	--	2.03	0.06	--	--	0.07	--	2.05	0.06
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.41	--	-3.41	-3.41	--	--	-3.72	--	-3.72	-3.72	--	--	-3.41	--	-3.41	-3.41
	Angle of View Correction	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-9.83	--	-20.35	-9.63	--	--	-9.75	--	-20.30	-9.53	--	--	-9.83	--	-20.35	-9.63
	Lmax of the Segment	--	--	54.70	--	48.67	58.23	--	--	54.48	--	48.41	58.03	--	--	54.70	--	48.67	58.23
	SEL of the Segment	--	--	62.10	--	56.07	65.63	--	--	61.88	--	55.81	65.43	--	--	62.10	--	56.07	65.63
SEL of the single passBy		67.55						67.33						67.55					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	46.75						46.54						34.99					
	Leq (30min), (23:00-7:00)	45.78						45.57						34.99					
	Lmax (23:00-7:00)	58.23						58.03						58.23					
	Leq (30min), (All day)	44.46						44.25						34.99					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.81																	
	Leq (30min), (23:00-7:00)	48.87																	
	Lmax (23:00-7:00)	62.94																	
	Leq (30min), (All day)	47.62																	

Calculation of Railway Noise Assessment

Receiver Name		U2_2 (1/F)						U2_2 (1/F)						U2_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30
	Angles of view	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00
	Angles of Orientation of the Segment	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--
	Barrier to Source Horizontal Distance, m	--	--	49.10	--	49.86	--	--	--	53.10	--	53.86	--	--	--	49.10	--	49.86	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	36.51	47.79	--	--	29.23	--	40.51	51.79	--	--	25.23	--	36.51	47.79
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	5.71	--	4.95	7.02	--	--	5.71	--	4.95	7.02	--	--	5.71	--	4.95	7.02
	Dominate Barrier to Source Distance, m	--	--	49.10	--	49.86	47.79	--	--	53.10	--	53.86	51.79	--	--	49.10	--	49.86	47.79
	Slant Distance - barrier top to source, m	--	--	49.48	--	50.23	47.84	--	--	53.45	--	54.20	51.84	--	--	49.48	--	50.23	47.84
	Slant Distance - barrier top to receiver, m	--	--	5.90	--	5.17	7.39	--	--	5.90	--	5.17	7.39	--	--	5.90	--	5.17	7.39
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60
	Receiver to Source Horizontal Distance, m	--	--	54.81	--	54.81	54.81	--	--	58.81	--	58.81	58.81	--	--	54.81	--	54.81	54.81
	Receiver to Source Slant Distance, m	--	--	55.00	--	55.00	55.00	--	--	58.99	--	58.99	58.99	--	--	55.00	--	55.00	55.00
	Path Length Difference	--	--	0.38	--	0.40	0.23	--	--	0.36	--	0.39	0.24	--	--	0.38	--	0.40	0.23
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.42	--	-3.42	-3.42	--	--	-3.73	--	-3.73	-3.73	--	--	-3.42	--	-3.42	-3.42
	Angle of View Correction	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-14.83	--	-15.02	-13.29	--	--	-14.70	--	-14.90	-13.40	--	--	-14.83	--	-15.02	-13.29
	Lmax of the Segment	--	--	49.69	--	53.99	54.56	--	--	49.51	--	53.80	54.14	--	--	49.69	--	53.99	54.56
	SEL of the Segment	--	--	57.09	--	61.39	61.96	--	--	56.91	--	61.20	61.54	--	--	57.09	--	61.39	61.96
SEL of the single passBy		65.39						65.10						65.39					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.60						44.31						32.84					
	Leq (30min), (23:00-7:00)	43.63						43.34						32.84					
	Lmax (23:00-7:00)	54.56						54.14						54.56					
	Leq (30min), (All day)	42.31						42.02						32.84					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.61																	
	Leq (30min), (23:00-7:00)	46.68																	
	Lmax (23:00-7:00)	59.20																	
	Leq (30min), (All day)	45.42																	

Calculation of Railway Noise Assessment

Receiver Name		U2_3 (G/F)					
Railway ID		Southbound (ERL)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	--	--	--	--	18.00
	Angles of Orientation of the Segment	--	--	--	--	--	52.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	5.29
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	49.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	5.29
	Dominate Barrier to Source Distance, m	--	--	--	--	--	49.35
	Slant Distance - barrier top to source, m	--	--	--	--	--	49.40
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	5.33
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	1.65
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	54.63
	Receiver to Source Slant Distance, m	--	--	--	--	--	54.66
	Path Length Difference	--	--	--	--	--	0.07
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-3.40
	Angle of View Correction	--	--	--	--	--	-9.10
	Facade Correction	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	0.00
	Slab Track Correction	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-9.93
	Lmax of the Segment	--	--	--	--	--	59.18
	SEL of the Segment	--	--	--	--	--	66.58
SEL of the single passBy		66.58					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00					
	Train Frequency per 30 min. (All day)	425.00					
	Train Frequency Correcrtion (7:00-2300)	11.76					
	Train Frequency Correcrtion (23:00-7:00)	10.79					
	Train Frequency Correcrtion (All day)	26.28					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.79					
	Leq (30min), (23:00-7:00)	44.82					
	Lmax (23:00-7:00)	59.18					
	Leq (30min), (All day)	43.50					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.83					
	Leq (30min), (23:00-7:00)	47.90					
	Lmax (23:00-7:00)	63.88					
	Leq (30min), (All day)	46.64					

Receiver Name		U2_3 (G/F)					
Railway ID		Northbound (ERL)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	--	--	--	--	18.00
	Angles of Orientation of the Segment	--	--	--	--	--	52.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	5.29
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	53.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	5.29
	Dominate Barrier to Source Distance, m	--	--	--	--	--	53.35
	Slant Distance - barrier top to source, m	--	--	--	--	--	53.39
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	5.33
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	1.65
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	58.63
	Receiver to Source Slant Distance, m	--	--	--	--	--	58.66
	Path Length Difference	--	--	--	--	--	0.07
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-3.70
	Angle of View Correction	--	--	--	--	--	-9.10
	Facade Correction	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	0.00
	Slab Track Correction	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-9.84
	Lmax of the Segment	--	--	--	--	--	58.96
	SEL of the Segment	--	--	--	--	--	66.36
SEL of the single passBy		66.36					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00					
	Train Frequency per 30 min. (All day)	425.00					
	Train Frequency Correcrtion (7:00-2300)	11.76					
	Train Frequency Correcrtion (23:00-7:00)	10.79					
	Train Frequency Correcrtion (All day)	26.28					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.56					
	Leq (30min), (23:00-7:00)	44.60					
	Lmax (23:00-7:00)	58.96					
	Leq (30min), (All day)	43.27					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.83					
	Leq (30min), (23:00-7:00)	47.90					
	Lmax (23:00-7:00)	63.88					
	Leq (30min), (All day)	46.64					

Receiver Name		U2_3 (G/F)					
Railway ID		Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	--	--	--	--	18.00
	Angles of Orientation of the Segment	--	--	--	--	--	52.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	5.29
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	49.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	5.29
	Dominate Barrier to Source Distance, m	--	--	--	--	--	49.35
	Slant Distance - barrier top to source, m	--	--	--	--	--	49.40
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	5.33
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	1.65
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	54.63
	Receiver to Source Slant Distance, m	--	--	--	--	--	54.66
	Path Length Difference	--	--	--	--	--	0.07
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-3.40
	Angle of View Correction	--	--	--	--	--	-9.10
	Facade Correction	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	0.00
	Slab Track Correction	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-9.93
	Lmax of the Segment	--	--	--	--	--	59.18
	SEL of the Segment	--	--	--	--	--	66.58
SEL of the single passBy		66.58					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	1.00					
	Train Frequency per 30 min. (23:00-7:00)	1.00					
	Train Frequency per 30 min. (All day)	48.00					
	Train Frequency Correcrtion (7:00-2300)	0.00					
	Train Frequency Correcrtion (23:00-7:00)	0.00					
	Train Frequency Correcrtion (All day)	16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	34.03					
	Leq (30min), (23:00-7:00)	34.03					
	Lmax (23:00-7:00)	59.18					
	Leq (30min), (All day)	34.03					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.83					
	Leq (30min), (23:00-7:00)	47.90					
	Lmax (23:00-7:00)	63.88					
	Leq (30min), (All day)	46.64					

Calculation of Railway Noise Assessment

Receiver Name		U2_3 (1/F)						U2_3 (1/F)						U2_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30
	Angles of view	--	--	--	--	--	18.00	--	--	--	--	--	18.00	--	--	--	--	--	18.00
	Angles of Orientation of the Segment	--	--	--	--	--	52.00	--	--	--	--	--	52.00	--	--	--	--	--	52.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	5.29	--	--	--	--	--	5.29	--	--	--	--	--	5.29
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	49.35	--	--	--	--	--	53.35	--	--	--	--	--	49.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30	--	--	--	--	--	2.30	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	5.29	--	--	--	--	--	5.29	--	--	--	--	--	5.29
	Dominate Barrier to Source Distance, m	--	--	--	--	--	49.35	--	--	--	--	--	53.35	--	--	--	--	--	49.35
	Slant Distance - barrier top to source, m	--	--	--	--	--	49.40	--	--	--	--	--	53.39	--	--	--	--	--	49.40
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	5.77	--	--	--	--	--	5.77	--	--	--	--	--	5.77
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	4.60	--	--	--	--	--	4.60	--	--	--	--	--	4.60
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	54.63	--	--	--	--	--	58.63	--	--	--	--	--	54.63
	Receiver to Source Slant Distance, m	--	--	--	--	--	54.83	--	--	--	--	--	58.81	--	--	--	--	--	54.83
	Path Length Difference	--	--	--	--	--	0.34	--	--	--	--	--	0.35	--	--	--	--	--	0.34
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-3.41	--	--	--	--	--	-3.72	--	--	--	--	--	-3.41
	Angle of View Correction	--	--	--	--	--	-9.10	--	--	--	--	--	-9.10	--	--	--	--	--	-9.10
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-14.48	--	--	--	--	--	-14.57	--	--	--	--	--	-14.48
	Lmax of the Segment	--	--	--	--	--	54.61	--	--	--	--	--	54.22	--	--	--	--	--	54.61
	SEL of the Segment	--	--	--	--	--	62.01	--	--	--	--	--	61.62	--	--	--	--	--	62.01
SEL of the single passBy		62.01						61.62						62.01					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	41.22						40.83						29.46					
	Leq (30min), (23:00-7:00)	40.25						39.86						29.46					
	Lmax (23:00-7:00)	54.61						54.22						54.61					
	Leq (30min), (All day)	38.93						38.54						29.46					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	44.19																	
	Leq (30min), (23:00-7:00)	43.26																	
	Lmax (23:00-7:00)	59.25																	
	Leq (30min), (All day)	42.00																	

Calculation of Railway Noise Assessment

Receiver Name		U2_4 (G/F)						U2_4 (G/F)						U2_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	121.00	15.00	2.00	--	--	--	121.00	15.00	2.00	--	--	--	121.00	15.00	2.00	--	--
	Angles of Orientation of the Segment	--	69.00	25.11	49.00	--	--	--	69.00	25.11	49.00	--	--	--	69.00	25.11	49.00	--	--
Source	Train Speed (km/h)	--	120.00	120.00	120.00	--	--	--	120.00	120.00	120.00	--	--	--	120.00	120.00	120.00	--	--
	Railway Height, mpd	--	23.70	23.70	23.70	--	--	--	23.70	23.70	23.70	--	--	--	23.70	23.70	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	17.60	--	--	--	--	--	17.60	--	--	--	--	--	17.60	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	31.05	--	--	--	--	--	35.05	--	--	--	--	--	31.05	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	26.00	26.00	--	--	--	27.00	26.00	26.00	--	--	--	27.00	26.00	26.00	--	--
	Barrier to Receiver Horizontal Distance, m	--	0.66	23.54	23.68	--	--	--	0.66	23.54	23.68	--	--	--	0.66	23.54	23.68	--	--
	Barrier to Source Horizontal Distance, m	--	47.99	25.11	24.97	--	--	--	51.99	29.11	28.97	--	--	--	47.99	25.11	24.97	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	29.80	26.00	--	--	--	27.00	29.80	26.00	--	--	--	27.00	29.80	26.00	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	6.10	2.30	--	--	--	3.30	6.10	2.30	--	--	--	3.30	6.10	2.30	--	--
	Dominate Barrier to Receiver Distance, m	--	0.66	17.60	23.68	--	--	--	0.66	17.60	23.68	--	--	--	0.66	17.60	23.68	--	--
	Dominate Barrier to Source Distance, m	--	47.99	31.05	24.97	--	--	--	51.99	35.05	28.97	--	--	--	47.99	31.05	24.97	--	--
	Slant Distance - barrier top to source, m	--	48.10	31.64	25.07	--	--	--	52.10	35.57	29.06	--	--	--	48.10	31.64	25.07	--	--
	Slant Distance - barrier top to receiver, m	--	1.78	18.15	23.69	--	--	--	1.78	18.15	23.69	--	--	--	1.78	18.15	23.69	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.65	1.65	1.65	--	--	--	1.65	1.65	1.65	--	--	--	1.65	1.65	1.65	--	--
	Receiver to Source Horizontal Distance, m	--	48.65	48.65	48.65	--	--	--	52.65	52.65	52.65	--	--	--	48.65	48.65	48.65	--	--
	Receiver to Source Slant Distance, m	--	48.68	48.68	48.68	--	--	--	52.67	52.67	52.67	--	--	--	48.68	48.68	48.68	--	--
	Path Length Difference	--	1.21	1.12	0.09	--	--	--	1.20	1.05	0.07	--	--	--	1.21	1.12	0.09	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	75.30	75.30	--	--	--	75.30	75.30	75.30	--	--	--	75.30	75.30	75.30	--	--
	Reference SEL (25m setback&130kph)	--	82.70	82.70	82.70	--	--	--	82.70	82.70	82.70	--	--	--	82.70	82.70	82.70	--	--
Corrections	Speed Correction	--	-0.70	-0.70	-0.70	--	--	--	-0.70	-0.70	-0.70	--	--	--	-0.70	-0.70	-0.70	--	--
	Distance Correction	--	-2.89	-2.89	-2.89	--	--	--	-3.24	-3.24	-3.24	--	--	--	-2.89	-2.89	-2.89	--	--
	Angle of View Correction	--	-0.61	-15.17	-19.01	--	--	--	-0.61	-15.17	-19.01	--	--	--	-0.61	-15.17	-19.01	--	--
	Facade Correction	--	2.50	2.50	2.50	--	--	--	2.50	2.50	2.50	--	--	--	2.50	2.50	2.50	--	--
	Track Wear Correction	--	3.00	3.00	3.00	--	--	--	3.00	3.00	3.00	--	--	--	3.00	3.00	3.00	--	--
	Turnout Correction	--	4.00	4.00	4.00	--	--	--	4.00	4.00	4.00	--	--	--	4.00	4.00	4.00	--	--
	Slab Track Correction	--	0.00	0.00	0.00	--	--	--	0.00	0.00	0.00	--	--	--	0.00	0.00	0.00	--	--
	Reflection Correction	--	1.50	1.50	1.50	--	--	--	1.50	1.50	1.50	--	--	--	1.50	1.50	1.50	--	--
	Barrier Correction	--	-18.58	-18.34	-10.52	--	--	--	-18.56	-18.14	-10.13	--	--	--	-18.58	-18.34	-10.52	--	--
	Lmax of the Segment	--	63.52	49.20	53.18	--	--	--	63.20	49.06	53.23	--	--	--	63.52	49.20	53.18	--	--
	SEL of the Segment	--	70.92	56.60	60.58	--	--	--	70.60	56.46	60.63	--	--	--	70.92	56.60	60.58	--	--
SEL of the single passBy		71.45						71.16						71.45					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	50.66						50.37						38.90					
	Leq (30min), (23:00-7:00)	49.69						49.40						38.90					
	Lmax (23:00-7:00)	63.52						63.20						63.52					
	Leq (30min), (All day)	48.37						48.08						38.90					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.67																	
	Leq (30min), (23:00-7:00)	52.74																	
	Lmax (23:00-7:00)	68.19																	
	Leq (30min), (All day)	51.48																	

Calculation of Railway Noise Assessment

Receiver Name		U3_1 (1/F)						U3_1 (1/F)						U3_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40
	Angles of view	--	--	8.00	--	8.00	26.00	--	--	8.00	--	8.00	26.00	--	--	8.00	--	8.00	26.00
	Angles of Orientation of the Segment	--	--	47.00	--	40.00	23.00	--	--	47.00	--	40.00	23.00	--	--	47.00	--	40.00	23.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	11.58	--	9.93	--	--	--	11.58	--	9.93	--	--	--	11.58	--	9.93	--
	Barrier to Source Horizontal Distance, m	--	--	47.99	--	49.63	--	--	--	51.99	--	53.63	--	--	--	47.99	--	49.63	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	34.44	--	24.32	9.57	--	--	34.44	--	24.32	9.57	--	--	34.44	--	24.32	9.57
	Barrier to Source Horizontal Distance, m	--	--	25.12	--	35.24	49.99	--	--	29.12	--	39.24	53.99	--	--	25.12	--	35.24	49.99
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	11.58	--	9.93	9.57	--	--	11.58	--	9.93	9.57	--	--	11.58	--	9.93	9.57
	Dominate Barrier to Source Distance, m	--	--	47.99	--	49.63	49.99	--	--	51.99	--	53.63	53.99	--	--	47.99	--	49.63	49.99
	Slant Distance - barrier top to source, m	--	--	48.37	--	50.00	50.05	--	--	52.34	--	53.97	54.04	--	--	48.37	--	50.00	50.05
	Slant Distance - barrier top to receiver, m	--	--	11.66	--	10.03	9.86	--	--	11.66	--	10.03	9.86	--	--	11.66	--	10.03	9.86
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.70	--	4.70	4.70	--	--	4.70	--	4.70	4.70	--	--	4.70	--	4.70	4.70
	Receiver to Source Horizontal Distance, m	--	--	59.56	--	59.56	59.56	--	--	63.56	--	63.56	63.56	--	--	59.56	--	59.56	59.56
	Receiver to Source Slant Distance, m	--	--	59.75	--	59.75	59.75	--	--	63.74	--	63.74	63.74	--	--	59.75	--	59.75	59.75
	Path Length Difference	--	--	0.29	--	0.29	0.16	--	--	0.27	--	0.27	0.17	--	--	0.29	--	0.29	0.16
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.78	--	-3.78	-3.78	--	--	-4.06	--	-4.06	-4.06	--	--	-3.78	--	-3.78	-3.78
	Angle of View Correction	--	--	-13.26	--	-14.38	-13.26	--	--	-13.26	--	-14.38	-13.26	--	--	-13.26	--	-14.38	-13.26
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	4.00	--	4.00	--	4.00	4.00	4.00	--	4.00	--	4.00	4.00	4.00	--	4.00	--	4.00	4.00
	Slab Track Correction	0.00	--	0.00	--	0.00	0.00	0.00	--	0.00	--	0.00	0.00	0.00	--	0.00	--	0.00	0.00
	Reflection Correction	1.50	--	1.50	--	1.50	1.50	1.50	--	1.50	--	1.50	1.50	1.50	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-13.95	--	-13.96	-12.29	--	--	-13.75	--	-13.79	-12.42	--	--	-13.95	--	-13.96	-12.29
	Lmax of the Segment	--	--	54.61	--	53.48	56.27	--	--	54.53	--	53.38	55.86	--	--	54.61	--	53.48	56.27
	SEL of the Segment	--	--	62.01	--	60.88	63.67	--	--	61.93	--	60.78	63.26	--	--	62.01	--	60.88	63.67
SEL of the single passBy		67.11						66.88						67.11					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	46.32						46.09						34.56					
	Leq (30min), (23:00-7:00)	45.35						45.12						34.56					
	Lmax (23:00-7:00)	56.27						55.86						56.27					
	Leq (30min), (All day)	44.03						43.80						34.56					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.36																	
	Leq (30min), (23:00-7:00)	48.43																	
	Lmax (23:00-7:00)	60.91																	
	Leq (30min), (All day)	47.17																	

Calculation of Railway Noise Assessment

Receiver Name		U3_2 (G/F)						U3_2 (G/F)						U3_2 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45
	Angles of view	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00
	Angles of Orientation of the Segment	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00
Source	Train Speed (km/h)	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00
	Railway Height, mpd	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	12.42	--	--	--	--	--	12.42	--	--	--	--	--	12.42	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	49.58	--	--	--	--	--	53.58	--	--	--	--	--	49.58	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	26.00	26.00	--	--	--	--	26.00	26.00	--	--	--	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70
	Barrier to Source Horizontal Distance, m	--	--	--	--	35.13	51.30	--	--	--	--	39.13	55.30	--	--	--	--	35.13	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	29.80	26.00	--	--	--	--	29.80	26.00	--	--	--	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	6.10	2.30	--	--	--	--	6.10	2.30	--	--	--	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	12.42	10.70	--	--	--	--	12.42	10.70	--	--	--	--	12.42	10.70
	Dominate Barrier to Source Distance, m	--	--	--	--	49.58	51.30	--	--	--	--	53.58	55.30	--	--	--	--	49.58	51.30
	Slant Distance - barrier top to source, m	--	--	--	--	49.96	51.36	--	--	--	--	53.93	55.35	--	--	--	--	49.96	51.36
	Slant Distance - barrier top to receiver, m	--	--	--	--	13.16	10.72	--	--	--	--	13.16	10.72	--	--	--	--	13.16	10.72
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	1.75	1.75	--	--	--	--	1.75	1.75	--	--	--	--	1.75	1.75
	Receiver to Source Horizontal Distance, m	--	--	--	--	62.01	62.01	--	--	--	--	66.01	66.01	--	--	--	--	62.01	62.01
	Receiver to Source Slant Distance, m	--	--	--	--	62.03	62.03	--	--	--	--	66.03	66.03	--	--	--	--	62.03	62.03
	Path Length Difference	--	--	--	--	1.09	0.04	--	--	--	--	1.06	0.04	--	--	--	--	1.09	0.04
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70
Corrections	Speed Correction	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70
	Distance Correction	--	--	--	--	-3.95	-3.95	--	--	--	--	-4.22	-4.22	--	--	--	--	-3.95	-3.95
	Angle of View Correction	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45
	Facade Correction	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50
	Track Wear Correction	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00
	Turnout Correction	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00
	Slab Track Correction	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00
	Reflection Correction	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50
	Barrier Correction	--	--	--	--	-18.25	-8.76	--	--	--	--	-18.17	-8.65	--	--	--	--	-18.25	-8.76
	Lmax of the Segment	--	--	--	--	48.27	59.44	--	--	--	--	48.08	59.28	--	--	--	--	48.27	59.44
	SEL of the Segment	--	--	--	--	55.67	66.84	--	--	--	--	55.48	66.68	--	--	--	--	55.67	66.84
SEL of the single passBy		67.16						67.00						67.16					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	46.37						46.21						34.61					
	Leq (30min), (23:00-7:00)	45.40						45.24						34.61					
	Lmax (23:00-7:00)	59.44						59.28						59.44					
	Leq (30min), (All day)	44.08						43.92						34.61					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.45																	
	Leq (30min), (23:00-7:00)	48.51																	
	Lmax (23:00-7:00)	64.16																	
	Leq (30min), (All day)	47.25																	

Calculation of Railway Noise Assessment

Receiver Name		U3_2 (1/F)						U3_2 (1/F)						U3_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40
	Angles of view	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00
	Angles of Orientation of the Segment	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00
Source	Train Speed (km/h)	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00
	Railway Height, mpd	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	12.42	--	--	--	--	--	12.42	--	--	--	--	--	12.42	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	49.58	--	--	--	--	--	53.58	--	--	--	--	--	49.58	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	26.00	26.00	--	--	--	--	26.00	26.00	--	--	--	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70
	Barrier to Source Horizontal Distance, m	--	--	--	--	35.13	51.30	--	--	--	--	39.13	55.30	--	--	--	--	35.13	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	29.80	26.00	--	--	--	--	29.80	26.00	--	--	--	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	6.10	2.30	--	--	--	--	6.10	2.30	--	--	--	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	12.42	10.70	--	--	--	--	12.42	10.70	--	--	--	--	12.42	10.70
	Dominate Barrier to Source Distance, m	--	--	--	--	49.58	51.30	--	--	--	--	53.58	55.30	--	--	--	--	49.58	51.30
	Slant Distance - barrier top to source, m	--	--	--	--	49.96	51.36	--	--	--	--	53.93	55.35	--	--	--	--	49.96	51.36
	Slant Distance - barrier top to receiver, m	--	--	--	--	12.50	10.97	--	--	--	--	12.50	10.97	--	--	--	--	12.50	10.97
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	4.70	4.70	--	--	--	--	4.70	4.70	--	--	--	--	4.70	4.70
	Receiver to Source Horizontal Distance, m	--	--	--	--	62.01	62.01	--	--	--	--	66.01	66.01	--	--	--	--	62.01	62.01
	Receiver to Source Slant Distance, m	--	--	--	--	62.19	62.19	--	--	--	--	66.17	66.17	--	--	--	--	62.19	62.19
	Path Length Difference	--	--	--	--	0.27	0.14	--	--	--	--	0.26	0.15	--	--	--	--	0.27	0.14
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70
Corrections	Speed Correction	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70
	Distance Correction	--	--	--	--	-3.96	-3.96	--	--	--	--	-4.23	-4.23	--	--	--	--	-3.96	-3.96
	Angle of View Correction	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45
	Facade Correction	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50
	Track Wear Correction	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00
	Turnout Correction	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00
	Slab Track Correction	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00
	Reflection Correction	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50
	Barrier Correction	--	--	--	--	-13.83	-11.82	--	--	--	--	-13.64	-11.96	--	--	--	--	-13.83	-11.82
	Lmax of the Segment	--	--	--	--	52.67	56.37	--	--	--	--	52.60	55.96	--	--	--	--	52.67	56.37
	SEL of the Segment	--	--	--	--	60.07	63.77	--	--	--	--	60.00	63.36	--	--	--	--	60.07	63.77
SEL of the single passBy		65.32						65.01						65.32					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.52						44.22						32.76					
	Leq (30min), (23:00-7:00)	43.56						43.25						32.76					
	Lmax (23:00-7:00)	56.37						55.96						56.37					
	Leq (30min), (All day)	42.24						41.93						32.76					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.53																	
	Leq (30min), (23:00-7:00)	46.60																	
	Lmax (23:00-7:00)	61.01																	
	Leq (30min), (All day)	45.34																	

Calculation of Railway Noise Assessment

Receiver Name		U3_3 (G/F)						U3_3 (G/F)						U3_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45
	Angles of view	--	18.00	--	--	--	--	--	18.00	--	--	--	--	--	18.00	--	--	--	--
	Angles of Orientation of the Segment	--	56.00	--	--	--	--	--	56.00	--	--	--	--	--	56.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	5.41	--	--	--	--	--	5.41	--	--	--	--	--	5.41	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	56.09	--	--	--	--	--	60.09	--	--	--	--	--	56.09	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	--	--	--	--	3.30	--	--	--	--	--	3.30	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	5.41	--	--	--	--	--	5.41	--	--	--	--	--	5.41	--	--	--	--
	Dominate Barrier to Source Distance, m	--	56.09	--	--	--	--	--	60.09	--	--	--	--	--	56.09	--	--	--	--
	Slant Distance - barrier top to source, m	--	56.19	--	--	--	--	--	60.18	--	--	--	--	--	56.19	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	5.63	--	--	--	--	--	5.63	--	--	--	--	--	5.63	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.75	--	--	--	--	--	1.75	--	--	--	--	--	1.75	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	61.50	--	--	--	--	--	65.50	--	--	--	--	--	61.50	--	--	--	--
	Receiver to Source Slant Distance, m	--	61.53	--	--	--	--	--	65.53	--	--	--	--	--	61.53	--	--	--	--
	Path Length Difference	--	0.29	--	--	--	--	--	0.28	--	--	--	--	--	0.29	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-3.91	--	--	--	--	--	-4.18	--	--	--	--	--	-3.91	--	--	--	--
	Angle of View Correction	--	-8.67	--	--	--	--	--	-8.67	--	--	--	--	--	-8.67	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-14.00	--	--	--	--	--	-13.95	--	--	--	--	--	-14.00	--	--	--	--
	Lmax of the Segment	--	55.03	--	--	--	--	--	54.81	--	--	--	--	--	55.03	--	--	--	--
	SEL of the Segment	--	62.43	--	--	--	--	--	62.21	--	--	--	--	--	62.43	--	--	--	--
SEL of the single passBy		62.43						62.21						62.43					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	41.64						41.42						29.88					
	Leq (30min), (23:00-7:00)	40.67						40.45						29.88					
	Lmax (23:00-7:00)	55.03						54.81						55.03					
	Leq (30min), (All day)	39.35						39.13						29.88					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	44.69																	
	Leq (30min), (23:00-7:00)	43.75																	
	Lmax (23:00-7:00)	59.73																	
	Leq (30min), (All day)	42.50																	

Calculation of Railway Noise Assessment

Receiver Name		U3_3 (1/F)						U3_3 (1/F)						U3_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40
	Angles of view	--	18.00	--	--	--	--	--	18.00	--	--	--	--	--	18.00	--	--	--	--
	Angles of Orientation of the Segment	--	56.00	--	--	--	--	--	56.00	--	--	--	--	--	56.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	5.41	--	--	--	--	--	5.41	--	--	--	--	--	5.41	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	56.09	--	--	--	--	--	60.09	--	--	--	--	--	56.09	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	--	--	--	--	3.30	--	--	--	--	--	3.30	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	5.41	--	--	--	--	--	5.41	--	--	--	--	--	5.41	--	--	--	--
	Dominate Barrier to Source Distance, m	--	56.09	--	--	--	--	--	60.09	--	--	--	--	--	56.09	--	--	--	--
	Slant Distance - barrier top to source, m	--	56.19	--	--	--	--	--	60.18	--	--	--	--	--	56.19	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	5.59	--	--	--	--	--	5.59	--	--	--	--	--	5.59	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	4.70	--	--	--	--	--	4.70	--	--	--	--	--	4.70	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	61.50	--	--	--	--	--	65.50	--	--	--	--	--	61.50	--	--	--	--
	Receiver to Source Slant Distance, m	--	61.68	--	--	--	--	--	65.67	--	--	--	--	--	61.68	--	--	--	--
	Path Length Difference	--	0.10	--	--	--	--	--	0.10	--	--	--	--	--	0.10	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-3.92	--	--	--	--	--	-4.19	--	--	--	--	--	-3.92	--	--	--	--
	Angle of View Correction	--	-8.67	--	--	--	--	--	-8.67	--	--	--	--	--	-8.67	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-10.79	--	--	--	--	--	-10.91	--	--	--	--	--	-10.79	--	--	--	--
	Lmax of the Segment	--	58.23	--	--	--	--	--	57.83	--	--	--	--	--	58.23	--	--	--	--
	SEL of the Segment	--	65.63	--	--	--	--	--	65.23	--	--	--	--	--	65.63	--	--	--	--
SEL of the single passBy		65.63						65.23						65.63					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.84						44.44						33.08					
	Leq (30min), (23:00-7:00)	43.87						43.47						33.08					
	Lmax (23:00-7:00)	58.23						57.83						58.23					
	Leq (30min), (All day)	42.55						42.15						33.08					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.80																	
	Leq (30min), (23:00-7:00)	46.87																	
	Lmax (23:00-7:00)	62.87																	
	Leq (30min), (All day)	45.62																	

Calculation of Railway Noise Assessment

Receiver Name		U3_4 (G/F)						U3_4 (G/F)						U3_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45
	Angles of view	--	125.00	11.00	--	40.00	--	--	125.00	11.00	--	40.00	--	--	125.00	11.00	--	40.00	--
	Angles of Orientation of the Segment	--	72.00	38.00	--	32.00	--	--	72.00	38.00	--	32.00	--	--	72.00	38.00	--	32.00	--
Source	Train Speed (km/h)	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--
	Railway Height, mpd	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	17.06	--	15.52	--	--	--	17.06	--	15.52	--	--	--	17.06	--	15.52	--
	Barrier to Source Horizontal Distance, m	--	--	38.40	--	39.94	--	--	--	42.40	--	43.94	--	--	--	38.40	--	39.94	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	26.00	--	26.00	--	--	27.00	26.00	--	26.00	--	--	27.00	26.00	--	26.00	--
	Barrier to Receiver Horizontal Distance, m	--	0.60	30.33	--	25.89	--	--	0.60	30.33	--	25.89	--	--	0.60	30.33	--	25.89	--
	Barrier to Source Horizontal Distance, m	--	54.86	25.13	--	29.56	--	--	58.86	29.13	--	33.56	--	--	54.86	25.13	--	29.56	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	29.80	--	29.80	--	--	27.00	29.80	--	29.80	--	--	27.00	29.80	--	29.80	--
	Barrier Relative Height to the railway ground, m	--	3.30	6.10	--	6.10	--	--	3.30	6.10	--	6.10	--	--	3.30	6.10	--	6.10	--
	Dominate Barrier to Receiver Distance, m	--	0.60	17.06	--	15.52	--	--	0.60	17.06	--	15.52	--	--	0.60	17.06	--	15.52	--
	Dominate Barrier to Source Distance, m	--	54.86	38.40	--	39.94	--	--	58.86	42.40	--	43.94	--	--	54.86	38.40	--	39.94	--
	Slant Distance - barrier top to source, m	--	54.95	38.88	--	40.40	--	--	58.95	42.83	--	44.36	--	--	54.95	38.88	--	40.40	--
	Slant Distance - barrier top to receiver, m	--	1.66	17.61	--	16.12	--	--	1.66	17.61	--	16.12	--	--	1.66	17.61	--	16.12	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.75	1.75	--	1.75	--	--	1.75	1.75	--	1.75	--	--	1.75	1.75	--	1.75	--
	Receiver to Source Horizontal Distance, m	--	55.46	55.46	--	55.46	--	--	59.46	59.46	--	59.46	--	--	55.46	55.46	--	55.46	--
	Receiver to Source Slant Distance, m	--	55.49	55.49	--	55.49	--	--	59.48	59.48	--	59.48	--	--	55.49	55.49	--	55.49	--
	Path Length Difference	--	1.13	1.00	--	1.03	--	--	1.13	0.96	--	0.99	--	--	1.13	1.00	--	1.03	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--
	Reference SEL (25m setback&130kph)	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--
Corrections	Speed Correction	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--
	Distance Correction	--	-3.46	-3.46	--	-3.46	--	--	-3.76	-3.76	--	-3.76	--	--	-3.46	-3.46	--	-3.46	--
	Angle of View Correction	--	-0.46	-13.36	--	-8.81	--	--	-0.46	-13.36	--	-8.81	--	--	-0.46	-13.36	--	-8.81	--
	Facade Correction	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--
	Track Wear Correction	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--
	Turnout Correction	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--
	Slab Track Correction	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--
	Reflection Correction	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--
	Barrier Correction	--	-18.38	-17.97	--	-18.08	--	--	-18.36	-17.82	--	-17.95	--	--	-18.38	-17.97	--	-18.08	--
	Lmax of the Segment	--	63.31	50.81	--	55.26	--	--	63.02	50.66	--	55.09	--	--	63.31	50.81	--	55.26	--
	SEL of the Segment	--	70.71	58.21	--	62.66	--	--	70.42	58.06	--	62.49	--	--	70.71	58.21	--	62.66	--
SEL of the single passBy		71.55						71.28						71.55					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	50.75						50.49						38.99					
	Leq (30min), (23:00-7:00)	49.78						49.52						38.99					
	Lmax (23:00-7:00)	63.31						63.02						63.31					
	Leq (30min), (All day)	48.46						48.20						38.99					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.78																	
	Leq (30min), (23:00-7:00)	52.85																	
	Lmax (23:00-7:00)	67.98																	
	Leq (30min), (All day)	51.59																	

Calculation of Railway Noise Assessment

Receiver Name		U4_1 (1/F)						U4_1 (1/F)						U4_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.23	--	29.80	--	--	--	32.23	--	29.80	--	--	--	32.23	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--
	Barrier to Source Horizontal Distance, m	--	--	54.78	--	49.44	--	--	--	58.78	--	53.44	--	--	--	54.78	--	49.44	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19
	Barrier to Source Horizontal Distance, m	--	--	25.07	--	34.53	50.45	--	--	29.07	--	38.53	54.45	--	--	25.07	--	34.53	50.45
Barrier (Adopted)	Barrier Height, mpd	--	--	32.23	--	29.80	26.00	--	--	32.23	--	29.80	26.00	--	--	32.23	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	8.53	--	6.10	2.30	--	--	8.53	--	6.10	2.30	--	--	8.53	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	10.86	--	16.20	15.19	--	--	10.86	--	16.20	15.19	--	--	10.86	--	16.20	15.19
	Dominate Barrier to Source Distance, m	--	--	54.78	--	49.44	50.45	--	--	58.78	--	53.44	54.45	--	--	54.78	--	49.44	50.45
	Slant Distance - barrier top to source, m	--	--	55.44	--	49.82	50.50	--	--	59.40	--	53.79	54.50	--	--	55.44	--	49.82	50.50
	Slant Distance - barrier top to receiver, m	--	--	11.57	--	16.28	15.36	--	--	11.57	--	16.28	15.36	--	--	11.57	--	16.28	15.36
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53
	Receiver to Source Horizontal Distance, m	--	--	65.64	--	65.64	65.64	--	--	69.64	--	69.64	69.64	--	--	65.64	--	65.64	65.64
	Receiver to Source Slant Distance, m	--	--	65.80	--	65.80	65.80	--	--	69.79	--	69.79	69.79	--	--	65.80	--	65.80	65.80
	Path Length Difference	--	--	1.22	--	0.29	0.06	--	--	1.18	--	0.28	0.06	--	--	1.22	--	0.29	0.06
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.20	--	-4.20	-4.20	--	--	-4.46	--	-4.46	-4.46	--	--	-4.20	--	-4.20	-4.20
	Angle of View Correction	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-18.61	--	-14.05	-9.57	--	--	-18.52	--	-13.85	-9.77	--	--	-18.61	--	-14.05	-9.57
	Lmax of the Segment	--	--	53.69	--	51.72	59.75	--	--	53.53	--	51.67	59.30	--	--	53.69	--	51.72	59.75
	SEL of the Segment	--	--	61.09	--	59.12	67.15	--	--	60.93	--	59.07	66.70	--	--	61.09	--	59.12	67.15
SEL of the single passBy		68.63						68.28						68.63					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	47.84						47.49						36.08					
	Leq (30min), (23:00-7:00)	46.87						46.52						36.08					
	Lmax (23:00-7:00)	59.75						59.30						59.75					
	Leq (30min), (All day)	45.55						45.20						36.08					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.82																	
	Leq (30min), (23:00-7:00)	49.89																	
	Lmax (23:00-7:00)	64.38																	
	Leq (30min), (All day)	48.63																	

Calculation of Railway Noise Assessment

Receiver Name		U4_1 (2/F)						U4_1 (2/F)						U4_1 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93
	Angles of view	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.23	--	29.80	--	--	--	32.23	--	29.80	--	--	--	32.23	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--
	Barrier to Source Horizontal Distance, m	--	--	54.78	--	49.44	--	--	--	58.78	--	53.44	--	--	--	54.78	--	49.44	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19
	Barrier to Source Horizontal Distance, m	--	--	25.07	--	34.53	50.45	--	--	29.07	--	38.53	54.45	--	--	25.07	--	34.53	50.45
Barrier (Adopted)	Barrier Height, mpd	--	--	32.23	--	29.80	26.00	--	--	32.23	--	29.80	26.00	--	--	32.23	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	8.53	--	6.10	2.30	--	--	8.53	--	6.10	2.30	--	--	8.53	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	10.86	--	16.20	15.19	--	--	10.86	--	16.20	15.19	--	--	10.86	--	16.20	15.19
	Dominate Barrier to Source Distance, m	--	--	54.78	--	49.44	50.45	--	--	58.78	--	53.44	54.45	--	--	54.78	--	49.44	50.45
	Slant Distance - barrier top to source, m	--	--	55.44	--	49.82	50.50	--	--	59.40	--	53.79	54.50	--	--	55.44	--	49.82	50.50
	Slant Distance - barrier top to receiver, m	--	--	10.94	--	16.24	15.97	--	--	10.94	--	16.24	15.97	--	--	10.94	--	16.24	15.97
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23
	Receiver to Source Horizontal Distance, m	--	--	65.64	--	65.64	65.64	--	--	69.64	--	69.64	69.64	--	--	65.64	--	65.64	65.64
	Receiver to Source Slant Distance, m	--	--	66.04	--	66.04	66.04	--	--	70.02	--	70.02	70.02	--	--	66.04	--	66.04	66.04
	Path Length Difference	--	--	0.34	--	0.02	0.44	--	--	0.32	--	0.01	0.45	--	--	0.34	--	0.02	0.44
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.22	--	-4.22	-4.22	--	--	-4.47	--	-4.47	-4.47	--	--	-4.22	--	-4.22	-4.22
	Angle of View Correction	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-14.50	--	-7.28	-15.28	--	--	-14.30	--	-6.85	-15.41	--	--	-14.50	--	-7.28	-15.28
	Lmax of the Segment	--	--	57.78	--	58.48	54.04	--	--	57.73	--	58.66	53.65	--	--	57.78	--	58.48	54.04
	SEL of the Segment	--	--	65.18	--	65.88	61.44	--	--	65.13	--	66.06	61.05	--	--	65.18	--	65.88	61.44
SEL of the single passBy		69.32						69.33						69.32					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	48.53						48.54						36.77					
	Leq (30min), (23:00-7:00)	47.56						47.57						36.77					
	Lmax (23:00-7:00)	58.48						58.66						58.48					
	Leq (30min), (All day)	46.24						46.25						36.77					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	51.69																	
	Leq (30min), (23:00-7:00)	50.75																	
	Lmax (23:00-7:00)	63.31																	
	Leq (30min), (All day)	49.49																	

Calculation of Railway Noise Assessment

Receiver Name		U4_2 (1/F)						U4_2 (1/F)						U4_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00
	Angles of Orientation of the Segment	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00
Source	Train Speed (km/h)	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00
	Railway Height, mpd	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	11.61	--	--	--	--	--	11.61	--	--	--	--	--	11.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	55.55	--	--	--	--	--	59.55	--	--	--	--	--	55.55	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	--	51.30	--	--	29.18	--	--	55.30	--	--	25.18	--	--	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	--	26.00	--	--	29.80	--	--	26.00	--	--	29.80	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	--	2.30	--	--	6.10	--	--	2.30	--	--	6.10	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	11.61	--	--	15.85	--	--	11.61	--	--	15.85	--	--	11.61	--	--	15.85
	Dominate Barrier to Source Distance, m	--	--	55.55	--	--	51.30	--	--	59.55	--	--	55.30	--	--	55.55	--	--	51.30
	Slant Distance - barrier top to source, m	--	--	55.88	--	--	51.35	--	--	59.86	--	--	55.35	--	--	55.88	--	--	51.35
	Slant Distance - barrier top to receiver, m	--	--	11.72	--	--	16.01	--	--	11.72	--	--	16.01	--	--	11.72	--	--	16.01
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.53	--	--	4.53	--	--	4.53	--	--	4.53	--	--	4.53	--	--	4.53
	Receiver to Source Horizontal Distance, m	--	--	67.16	--	--	67.16	--	--	71.16	--	--	71.16	--	--	67.16	--	--	67.16
	Receiver to Source Slant Distance, m	--	--	67.31	--	--	67.31	--	--	71.30	--	--	71.30	--	--	67.31	--	--	67.31
	Path Length Difference	--	--	0.29	--	--	0.05	--	--	0.27	--	--	0.06	--	--	0.29	--	--	0.05
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70
Corrections	Speed Correction	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70
	Distance Correction	--	--	-4.30	--	--	-4.30	--	--	-4.55	--	--	-4.55	--	--	-4.30	--	--	-4.30
	Angle of View Correction	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07
	Facade Correction	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50
	Track Wear Correction	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00
	Turnout Correction	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00
	Slab Track Correction	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00
	Reflection Correction	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50
	Barrier Correction	--	--	-13.97	--	--	-9.41	--	--	-13.82	--	--	-9.60	--	--	-13.97	--	--	-9.41
	Lmax of the Segment	--	--	52.54	--	--	60.82	--	--	52.44	--	--	60.38	--	--	52.54	--	--	60.82
	SEL of the Segment	--	--	59.94	--	--	68.22	--	--	59.84	--	--	67.78	--	--	59.94	--	--	68.22
SEL of the single passBy		68.82						68.42						68.82					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	48.03						47.63						36.27					
	Leq (30min), (23:00-7:00)	47.06						46.66						36.27					
	Lmax (23:00-7:00)	60.82						60.38						60.82					
	Leq (30min), (All day)	45.74						45.34						36.27					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	51.00																	
	Leq (30min), (23:00-7:00)	50.06																	
	Lmax (23:00-7:00)	65.45																	
	Leq (30min), (All day)	48.81																	

Calculation of Railway Noise Assessment

Receiver Name		U4_2 (2/F)						U4_2 (2/F)						U4_2 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93
	Angles of view	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00
	Angles of Orientation of the Segment	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00
Source	Train Speed (km/h)	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00
	Railway Height, mpd	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	11.61	--	--	--	--	--	11.61	--	--	--	--	--	11.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	55.55	--	--	--	--	--	59.55	--	--	--	--	--	55.55	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	--	51.30	--	--	29.18	--	--	55.30	--	--	25.18	--	--	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	--	26.00	--	--	29.80	--	--	26.00	--	--	29.80	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	--	2.30	--	--	6.10	--	--	2.30	--	--	6.10	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	11.61	--	--	15.85	--	--	11.61	--	--	15.85	--	--	11.61	--	--	15.85
	Dominate Barrier to Source Distance, m	--	--	55.55	--	--	51.30	--	--	59.55	--	--	55.30	--	--	55.55	--	--	51.30
	Slant Distance - barrier top to source, m	--	--	55.88	--	--	51.35	--	--	59.86	--	--	55.35	--	--	55.88	--	--	51.35
	Slant Distance - barrier top to receiver, m	--	--	11.67	--	--	16.60	--	--	11.67	--	--	16.60	--	--	11.67	--	--	16.60
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.23	--	--	7.23	--	--	7.23	--	--	7.23	--	--	7.23	--	--	7.23
	Receiver to Source Horizontal Distance, m	--	--	67.16	--	--	67.16	--	--	71.16	--	--	71.16	--	--	67.16	--	--	67.16
	Receiver to Source Slant Distance, m	--	--	67.54	--	--	67.54	--	--	71.52	--	--	71.52	--	--	67.54	--	--	67.54
	Path Length Difference	--	--	0.00	--	--	0.41	--	--	0.00	--	--	0.43	--	--	0.00	--	--	0.41
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70
Corrections	Speed Correction	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70
	Distance Correction	--	--	-4.32	--	--	-4.32	--	--	-4.57	--	--	-4.57	--	--	-4.32	--	--	-4.32
	Angle of View Correction	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07
	Facade Correction	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50
	Track Wear Correction	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00
	Turnout Correction	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00
	Slab Track Correction	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00
	Reflection Correction	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50
	Barrier Correction	--	--	-5.63	--	--	-15.10	--	--	-5.55	--	--	-15.24	--	--	-5.63	--	--	-15.10
	Lmax of the Segment	--	--	60.86	--	--	55.11	--	--	60.69	--	--	54.73	--	--	60.86	--	--	55.11
	SEL of the Segment	--	--	68.26	--	--	62.51	--	--	68.09	--	--	62.13	--	--	68.26	--	--	62.51
SEL of the single passBy		69.28						69.07						69.28					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	48.49						48.28						36.73					
	Leq (30min), (23:00-7:00)	47.52						47.31						36.73					
	Lmax (23:00-7:00)	60.86						60.69						60.86					
	Leq (30min), (All day)	46.20						45.99						36.73					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	51.54																	
	Leq (30min), (23:00-7:00)	50.61																	
	Lmax (23:00-7:00)	65.57																	
	Leq (30min), (All day)	49.35																	

Calculation of Railway Noise Assessment

Receiver Name		U4_3 (G/F)						U4_3 (G/F)						U4_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55
	Angles of view	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--
	Barrier to Source Horizontal Distance, m	--	--	55.81	--	49.33	--	--	--	59.81	--	53.33	--	--	--	55.81	--	49.33	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	34.46	54.61	--	--	29.23	--	38.46	58.61	--	--	25.23	--	34.46	54.61
Barrier (Adopted)	Barrier Height, mpd	--	--	26.00	--	29.80	26.00	--	--	26.00	--	29.80	26.00	--	--	26.00	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	2.30	--	6.10	2.30	--	--	2.30	--	6.10	2.30	--	--	2.30	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	12.71	--	19.19	13.91	--	--	12.71	--	19.19	13.91	--	--	12.71	--	19.19	13.91
	Dominate Barrier to Source Distance, m	--	--	55.81	--	49.33	54.61	--	--	59.81	--	53.33	58.61	--	--	55.81	--	49.33	54.61
	Slant Distance - barrier top to source, m	--	--	55.85	--	49.71	54.65	--	--	59.85	--	53.68	58.65	--	--	55.85	--	49.71	54.65
	Slant Distance - barrier top to receiver, m	--	--	12.72	--	19.65	13.92	--	--	12.72	--	19.65	13.92	--	--	12.72	--	19.65	13.92
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.85	--	1.85	1.85	--	--	1.85	--	1.85	1.85	--	--	1.85	--	1.85	1.85
	Receiver to Source Horizontal Distance, m	--	--	68.52	--	68.52	68.52	--	--	72.52	--	72.52	72.52	--	--	68.52	--	68.52	68.52
	Receiver to Source Slant Distance, m	--	--	68.54	--	68.54	68.54	--	--	72.54	--	72.54	72.54	--	--	68.54	--	68.54	68.54
	Path Length Difference	--	--	0.03	--	0.82	0.03	--	--	0.03	--	0.79	0.03	--	--	0.03	--	0.82	0.03
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.38	--	-4.38	-4.38	--	--	-4.63	--	-4.63	-4.63	--	--	-4.38	--	-4.38	-4.38
	Angle of View Correction	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-8.17	--	-17.30	-8.20	--	--	-8.07	--	-17.19	-8.08	--	--	-8.17	--	-17.30	-8.20
	Lmax of the Segment	--	--	53.17	--	48.11	60.08	--	--	53.03	--	47.97	59.95	--	--	53.17	--	48.11	60.08
	SEL of the Segment	--	--	60.57	--	55.51	67.48	--	--	60.43	--	55.37	67.35	--	--	60.57	--	55.51	67.48
SEL of the single passBy		68.51						68.37						68.51					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	47.71						47.58						35.95					
	Leq (30min), (23:00-7:00)	46.74						46.61						35.95					
	Lmax (23:00-7:00)	60.08						59.95						60.08					
	Leq (30min), (All day)	45.42						45.29						35.95					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.80																	
	Leq (30min), (23:00-7:00)	49.87																	
	Lmax (23:00-7:00)	64.81																	
	Leq (30min), (All day)	48.61																	

Calculation of Railway Noise Assessment

Receiver Name		U4_3 (1/F)						U4_3 (1/F)						U4_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--
	Barrier to Source Horizontal Distance, m	--	--	55.81	--	49.33	--	--	--	59.81	--	53.33	--	--	--	55.81	--	49.33	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	34.46	54.61	--	--	29.23	--	38.46	58.61	--	--	25.23	--	34.46	54.61
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	12.71	--	19.19	13.91	--	--	12.71	--	19.19	13.91	--	--	12.71	--	19.19	13.91
	Dominate Barrier to Source Distance, m	--	--	55.81	--	49.33	54.61	--	--	59.81	--	53.33	58.61	--	--	55.81	--	49.33	54.61
	Slant Distance - barrier top to source, m	--	--	56.14	--	49.71	54.65	--	--	60.12	--	53.68	58.65	--	--	56.14	--	49.71	54.65
	Slant Distance - barrier top to receiver, m	--	--	12.81	--	19.25	14.09	--	--	12.81	--	19.25	14.09	--	--	12.81	--	19.25	14.09
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53
	Receiver to Source Horizontal Distance, m	--	--	68.52	--	68.52	68.52	--	--	72.52	--	72.52	72.52	--	--	68.52	--	68.52	68.52
	Receiver to Source Slant Distance, m	--	--	68.67	--	68.67	68.67	--	--	72.66	--	72.66	72.66	--	--	68.67	--	68.67	68.67
	Path Length Difference	--	--	0.28	--	0.29	0.08	--	--	0.27	--	0.27	0.08	--	--	0.28	--	0.29	0.08
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.39	--	-4.39	-4.39	--	--	-4.63	--	-4.63	-4.63	--	--	-4.39	--	-4.39	-4.39
	Angle of View Correction	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-13.89	--	-14.00	-10.20	--	--	-13.73	--	-13.79	-10.36	--	--	-13.89	--	-14.00	-10.20
	Lmax of the Segment	--	--	47.45	--	51.40	58.07	--	--	47.36	--	51.37	57.66	--	--	47.45	--	51.40	58.07
	SEL of the Segment	--	--	54.85	--	58.80	65.47	--	--	54.76	--	58.77	65.06	--	--	54.85	--	58.80	65.47
SEL of the single passBy		66.62						66.30						66.62					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.82						45.51						34.06					
	Leq (30min), (23:00-7:00)	44.85						44.54						34.06					
	Lmax (23:00-7:00)	58.07						57.66						58.07					
	Leq (30min), (All day)	43.53						43.22						34.06					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.83																	
	Leq (30min), (23:00-7:00)	47.89																	
	Lmax (23:00-7:00)	62.71																	
	Leq (30min), (All day)	46.64																	

Calculation of Railway Noise Assessment

Receiver Name		U4_3 (2/F)						U4_3 (2/F)						U4_3 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93
	Angles of view	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--
	Barrier to Source Horizontal Distance, m	--	--	55.81	--	49.33	--	--	--	59.81	--	53.33	--	--	--	55.81	--	49.33	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	34.46	54.61	--	--	29.23	--	38.46	58.61	--	--	25.23	--	34.46	54.61
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	12.71	--	19.19	13.91	--	--	12.71	--	19.19	13.91	--	--	12.71	--	19.19	13.91
	Dominate Barrier to Source Distance, m	--	--	55.81	--	49.33	54.61	--	--	59.81	--	53.33	58.61	--	--	55.81	--	49.33	54.61
	Slant Distance - barrier top to source, m	--	--	56.14	--	49.71	54.65	--	--	60.12	--	53.68	58.65	--	--	56.14	--	49.71	54.65
	Slant Distance - barrier top to receiver, m	--	--	12.76	--	19.22	14.76	--	--	12.76	--	19.22	14.76	--	--	12.76	--	19.22	14.76
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23
	Receiver to Source Horizontal Distance, m	--	--	68.52	--	68.52	68.52	--	--	72.52	--	72.52	72.52	--	--	68.52	--	68.52	68.52
	Receiver to Source Slant Distance, m	--	--	68.90	--	68.90	68.90	--	--	72.88	--	72.88	72.88	--	--	68.90	--	68.90	68.90
	Path Length Difference	--	--	0.00	--	0.03	0.52	--	--	0.00	--	0.02	0.53	--	--	0.00	--	0.03	0.52
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.40	--	-4.40	-4.40	--	--	-4.65	--	-4.65	-4.65	--	--	-4.40	--	-4.40	-4.40
	Angle of View Correction	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-5.80	--	-8.07	-15.82	--	--	-5.65	--	-7.60	-15.93	--	--	-5.80	--	-8.07	-15.82
	Lmax of the Segment	--	--	55.51	--	57.32	52.44	--	--	55.42	--	57.55	52.09	--	--	55.51	--	57.32	52.44
	SEL of the Segment	--	--	62.91	--	64.72	59.84	--	--	62.82	--	64.95	59.49	--	--	62.91	--	64.72	59.84
SEL of the single passBy		67.70						67.73						67.70					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	46.91						46.94						35.14					
	Leq (30min), (23:00-7:00)	45.94						45.97						35.14					
	Lmax (23:00-7:00)	57.32						57.55						57.32					
	Leq (30min), (All day)	44.62						44.65						35.14					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.08																	
	Leq (30min), (23:00-7:00)	49.14																	
	Lmax (23:00-7:00)	62.17																	
	Leq (30min), (All day)	47.88																	

Calculation of Railway Noise Assessment

Receiver Name		U4_4 (G/F)						U4_4 (G/F)						U4_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55
	Angles of view	--	14.00	--	--	--	--	--	14.00	--	--	--	--	--	14.00	--	--	--	--
	Angles of Orientation of the Segment	--	57.00	--	--	--	--	--	57.00	--	--	--	--	--	57.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	--	--	--	--	3.30	--	--	--	--	--	3.30	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Dominate Barrier to Source Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
	Slant Distance - barrier top to source, m	--	62.25	--	--	--	--	--	66.24	--	--	--	--	--	62.25	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	5.96	--	--	--	--	--	5.96	--	--	--	--	--	5.96	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.85	--	--	--	--	--	1.85	--	--	--	--	--	1.85	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	67.94	--	--	--	--	--	71.94	--	--	--	--	--	67.94	--	--	--	--
	Receiver to Source Slant Distance, m	--	67.96	--	--	--	--	--	71.96	--	--	--	--	--	67.96	--	--	--	--
	Path Length Difference	--	0.24	--	--	--	--	--	0.24	--	--	--	--	--	0.24	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-4.34	--	--	--	--	--	-4.59	--	--	--	--	--	-4.34	--	--	--	--
	Angle of View Correction	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-13.44	--	--	--	--	--	-13.39	--	--	--	--	--	-13.44	--	--	--	--
	Lmax of the Segment	--	54.17	--	--	--	--	--	53.97	--	--	--	--	--	54.17	--	--	--	--
	SEL of the Segment	--	61.57	--	--	--	--	--	61.37	--	--	--	--	--	61.57	--	--	--	--
SEL of the single passBy		61.57						61.37						61.57					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	40.78						40.58						29.02					
	Leq (30min), (23:00-7:00)	39.81						39.61						29.02					
	Lmax (23:00-7:00)	54.17						53.97						54.17					
	Leq (30min), (All day)	38.49						38.29						29.02					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	43.84																	
	Leq (30min), (23:00-7:00)	42.91																	
	Lmax (23:00-7:00)	58.88																	
	Leq (30min), (All day)	41.65																	

Calculation of Railway Noise Assessment

Receiver Name		U4_4 (1/F)						U4_4 (1/F)						U4_4 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	14.00	--	--	--	--	--	14.00	--	--	--	--	--	14.00	--	--	--	--
	Angles of Orientation of the Segment	--	57.00	--	--	--	--	--	57.00	--	--	--	--	--	57.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	--	--	--	--	3.30	--	--	--	--	--	3.30	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Dominate Barrier to Source Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
	Slant Distance - barrier top to source, m	--	62.25	--	--	--	--	--	66.24	--	--	--	--	--	62.25	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	5.91	--	--	--	--	--	5.91	--	--	--	--	--	5.91	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	4.53	--	--	--	--	--	4.53	--	--	--	--	--	4.53	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	67.94	--	--	--	--	--	71.94	--	--	--	--	--	67.94	--	--	--	--
	Receiver to Source Slant Distance, m	--	68.09	--	--	--	--	--	72.08	--	--	--	--	--	68.09	--	--	--	--
	Path Length Difference	--	0.07	--	--	--	--	--	0.07	--	--	--	--	--	0.07	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-4.35	--	--	--	--	--	-4.60	--	--	--	--	--	-4.35	--	--	--	--
	Angle of View Correction	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-9.84	--	--	--	--	--	-9.95	--	--	--	--	--	-9.84	--	--	--	--
	Lmax of the Segment	--	57.76	--	--	--	--	--	57.40	--	--	--	--	--	57.76	--	--	--	--
	SEL of the Segment	--	65.16	--	--	--	--	--	64.80	--	--	--	--	--	65.16	--	--	--	--
SEL of the single passBy		65.16						64.80						65.16					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.37						44.01						32.61					
	Leq (30min), (23:00-7:00)	43.40						43.04						32.61					
	Lmax (23:00-7:00)	57.76						57.40						57.76					
	Leq (30min), (All day)	42.08						41.72						32.61					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.35																	
	Leq (30min), (23:00-7:00)	46.42																	
	Lmax (23:00-7:00)	62.42																	
	Leq (30min), (All day)	45.16																	

Calculation of Railway Noise Assessment

Receiver Name		U4_5 (G/F)						U4_5 (G/F)						U4_5 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55
	Angles of view	--	121.00	9.00	4.00	5.00	--	--	121.00	9.00	4.00	5.00	--	--	121.00	9.00	4.00	5.00	--
	Angles of Orientation of the Segment	--	72.00	39.00	45.00	31.00	--	--	72.00	39.00	45.00	31.00	--	--	72.00	39.00	45.00	31.00	--
Source	Train Speed (km/h)	--	120.00	120.00	120.00	120.00	--	--	120.00	120.00	120.00	120.00	--	--	120.00	120.00	120.00	120.00	--
	Railway Height, mpd	--	23.70	23.70	23.70	23.70	--	--	23.70	23.70	23.70	23.70	--	--	23.70	23.70	23.70	23.70	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	16.02	--	30.49	--	--	--	16.02	--	30.49	--	--	--	16.02	--	30.49	--
	Barrier to Source Horizontal Distance, m	--	--	45.46	--	30.99	--	--	--	49.46	--	34.99	--	--	--	45.46	--	30.99	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	26.00	26.00	26.00	--	--	27.00	26.00	26.00	26.00	--	--	27.00	26.00	26.00	26.00	--
	Barrier to Receiver Horizontal Distance, m	--	0.74	36.69	36.82	30.09	--	--	0.74	36.69	36.82	30.09	--	--	0.74	36.69	36.82	30.09	--
	Barrier to Source Horizontal Distance, m	--	60.74	24.79	24.66	31.39	--	--	64.74	28.79	28.66	35.39	--	--	60.74	24.79	24.66	31.39	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	29.80	26.00	29.80	--	--	27.00	29.80	26.00	29.80	--	--	27.00	29.80	26.00	29.80	--
	Barrier Relative Height to the railway ground, m	--	3.30	6.10	2.30	6.10	--	--	3.30	6.10	2.30	6.10	--	--	3.30	6.10	2.30	6.10	--
	Dominate Barrier to Receiver Distance, m	--	0.74	16.02	36.82	30.49	--	--	0.74	16.02	36.82	30.49	--	--	0.74	16.02	36.82	30.49	--
	Dominate Barrier to Source Distance, m	--	60.74	45.46	24.66	30.99	--	--	64.74	49.46	28.66	34.99	--	--	60.74	45.46	24.66	30.99	--
	Slant Distance - barrier top to source, m	--	60.83	45.87	24.77	31.58	--	--	64.83	49.84	28.75	35.51	--	--	60.83	45.87	24.77	31.58	--
	Slant Distance - barrier top to receiver, m	--	1.63	16.58	36.83	30.79	--	--	1.63	16.58	36.83	30.79	--	--	1.63	16.58	36.83	30.79	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.85	1.85	1.85	1.85	--	--	1.85	1.85	1.85	1.85	--	--	1.85	1.85	1.85	1.85	--
	Receiver to Source Horizontal Distance, m	--	61.48	61.48	61.48	61.48	--	--	65.48	65.48	65.48	65.48	--	--	61.48	61.48	61.48	61.48	--
	Receiver to Source Slant Distance, m	--	61.51	61.51	61.51	61.51	--	--	65.51	65.51	65.51	65.51	--	--	61.51	61.51	61.51	61.51	--
	Path Length Difference	--	0.95	0.93	0.08	0.86	--	--	0.95	0.90	0.07	0.79	--	--	0.95	0.93	0.08	0.86	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	75.30	75.30	75.30	--	--	75.30	75.30	75.30	75.30	--	--	75.30	75.30	75.30	75.30	--
	Reference SEL (25m setback&130kph)	--	82.70	82.70	82.70	82.70	--	--	82.70	82.70	82.70	82.70	--	--	82.70	82.70	82.70	82.70	--
Corrections	Speed Correction	--	-0.70	-0.70	-0.70	-0.70	--	--	-0.70	-0.70	-0.70	-0.70	--	--	-0.70	-0.70	-0.70	-0.70	--
	Distance Correction	--	-3.91	-3.91	-3.91	-3.91	--	--	-4.18	-4.18	-4.18	-4.18	--	--	-3.91	-3.91	-3.91	-3.91	--
	Angle of View Correction	--	-0.52	-14.05	-16.56	-18.34	--	--	-0.52	-14.05	-16.56	-18.34	--	--	-0.52	-14.05	-16.56	-18.34	--
	Facade Correction	--	2.50	2.50	2.50	2.50	--	--	2.50	2.50	2.50	2.50	--	--	2.50	2.50	2.50	2.50	--
	Track Wear Correction	--	3.00	3.00	3.00	3.00	--	--	3.00	3.00	3.00	3.00	--	--	3.00	3.00	3.00	3.00	--
	Turnout Correction	--	4.00	4.00	4.00	4.00	--	--	4.00	4.00	4.00	4.00	--	--	4.00	4.00	4.00	4.00	--
	Slab Track Correction	--	0.00	0.00	0.00	0.00	--	--	0.00	0.00	0.00	0.00	--	--	0.00	0.00	0.00	0.00	--
	Reflection Correction	--	1.50	1.50	1.50	1.50	--	--	1.50	1.50	1.50	1.50	--	--	1.50	1.50	1.50	1.50	--
	Barrier Correction	--	-17.80	-17.74	-10.38	-17.47	--	--	-17.79	-17.63	-9.94	-17.21	--	--	-17.80	-17.74	-10.38	-17.47	--
	Lmax of the Segment	--	63.38	49.90	54.76	45.89	--	--	63.12	49.74	54.92	45.87	--	--	63.38	49.90	54.76	45.89	--
	SEL of the Segment	--	70.78	57.30	62.16	53.29	--	--	70.52	57.14	62.32	53.27	--	--	70.78	57.30	62.16	53.29	--
SEL of the single passBy		71.57						71.37						71.57					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	50.78						50.57						39.02					
	Leq (30min), (23:00-7:00)	49.81						49.61						39.02					
	Lmax (23:00-7:00)	63.38						63.12						63.38					
	Leq (30min), (All day)	48.49						48.29						39.02					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.83																	
	Leq (30min), (23:00-7:00)	52.90																	
	Lmax (23:00-7:00)	68.06																	
	Leq (30min), (All day)	51.64																	

Calculation of Railway Noise Assessment

Receiver Name		U5_1 (1/F)						U5_1 (1/F)						U5_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43
	Angles of view	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00
	Angles of Orientation of the Segment	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--
	Barrier to Source Horizontal Distance, m	--	--	62.62	--	49.18	--	--	--	66.62	--	53.18	--	--	--	62.62	--	49.18	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	34.39	57.15	--	--	29.18	--	38.39	61.15	--	--	25.18	--	34.39	57.15
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	10.21	--	23.65	15.68	--	--	10.21	--	23.65	15.68	--	--	10.21	--	23.65	15.68
	Dominate Barrier to Source Distance, m	--	--	62.62	--	49.18	57.15	--	--	66.62	--	53.18	61.15	--	--	62.62	--	49.18	57.15
	Slant Distance - barrier top to source, m	--	--	62.91	--	49.56	57.20	--	--	66.90	--	53.53	61.19	--	--	62.91	--	49.56	57.20
	Slant Distance - barrier top to receiver, m	--	--	10.30	--	23.68	15.87	--	--	10.30	--	23.68	15.87	--	--	10.30	--	23.68	15.87
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.73	--	4.73	4.73	--	--	4.73	--	4.73	4.73	--	--	4.73	--	4.73	4.73
	Receiver to Source Horizontal Distance, m	--	--	72.83	--	72.83	72.83	--	--	76.83	--	76.83	76.83	--	--	72.83	--	72.83	72.83
	Receiver to Source Slant Distance, m	--	--	72.98	--	72.98	72.98	--	--	76.97	--	76.97	76.97	--	--	72.98	--	72.98	72.98
	Path Length Difference	--	--	0.23	--	0.26	0.08	--	--	0.22	--	0.24	0.08	--	--	0.23	--	0.26	0.08
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.65	--	-4.65	-4.65	--	--	-4.88	--	-4.88	-4.88	--	--	-4.65	--	-4.65	-4.65
	Angle of View Correction	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-13.35	--	-13.70	-10.32	--	--	-13.22	--	-13.46	-10.47	--	--	-13.35	--	-13.70	-10.32
	Lmax of the Segment	--	--	52.65	--	50.65	57.50	--	--	52.55	--	50.66	57.11	--	--	52.65	--	50.65	57.50
	SEL of the Segment	--	--	60.05	--	58.05	64.90	--	--	59.95	--	58.06	64.51	--	--	60.05	--	58.05	64.90
SEL of the single passBy		66.76						66.49						66.76					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.96						45.70						34.20					
	Leq (30min), (23:00-7:00)	44.99						44.73						34.20					
	Lmax (23:00-7:00)	57.50						57.11						57.50					
	Leq (30min), (All day)	43.67						43.41						34.20					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.99																	
	Leq (30min), (23:00-7:00)	48.06																	
	Lmax (23:00-7:00)	62.14																	
	Leq (30min), (All day)	46.80																	

Calculation of Railway Noise Assessment

Receiver Name		U5_1 (2/F)						U5_1 (2/F)						U5_1 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13
	Angles of view	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00
	Angles of Orientation of the Segment	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--	--	--	29.80	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--
	Barrier to Source Horizontal Distance, m	--	--	62.62	--	49.18	--	--	--	66.62	--	53.18	--	--	--	62.62	--	49.18	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00	--	--	26.00	--	26.00	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	34.39	57.15	--	--	29.18	--	38.39	61.15	--	--	25.18	--	34.39	57.15
Barrier (Adopted)	Barrier Height, mpd	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00	--	--	29.80	--	29.80	26.00
	Barrier Relative Height to the railway ground, m	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30	--	--	6.10	--	6.10	2.30
	Dominate Barrier to Receiver Distance, m	--	--	10.21	--	23.65	15.68	--	--	10.21	--	23.65	15.68	--	--	10.21	--	23.65	15.68
	Dominate Barrier to Source Distance, m	--	--	62.62	--	49.18	57.15	--	--	66.62	--	53.18	61.15	--	--	62.62	--	49.18	57.15
	Slant Distance - barrier top to source, m	--	--	62.91	--	49.56	57.20	--	--	66.90	--	53.53	61.19	--	--	62.91	--	49.56	57.20
	Slant Distance - barrier top to receiver, m	--	--	10.30	--	23.68	16.50	--	--	10.30	--	23.68	16.50	--	--	10.30	--	23.68	16.50
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.43	--	7.43	7.43	--	--	7.43	--	7.43	7.43	--	--	7.43	--	7.43	7.43
	Receiver to Source Horizontal Distance, m	--	--	72.83	--	72.83	72.83	--	--	76.83	--	76.83	76.83	--	--	72.83	--	72.83	72.83
	Receiver to Source Slant Distance, m	--	--	73.21	--	73.21	73.21	--	--	77.19	--	77.19	77.19	--	--	73.21	--	73.21	73.21
	Path Length Difference	--	--	0.00	--	0.04	0.49	--	--	0.01	--	0.03	0.50	--	--	0.00	--	0.04	0.49
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.67	--	-4.67	-4.67	--	--	-4.90	--	-4.90	-4.90	--	--	-4.67	--	-4.67	-4.67
	Angle of View Correction	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-6.10	--	-8.51	-15.63	--	--	-6.30	--	-8.01	-15.74	--	--	-6.10	--	-8.51	-15.63
	Lmax of the Segment	--	--	59.89	--	55.82	52.17	--	--	59.45	--	56.10	51.84	--	--	59.89	--	55.82	52.17
	SEL of the Segment	--	--	67.29	--	63.22	59.57	--	--	66.85	--	63.50	59.24	--	--	67.29	--	63.22	59.57
SEL of the single passBy		69.22						68.99						69.22					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	48.43						48.20						36.67					
	Leq (30min), (23:00-7:00)	47.46						47.23						36.67					
	Lmax (23:00-7:00)	59.89						59.45						59.89					
	Leq (30min), (All day)	46.14						45.91						36.67					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	51.47																	
	Leq (30min), (23:00-7:00)	50.54																	
	Lmax (23:00-7:00)	64.52																	
	Leq (30min), (All day)	49.28																	

Calculation of Railway Noise Assessment

Receiver Name		U5_2 (1/F)						U5_2 (1/F)						U5_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43
	Angles of view	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
	Angles of Orientation of the Segment	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	15.47	--	--	--	--	--	15.47	--	--	--	--	--	15.47
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	58.35	--	--	--	--	--	62.35	--	--	--	--	--	58.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30	--	--	--	--	--	2.30	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	15.47	--	--	--	--	--	15.47	--	--	--	--	--	15.47
	Dominate Barrier to Source Distance, m	--	--	--	--	--	58.35	--	--	--	--	--	62.35	--	--	--	--	--	58.35
	Slant Distance - barrier top to source, m	--	--	--	--	--	58.40	--	--	--	--	--	62.40	--	--	--	--	--	58.40
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	15.66	--	--	--	--	--	15.66	--	--	--	--	--	15.66
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	4.73	--	--	--	--	--	4.73	--	--	--	--	--	4.73
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	73.82	--	--	--	--	--	77.82	--	--	--	--	--	73.82
	Receiver to Source Slant Distance, m	--	--	--	--	--	73.97	--	--	--	--	--	77.97	--	--	--	--	--	73.97
	Path Length Difference	--	--	--	--	--	0.08	--	--	--	--	--	0.09	--	--	--	--	--	0.08
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.71	--	--	--	--	--	-4.94	--	--	--	--	--	-4.71
	Angle of View Correction	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-10.43	--	--	--	--	--	-10.58	--	--	--	--	--	-10.43
	Lmax of the Segment	--	--	--	--	--	56.60	--	--	--	--	--	56.23	--	--	--	--	--	56.60
	SEL of the Segment	--	--	--	--	--	64.00	--	--	--	--	--	63.63	--	--	--	--	--	64.00
SEL of the single passBy		64.00						63.63						64.00					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	43.21						42.84						31.45					
	Leq (30min), (23:00-7:00)	42.24						41.87						31.45					
	Lmax (23:00-7:00)	56.60						56.23						56.60					
	Leq (30min), (All day)	40.92						40.55						31.45					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	46.19																	
	Leq (30min), (23:00-7:00)	45.25																	
	Lmax (23:00-7:00)	61.25																	
	Leq (30min), (All day)	44.00																	

Calculation of Railway Noise Assessment

Receiver Name		U5_2 (2/F)						U5_2 (2/F)						U5_2 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13
	Angles of view	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
	Angles of Orientation of the Segment	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	15.47	--	--	--	--	--	15.47	--	--	--	--	--	15.47
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	58.35	--	--	--	--	--	62.35	--	--	--	--	--	58.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30	--	--	--	--	--	2.30	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	15.47	--	--	--	--	--	15.47	--	--	--	--	--	15.47
	Dominate Barrier to Source Distance, m	--	--	--	--	--	58.35	--	--	--	--	--	62.35	--	--	--	--	--	58.35
	Slant Distance - barrier top to source, m	--	--	--	--	--	58.40	--	--	--	--	--	62.40	--	--	--	--	--	58.40
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	16.30	--	--	--	--	--	16.30	--	--	--	--	--	16.30
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	7.43	--	--	--	--	--	7.43	--	--	--	--	--	7.43
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	73.82	--	--	--	--	--	77.82	--	--	--	--	--	73.82
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.20	--	--	--	--	--	78.18	--	--	--	--	--	74.20
	Path Length Difference	--	--	--	--	--	0.50	--	--	--	--	--	0.52	--	--	--	--	--	0.50
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.72	--	--	--	--	--	-4.95	--	--	--	--	--	-4.72
	Angle of View Correction	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-15.72	--	--	--	--	--	-15.82	--	--	--	--	--	-15.72
	Lmax of the Segment	--	--	--	--	--	51.30	--	--	--	--	--	50.97	--	--	--	--	--	51.30
	SEL of the Segment	--	--	--	--	--	58.70	--	--	--	--	--	58.37	--	--	--	--	--	58.70
SEL of the single passBy		58.70						58.37						58.70					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	37.90						37.58						26.14					
	Leq (30min), (23:00-7:00)	36.94						36.61						26.14					
	Lmax (23:00-7:00)	51.30						50.97						51.30					
	Leq (30min), (All day)	35.62						35.29						26.14					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	40.91																	
	Leq (30min), (23:00-7:00)	39.97																	
	Lmax (23:00-7:00)	55.96																	
	Leq (30min), (All day)	38.72																	

Calculation of Railway Noise Assessment

Receiver Name		U5_3 (G/F)					
Railway ID		Southbound (ERL)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	13.63
	Dominate Barrier to Source Distance, m	--	--	--	--	--	61.09
	Slant Distance - barrier top to source, m	--	--	--	--	--	61.13
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	13.63
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	2.05
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.74
	Path Length Difference	--	--	--	--	--	0.02
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.76
	Angle of View Correction	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-7.30
	Lmax of the Segment	--	--	--	--	--	58.08
	SEL of the Segment	--	--	--	--	--	65.48
SEL of the single passBy		65.48					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00					
	Train Frequency per 30 min. (All day)	425.00					
	Train Frequency Correcrtion (7:00-2300)	11.76					
	Train Frequency Correcrtion (23:00-7:00)	10.79					
	Train Frequency Correcrtion (All day)	26.28					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.68					
	Leq (30min), (23:00-7:00)	43.72					
	Lmax (23:00-7:00)	58.08					
	Leq (30min), (All day)	42.40					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.78					
	Leq (30min), (23:00-7:00)	46.84					
	Lmax (23:00-7:00)	62.81					
	Leq (30min), (All day)	45.58					

Receiver Name		U5_3 (G/F)					
Railway ID		Northbound (ERL)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	65.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	13.63
	Dominate Barrier to Source Distance, m	--	--	--	--	--	65.09
	Slant Distance - barrier top to source, m	--	--	--	--	--	65.13
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	13.63
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	2.05
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	78.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	78.74
	Path Length Difference	--	--	--	--	--	0.02
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.98
	Angle of View Correction	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-7.20
	Lmax of the Segment	--	--	--	--	--	57.95
	SEL of the Segment	--	--	--	--	--	65.35
SEL of the single passBy		65.35					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00					
	Train Frequency per 30 min. (All day)	425.00					
	Train Frequency Correcrtion (7:00-2300)	11.76					
	Train Frequency Correcrtion (23:00-7:00)	10.79					
	Train Frequency Correcrtion (All day)	26.28					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.56					
	Leq (30min), (23:00-7:00)	43.59					
	Lmax (23:00-7:00)	57.95					
	Leq (30min), (All day)	42.27					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)						
	Leq (30min), (23:00-7:00)						
	Lmax (23:00-7:00)						
	Leq (30min), (All day)						

Receiver Name		U5_3 (G/F)					
Railway ID		Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	13.63
	Dominate Barrier to Source Distance, m	--	--	--	--	--	61.09
	Slant Distance - barrier top to source, m	--	--	--	--	--	61.13
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	13.63
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	2.05
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.74
	Path Length Difference	--	--	--	--	--	0.02
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.76
	Angle of View Correction	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-7.30
	Lmax of the Segment	--	--	--	--	--	58.08
	SEL of the Segment	--	--	--	--	--	65.48
SEL of the single passBy		65.48					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	1.00					
	Train Frequency per 30 min. (23:00-7:00)	1.00					
	Train Frequency per 30 min. (All day)	48.00					
	Train Frequency Correcrtion (7:00-2300)	0.00					
	Train Frequency Correcrtion (23:00-7:00)	0.00					
	Train Frequency Correcrtion (All day)	16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	32.92					
	Leq (30min), (23:00-7:00)	32.92					
	Lmax (23:00-7:00)	58.08					
	Leq (30min), (All day)	32.92					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)						
	Leq (30min), (23:00-7:00)						
	Lmax (23:00-7:00)						
	Leq (30min), (All day)						

Calculation of Railway Noise Assessment

Receiver Name		U5_3 (1/F)						U5_3 (1/F)						U5_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43
	Angles of view	--	--	--	--	--	19.00	--	--	--	--	--	19.00	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00	--	--	--	--	--	21.00	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30	--	--	--	--	--	2.30	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Dominate Barrier to Source Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
	Slant Distance - barrier top to source, m	--	--	--	--	--	61.13	--	--	--	--	--	65.13	--	--	--	--	--	61.13
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	13.85	--	--	--	--	--	13.85	--	--	--	--	--	13.85
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	4.73	--	--	--	--	--	4.73	--	--	--	--	--	4.73
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72	--	--	--	--	--	78.72	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.87	--	--	--	--	--	78.86	--	--	--	--	--	74.87
	Path Length Difference	--	--	--	--	--	0.11	--	--	--	--	--	0.11	--	--	--	--	--	0.11
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.76	--	--	--	--	--	-4.99	--	--	--	--	--	-4.76
	Angle of View Correction	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-11.12	--	--	--	--	--	-11.25	--	--	--	--	--	-11.12
	Lmax of the Segment	--	--	--	--	--	54.24	--	--	--	--	--	53.90	--	--	--	--	--	54.24
	SEL of the Segment	--	--	--	--	--	61.64	--	--	--	--	--	61.30	--	--	--	--	--	61.64
SEL of the single passBy		61.64						61.30						61.64					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	40.85						40.50						29.09					
	Leq (30min), (23:00-7:00)	39.88						39.54						29.09					
	Lmax (23:00-7:00)	54.24						53.90						54.24					
	Leq (30min), (All day)	38.56						38.22						29.09					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	43.84																	
	Leq (30min), (23:00-7:00)	42.91																	
	Lmax (23:00-7:00)	58.90																	
	Leq (30min), (All day)	41.65																	

Calculation of Railway Noise Assessment

Receiver Name		U5_3 (2/F)						U5_3 (2/F)						U5_3 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13
	Angles of view	--	--	--	--	--	19.00	--	--	--	--	--	19.00	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00	--	--	--	--	--	21.00	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	26.00	--	--	--	--	--	26.00	--	--	--	--	--	26.00
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	2.30	--	--	--	--	--	2.30	--	--	--	--	--	2.30
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Dominate Barrier to Source Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
	Slant Distance - barrier top to source, m	--	--	--	--	--	61.13	--	--	--	--	--	65.13	--	--	--	--	--	61.13
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	14.56	--	--	--	--	--	14.56	--	--	--	--	--	14.56
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	7.43	--	--	--	--	--	7.43	--	--	--	--	--	7.43
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72	--	--	--	--	--	78.72	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	75.09	--	--	--	--	--	79.07	--	--	--	--	--	75.09
	Path Length Difference	--	--	--	--	--	0.61	--	--	--	--	--	0.62	--	--	--	--	--	0.61
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.78	--	--	--	--	--	-5.00	--	--	--	--	--	-4.78
	Angle of View Correction	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-16.35	--	--	--	--	--	-16.43	--	--	--	--	--	-16.35
	Lmax of the Segment	--	--	--	--	--	49.01	--	--	--	--	--	48.70	--	--	--	--	--	49.01
	SEL of the Segment	--	--	--	--	--	56.41	--	--	--	--	--	56.10	--	--	--	--	--	56.41
SEL of the single passBy		56.41						56.10						56.41					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	35.62						35.31						23.85					
	Leq (30min), (23:00-7:00)	34.65						34.34						23.85					
	Lmax (23:00-7:00)	49.01						48.70						49.01					
	Leq (30min), (All day)	33.33						33.02						23.85					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	38.63																	
	Leq (30min), (23:00-7:00)	37.70																	
	Lmax (23:00-7:00)	53.68																	
	Leq (30min), (All day)	36.44																	

Calculation of Railway Noise Assessment

Receiver Name		U5_4 (G/F)						U5_4 (G/F)						U5_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	64.00	--	--	--	--	--	64.00	--	--	--	--	--	64.00	--	--	--	--
	Angles of Orientation of the Segment	--	46.00	--	--	--	--	--	46.00	--	--	--	--	--	46.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	4.87	--	--	--	--	--	4.87	--	--	--	--	--	4.87	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	68.14	--	--	--	--	--	72.14	--	--	--	--	--	68.14	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	--	--	--	--	27.00	--	--	--	--	--	27.00	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	--	--	--	--	3.30	--	--	--	--	--	3.30	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	4.87	--	--	--	--	--	4.87	--	--	--	--	--	4.87	--	--	--	--
	Dominate Barrier to Source Distance, m	--	68.14	--	--	--	--	--	72.14	--	--	--	--	--	68.14	--	--	--	--
	Slant Distance - barrier top to source, m	--	68.21	--	--	--	--	--	72.21	--	--	--	--	--	68.21	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	5.02	--	--	--	--	--	5.02	--	--	--	--	--	5.02	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	2.05	--	--	--	--	--	2.05	--	--	--	--	--	2.05	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	73.00	--	--	--	--	--	77.00	--	--	--	--	--	73.00	--	--	--	--
	Receiver to Source Slant Distance, m	--	73.03	--	--	--	--	--	77.03	--	--	--	--	--	73.03	--	--	--	--
	Path Length Difference	--	0.21	--	--	--	--	--	0.21	--	--	--	--	--	0.21	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-4.66	--	--	--	--	--	-4.89	--	--	--	--	--	-4.66	--	--	--	--
	Angle of View Correction	--	-4.40	--	--	--	--	--	-4.40	--	--	--	--	--	-4.40	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-13.00	--	--	--	--	--	-12.96	--	--	--	--	--	-13.00	--	--	--	--
	Lmax of the Segment	--	59.55	--	--	--	--	--	59.36	--	--	--	--	--	59.55	--	--	--	--
	SEL of the Segment	--	66.95	--	--	--	--	--	66.76	--	--	--	--	--	66.95	--	--	--	--
SEL of the single passBy		66.95						66.76						66.95					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	46.15						45.96						34.39					
	Leq (30min), (23:00-7:00)	45.18						45.00						34.39					
	Lmax (23:00-7:00)	59.55						59.36						59.55					
	Leq (30min), (All day)	43.86						43.67						34.39					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.22																	
	Leq (30min), (23:00-7:00)	48.28																	
	Lmax (23:00-7:00)	64.25																	
	Leq (30min), (All day)	47.03																	

Calculation of Railway Noise Assessment

Receiver Name		U5_5 (G/F)						U5_5 (G/F)						U5_5 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	134.00	--	--	19.00	--	--	134.00	--	--	19.00	--	--	134.00	--	--	19.00	--
	Angles of Orientation of the Segment	--	79.00	--	--	24.00	--	--	79.00	--	--	24.00	--	--	79.00	--	--	24.00	--
Source	Train Speed (km/h)	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--
	Railway Height, mpd	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	29.80	--	--	--	--	--	29.80	--	--	--	--	--	29.80	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	0.58	--	--	--	--	--	0.58	--	--	--	--	--	0.58	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	65.95	--	--	--	--	--	69.95	--	--	--	--	--	65.95	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.00	--	--	26.00	--	--	27.00	--	--	26.00	--	--	27.00	--	--	26.00	--
	Barrier to Receiver Horizontal Distance, m	--	0.58	--	--	22.22	--	--	0.58	--	--	22.22	--	--	0.58	--	--	22.22	--
	Barrier to Source Horizontal Distance, m	--	65.95	--	--	44.32	--	--	69.95	--	--	48.32	--	--	65.95	--	--	44.32	--
Barrier (Adopted)	Barrier Height, mpd	--	27.00	--	--	29.80	--	--	27.00	--	--	29.80	--	--	27.00	--	--	29.80	--
	Barrier Relative Height to the railway ground, m	--	3.30	--	--	6.10	--	--	3.30	--	--	6.10	--	--	3.30	--	--	6.10	--
	Dominate Barrier to Receiver Distance, m	--	0.58	--	--	0.58	--	--	0.58	--	--	0.58	--	--	0.58	--	--	0.58	--
	Dominate Barrier to Source Distance, m	--	65.95	--	--	65.95	--	--	69.95	--	--	69.95	--	--	65.95	--	--	65.95	--
	Slant Distance - barrier top to source, m	--	66.04	--	--	66.23	--	--	70.03	--	--	70.22	--	--	66.04	--	--	66.23	--
	Slant Distance - barrier top to receiver, m	--	1.38	--	--	4.09	--	--	1.38	--	--	4.09	--	--	1.38	--	--	4.09	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	2.05	--	--	2.05	--	--	2.05	--	--	2.05	--	--	2.05	--	--	2.05	--
	Receiver to Source Horizontal Distance, m	--	66.54	--	--	66.54	--	--	70.54	--	--	70.54	--	--	66.54	--	--	66.54	--
	Receiver to Source Slant Distance, m	--	66.57	--	--	66.57	--	--	70.57	--	--	70.57	--	--	66.57	--	--	66.57	--
	Path Length Difference	--	0.85	--	--	3.76	--	--	0.84	--	--	3.74	--	--	0.85	--	--	3.76	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--
Corrections	Speed Correction	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--
	Distance Correction	--	-4.25	--	--	-4.25	--	--	-4.51	--	--	-4.51	--	--	-4.25	--	--	-4.25	--
	Angle of View Correction	--	-0.22	--	--	-14.44	--	--	-0.22	--	--	-14.44	--	--	-0.22	--	--	-14.44	--
	Facade Correction	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--
	Track Wear Correction	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--
	Turnout Correction	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--
	Slab Track Correction	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--
	Reflection Correction	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--
	Barrier Correction	--	-17.42	--	--	-21.00	--	--	-17.41	--	--	-21.00	--	--	-17.42	--	--	-21.00	--
	Lmax of the Segment	--	63.71	--	--	45.91	--	--	63.47	--	--	45.66	--	--	63.71	--	--	45.91	--
	SEL of the Segment	--	71.11	--	--	53.31	--	--	70.87	--	--	53.06	--	--	71.11	--	--	53.31	--
SEL of the single passBy		71.18						70.94						71.18					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	50.39						50.15						38.63					
	Leq (30min), (23:00-7:00)	49.42						49.18						38.63					
	Lmax (23:00-7:00)	63.71						63.47						63.71					
	Leq (30min), (All day)	48.10						47.86						38.63					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.43																	
	Leq (30min), (23:00-7:00)	52.49																	
	Lmax (23:00-7:00)	68.40																	
	Leq (30min), (All day)	51.23																	

Summary of Railway Noise Assessment

NSR	Unit	Floor	Day	Night	Night	All day
			Combined three tracks			
			Leq (30min), (7:00-2300)	Leq (30min), (23:00-7:00)	Lmax, (23:00-7:00)	Leq (30min), (All day)
			Predicted Railway Noise Level, dB(A)			
U1_1	U1	1/F	52	51	66	50
U1_2		G/F	56	55	69	54
U1_2		1/F	55	54	67	52
U1_3		G/F	37	36	52	35
U1_3		1/F	45	44	58	43
U1_4		G/F	53	55	69	54
U2_1	U2	1/F	48	47	60	45
U2_2		G/F	50	49	63	48
U2_2		1/F	48	47	59	45
U2_3		G/F	49	48	64	47
U2_3		1/F	44	43	59	42
U2_4		G/F	54	53	68	51
U3_1	U3	1/F	49	48	61	47
U3_2		G/F	49	49	64	47
U3_2		1/F	48	47	61	45
U3_3		G/F	45	44	60	42
U3_3		1/F	48	47	63	46
U3_4		G/F	54	53	68	52
U4_1	U4	1/F	51	50	64	49
U4_1		2/F	52	51	63	49
U4_2		1/F	51	50	65	49
U4_2		2/F	52	51	66	49
U4_3		G/F	51	50	65	49
U4_3		1/F	49	48	63	47
U4_3		2/F	50	49	62	48
U4_4		G/F	44	43	59	42
U4_4		1/F	47	46	62	45
U4_5		G/F	54	53	68	52
U5_1	U5	1/F	49	48	62	47
U5_1		2/F	51	51	65	49
U5_2		1/F	46	45	61	44
U5_2		2/F	41	40	56	39
U5_3		G/F	48	47	63	46
U5_3		1/F	44	43	59	42
U5_3		2/F	39	38	54	36
U5_4		G/F	49	48	64	47
U5_5		G/F	53	52	68	51
Criteria, dB(A)			**65**	**55**	**85**	**65**

Executive Summary

A site of about 1,220 square metres (m^2) is proposed to develop 5 New Territories Exempted houses in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po ("Project"). The location of the Site can be found in **Figure 1**. The site is currently occupied by three temporary shelters and two other structures (one of them is used as storage and one as temporary accommodation).

During the circulation to various government departments for the application of the proposed residential development, the Project is required to submit a Sewerage Impact Assessment (SIA) report and a Noise Impact Assessment (NIA) to demonstrate that the proposed development located would not induce sewerage or noise impact to the surrounding area.

Noise Impact

The noise level at the noise sensitive receivers of the proposed development was assessed for the railway noise from Railway East (~30 m west to the site boundary) and road traffic noise from road network within 300m study area from project boundary.

The orientation of the proposed buildings has been considered to avoid the directly facing to the noise sources including major roads and Railway East. Moreover, a 2m-3m fencing wall along the site boundary, fixed glazing and architectural fins have been proposed as noise barrier in the assessment.

With the fencing wall, fixed glazing and acoustic fins, all noise assessment points at the proposed 5 houses comply with the corresponding traffic noise criteria ($L_{10(1hr)}$ 70 dB(A)). Meanwhile, all noise assessment points also comply the railway noise criteria.

No noise nuisance arising from the proposed development is anticipated.

行政摘要

本項目擬在位於大埔元嶺村一幅佔地 1,220 平方米 的“農業地帶”上興建 5 間新界豁免管制屋宇（見**圖1**）。上址現時為三所臨時屋和兩所其它建築物（分別用作儲物及臨時住宿）。

擬建項目曾向政府申請批核，過程中擬建項目申請人被要求需要提供一份排污影響評估及一份噪音影響評估。

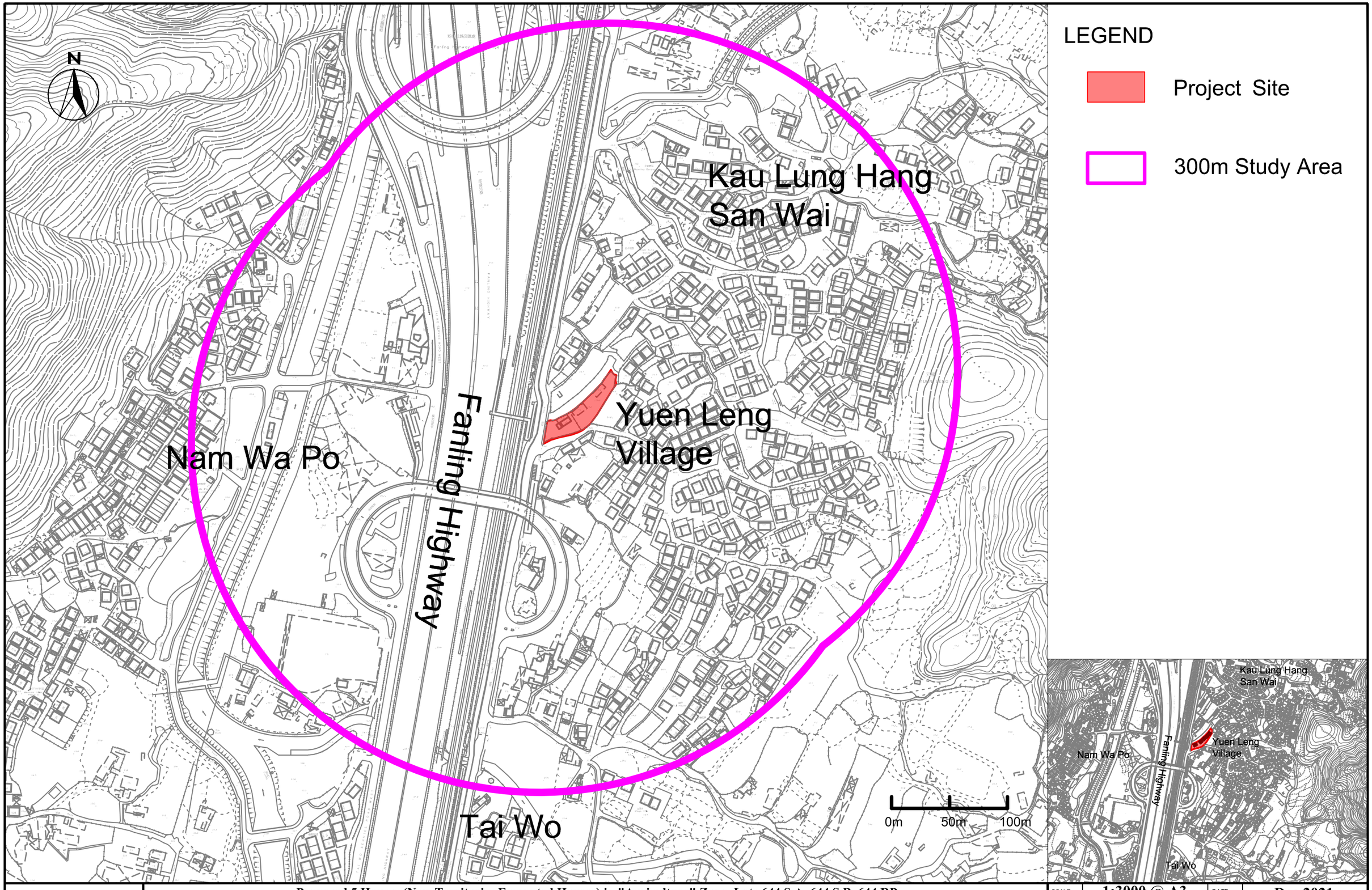
噪音影響

本噪音影響評估對擬建項目範圍內的噪音敏感受體進行了鐵路噪音影響評估（位於本項目範圍以西約 30 米的東鐵線）及 項目範圍邊界起計 300 米內的道路噪音影響評估。

擬建項目的 5 間房屋的座向均已被仔細設計，使用作通風的窗戶避免直接面向主要道路和鐵路。此外，一幅 2 到 3 米高沿項目邊界的圍牆， 隔音玻璃和建築鰭片已被考慮用作阻隔噪音。

採取圍牆， 隔音玻璃和建築鰭片的設計後，所有噪音評估點均符合 70 分貝(A)的交通噪音影響標準。同時，所有噪音評估點也符合鐵路噪音影響標準。

採取上述設計後，預期擬建項目不會引起噪音問題。



CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

300m Study Area for Noise Assessment

SCALE	1:3000 @ A3	DATE	Dec 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1	REV -

Executive Summary

A site of about 1,220 square metres (m^2) is proposed to develop 5 New Territories Exempted houses in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po ("Project"). The location of the Site can be found in **Figure 1**. The site is currently occupied by three temporary shelters and two other structures (one of them is used as storage and one as temporary accommodation).

During the circulation to various government departments for the application of the proposed residential development, the Project is required to submit a Sewerage Impact Assessment (SIA) report and a Noise Impact Assessment (NIA) to demonstrate that the proposed development located would not induce sewerage or noise impact to the surrounding area.

In this sewerage impact assessment, the sewerage discharge from the proposed development and the nearby village houses within Yuen Leng Village have been estimated.

A terminal manhole will collect all sewerage discharge from the Project site and ultimately discharge to the public sewer (manhole FMH1040351) via a ϕ225mm pipe with a slope of 1:150.

The existing foul sewers in the vicinity of the site have sufficient capacity to cater for the expected sewage flows from the proposed use of the site. It will not cause adverse impact on the existing sewerage system.

行政摘要

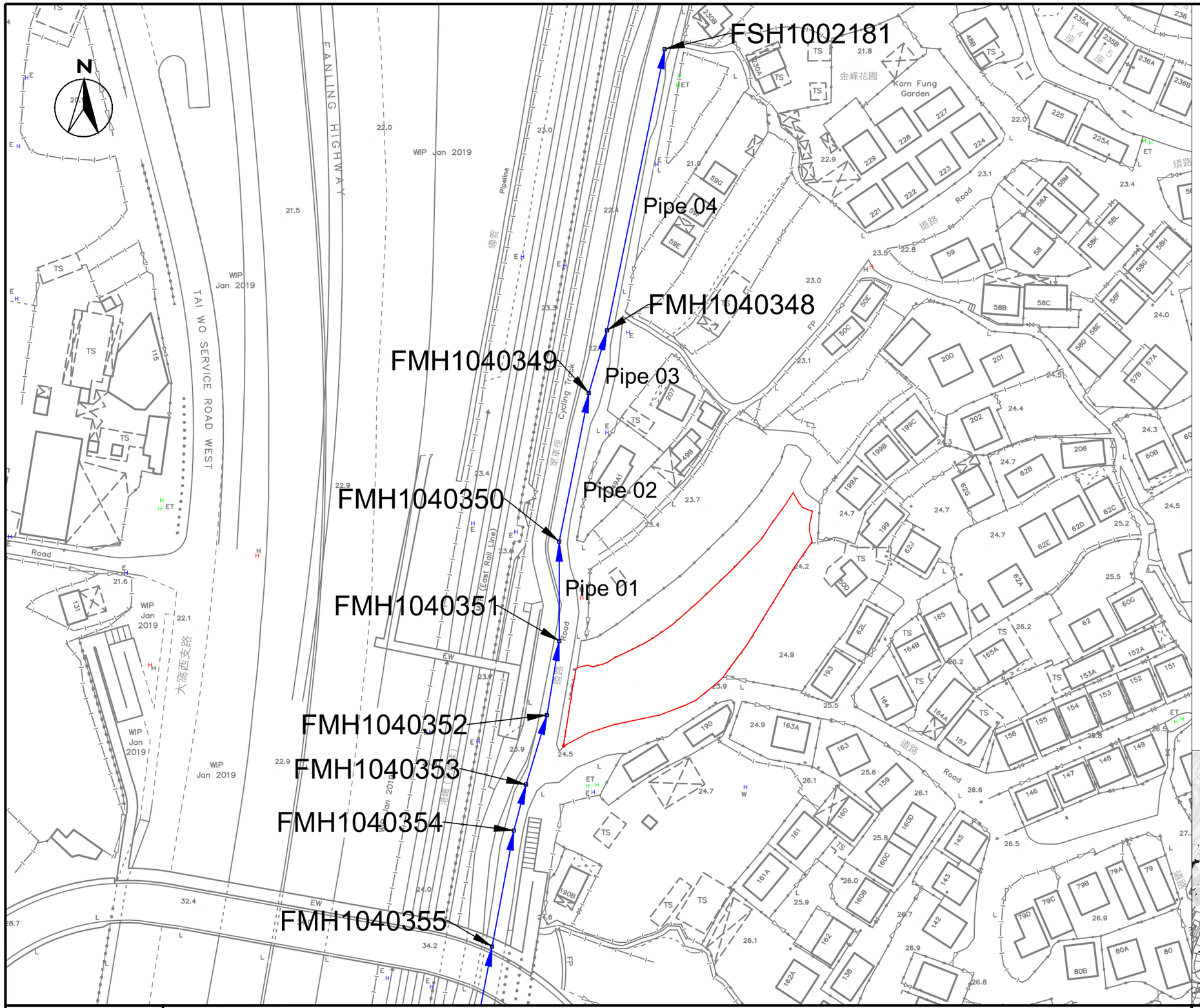
本項目擬在位於大埔元嶺村一幅佔地 1,220 平方米 的“農業地帶”上興建 5 間新界豁免管制屋宇（見**圖 1**） 。上址現時為三所臨時屋和兩所其它建築物（分別用作儲物及臨時住宿）。

擬建項目曾向政府申請批核，過程中擬建項目申請人被要求需要提供一份排污影響評估及一份噪音影響評估。

本排污影響評估已對擬建項目將來的生活排污水量作出評估，并包含鄰近元嶺村村屋的排污量。

建議項目範圍內排放的所有污水將由一個終端沙井收集，後經一條傾斜度 1:150 及直徑 225 毫米的污水渠排放到公共污水渠（沙井號碼 FMH1040351）。

現時位於項目附近的污水渠有足夠的排放量接收擬建項目產生的污水。預期本項目工程不會對現有污水系統引起問題。



LEGEND

Project Boundary

Public Sewer



CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Public Sewer Layout

SCALE	1:1000 @ A3	DATE	Feb 2020
CHECK	KW	DRAWN	JM
JOB No.	IA19002	FIGURE No. 1	REV -

馬海

By email (jhyyit@pland.gov.hk)

24 August 2022

Town Planning Board
15/F., North Point Government Offices
333 Java Road, North Point
Hong Kong

Your Ref.: TPB/A/NE-KLH/608
Our Ref.: PE4432B

Dear Sirs,

S16 Town Planning Application for Various Lots at Yuen Leng Village, Tai Po, N.T.

Referring your letter of 15 July 2022 allowing 2 months extension of the captioned application and subsequent email forwarding the departmental comments from DLO/Tai Po, C for T and DEP, we have sent relevant information to address those comments to relevant departments for review. Currently further feedbacks have been received and follow up is inprogress. Kindly review those information in response to the departmental comments regarding the application as follows:

1. Comments from DLO/TP and LandsD

   a) It was recorded that part of the original lots was surrendered to the government under the Resumptions Ordinance for road widening and improvement of drainage system. Accesses to the lots have been allowed as indicated in the survey map prepared by DSO. A part plan of government survey map is attached for perusal. The information has been emailed to DLO and formal reply awaited.

   b) No clarification is needed.

   c) Lease matters will be dealt with separately by other parties to be appointed by the landlord in due course after town planning approval. Please be aware that the subject use under this S16 application is squarely permitted under column 2 of the town planning notes.

2. Comments from C for T

   a) Dimension of vehicular access was added as indicated in the plan attached.

   b) Carpark C2, C3 and C4 have been spaced out to facilitate manoeuvring as shown in the plan attached.

Spence Robinson Limited
Architects · Project Managers · Interior Designers
馬海（建築顧問）有限公司
SENIOR REPRESENTATIVES:
Yuen Kwok Cheung, BArch (Newcastle) MSc (Conservation) ARAIA HKIA RIBA RA AP RA (PRChina) RA (Vietnam)
Mango S O Yu, BArch (Hons) HKIA RA AP BEAM PRO RI
Michael K C Sin, MArch (HKU) HKIA RA
Dick C H Lee, HKIA RA
Fanny Y Y Sze, HKIA RA
DAO Nhat Chi Mai, MArch (Tsinghua U) RA (Vietnam)
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Units 2207-2211, 22nd Floor, Tins Enterprises Centre, 777 Lai Chi Kok Road, Cheung Sha Wan, Kowloon, Hong Kong
E-mail: spenrobi@netvigator.com Telephone: (852) 2544 7007 Facsimile: (852) 2543 9975

HKQAA
ISO 9001: 2015
Certificate No: QC544

馬海

3. Comments from DEP

On-going justifications and feedbacks have been exchanged / dialogued with DEP.

Up to date information records are enclosed for review.

Please note that the clarifications / feedbacks with those departments are still on-going. Let us know if there are further queries or further information required.

Yours Truly,

YUEN Kwok Cheung
Executive Director
for Spence Robinson Limited

KCY:CMD:mml

Encl. – DWG-02 A
IA19002_NIA_v4.0_full_220610
Lot Index plan with entrance markups
RTC_NIA_v3.0_Traffic noise model_EPD_220719
RTC_NIAv3.0_EPD220602_220610

Spence Robinson Ltd, Units 2207-2211, 22 Floor, Tins Enterprises Centre, 777 Lai Chi Kok Road, Cheung Sha Wan, Kowloon, Hong Kong.
Tel: 2544-7007 *Fax:* 2543-9975

EPD's Comments dated 2 June 2022	**Our Reponses**
Contact Person: Ms. Ada FUNG, Director of Environmental Protection (DEP) *(Tel: 2835 1186)*	
1. Section 1.2.2: It is noted that railway noise monitoring was conducted near the proposed development and the railway noise impact after background noise adjustment likely exceeded the relevant noise criteria in night time period. Please consider to analyze the measurement data to verify whether the assessment result using the proposed assessment methodology is comparable to the measurement result;	**Table 1-2** has been updated and the measured noise level for the railway noise has been provided. Comparison to the predicted railway noise level by the adopted methodology has been made. It is found that the calculated railway noise level is 0.1-1.6 dB(A) higher than the measured noise level thus the current methodology is considered reasonable. **Section 3.3.9** has been revised accordingly.
2. Section 2.2.2: Noise barriers are provided along the Fanling Highway near the proposed development. Please evaluate whether the noise from the Fanling Highway is noticeable at the noise sensitive receiver (NSR) in evaluating whether it is indirectly affected by the Influencing Factor (IF)	It should be noted that traffic noise can be heard at the Site, despite the traffic from Fanling Highway is shielded by the roadside noise barrier. **Sections 1.2.3, 1.2.4 & 2.2.2** have been revised accordingly.
3. Section 3.1.2: Please explain why the door of balcony is selected for noise assessment;	The assessment points covered the openable windows for ventilation of living room and bedrooms; as well as the door of balcony on 1/F which is designed for ventilation purpose. **Section 3.1.2** has been revised accordingly.
4. Section 3.2.2: Please confirm the traffic data in the assessment is prepared according to the methodology of traffic forecast endorsed by TD;	Noted. TD's letter for accepting the methodology is provided in the **Appendix II**.

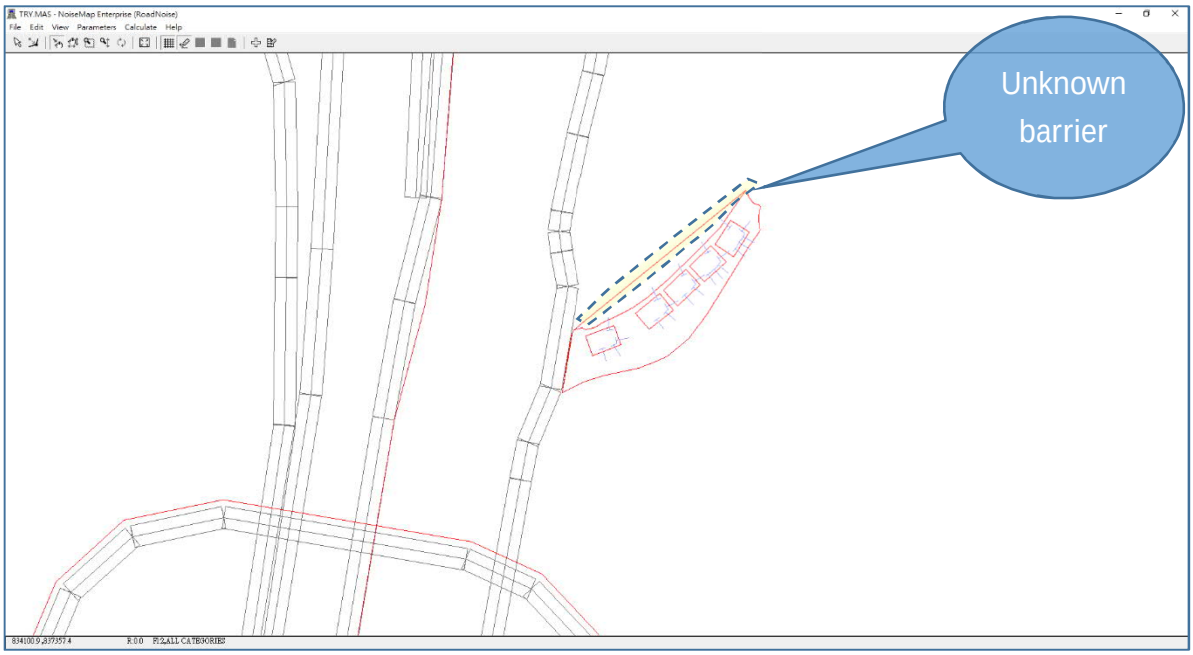
EPD's Comments dated 2 June 2022	Our Reponses
	Section 3.2.2 has been revised accordingly.
5. Section 3.3.4: Please explain why the reference sound exposure level (SEL) is applicable and considered to be conservative to this case;	Noted. **Section 3.3.2** has been rewritten to avoid confusion.
6. Section 3.3.5: While a 7.0 dB(A) of joint/turnout correction was adopted in the EIA for "Shatin to Central Link – Mong Kok East to Hung Hom", please justify why the proposed turnout correction of 4.0 dB(A) is a conservative approach and applicable to this case; and	Noted. The adopted 4.0 dB(A) turnout correction shall not be considered conservative. **Section 3.3.5 - 3.6.6** & **Table 3-2** has been revised accordingly.
7. Section 3.3.7: Please provide and append the written confirmation from MTRC on the train schedule adopted in the assessment.	The letter from MTRC has been provided in **Appendix VII**.

EPD's Comments on Traffic Noise Model dated 19 July 2022	**Our Reponses**
Contact Person: Mr. John LEE, Sr Env Protection Insp(Assessment & Noise)21 (Tel: 2835 1956)	
1. Unknown noise barrier not mentioned in the NIA report is found in the noise model. Please clarify.	Noted. Noise Model has been revised and the result has been updated accordingly.
2. The fins in the report are inconsistent with the noise model.	Noted. For conservative approach, fins have been excluded from traffic noise model. **Section 4.1.1** has been updated to clarify the exclusion of fins.
3. The result in Table 4-1 is inconsistent with the NSRs. For example, No NSRs are assigned for U2_1 on G/F and U3_5 but assessment results are tabulated. The assessment results for U2_1 on 1/F, U2_2 on G/F and U3_2 on G/F are missing in Table 4-1.	Noted. **Table 4-1** has been revised to tally with the traffic noise model.

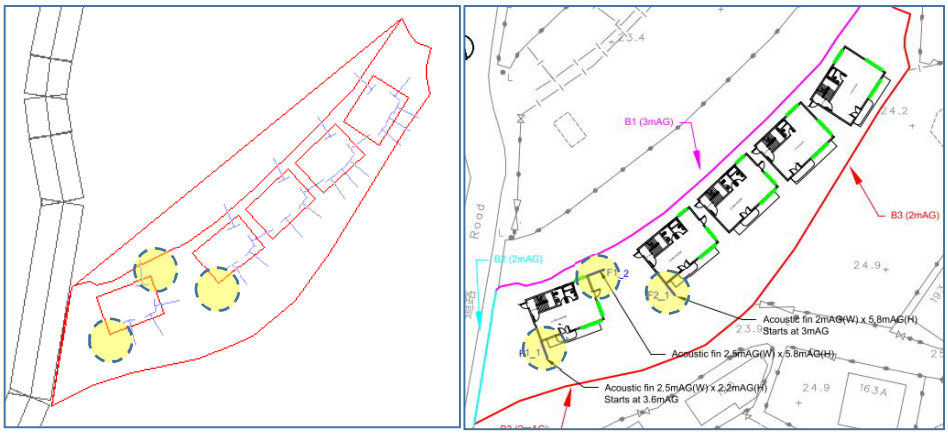
Proposed 5 Houses (New Territories Exempted Houses) Lots 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B and 644 RP in D.D. 9, Yuen Leng Village, Tai Po, New Territories

Comment on Road Traffic Noise Model

1. Unknown noise barrier not mentioned in the NIA report is found in the noise model. Please clarify.

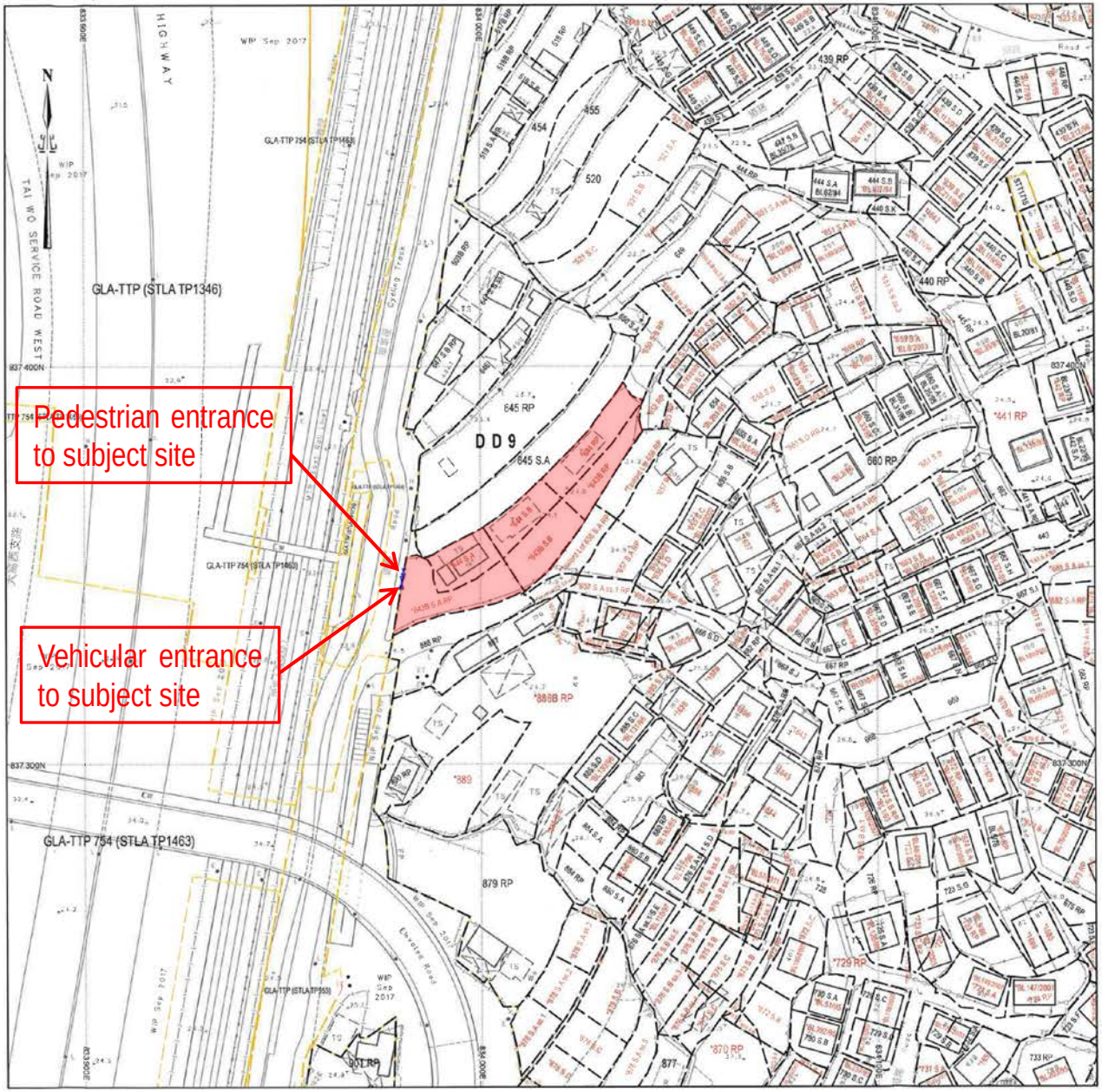


2. The fins in the report are inconsistent with the noise model



Model Report

3. The result in Table 4-1 is inconsistent with the NSRs. For example, No NSRs are assigned for U2_1 on G/F and U3_5 but assessment results are tabulated. The assessment results for U2_1 on 1/F, U2_2 on G/F and U3_2 on G/F are missing in Table 4-1.



地段索引圖
LOT INDEX PLAN

免責聲明

本圖則乃地段索引圖的複本，顯示地段界線的大概位置，包括根據政府撥地、臨時政府撥地、短期租約及政府土地租用牌照而臨時佔用土地的位置。臨時佔用土地的情況可憑藉短期通知出現或終止，因此應向有關的分區地政專員核證。本圖則所示的資料必須透過實地測量予以核實。當有更佳或新的地界證據時，地段索引圖可能會被修訂而無須事先通知。

Disclaimer

This plan is a copy of the lot index plan showing the approximate location of lot boundaries, including the temporary occupation of land under Government Land Allocations, Temporary Government Land Allocations, Short Term Tenancies and Government Land Licences. The temporary occupation of land may be created or terminated at short notice and should be confirmed with the District Lands Officer. The information shown on this plan MUST be verified by field survey. The lot index plan may be revised without prior notification as better or new boundary evidence becomes available.

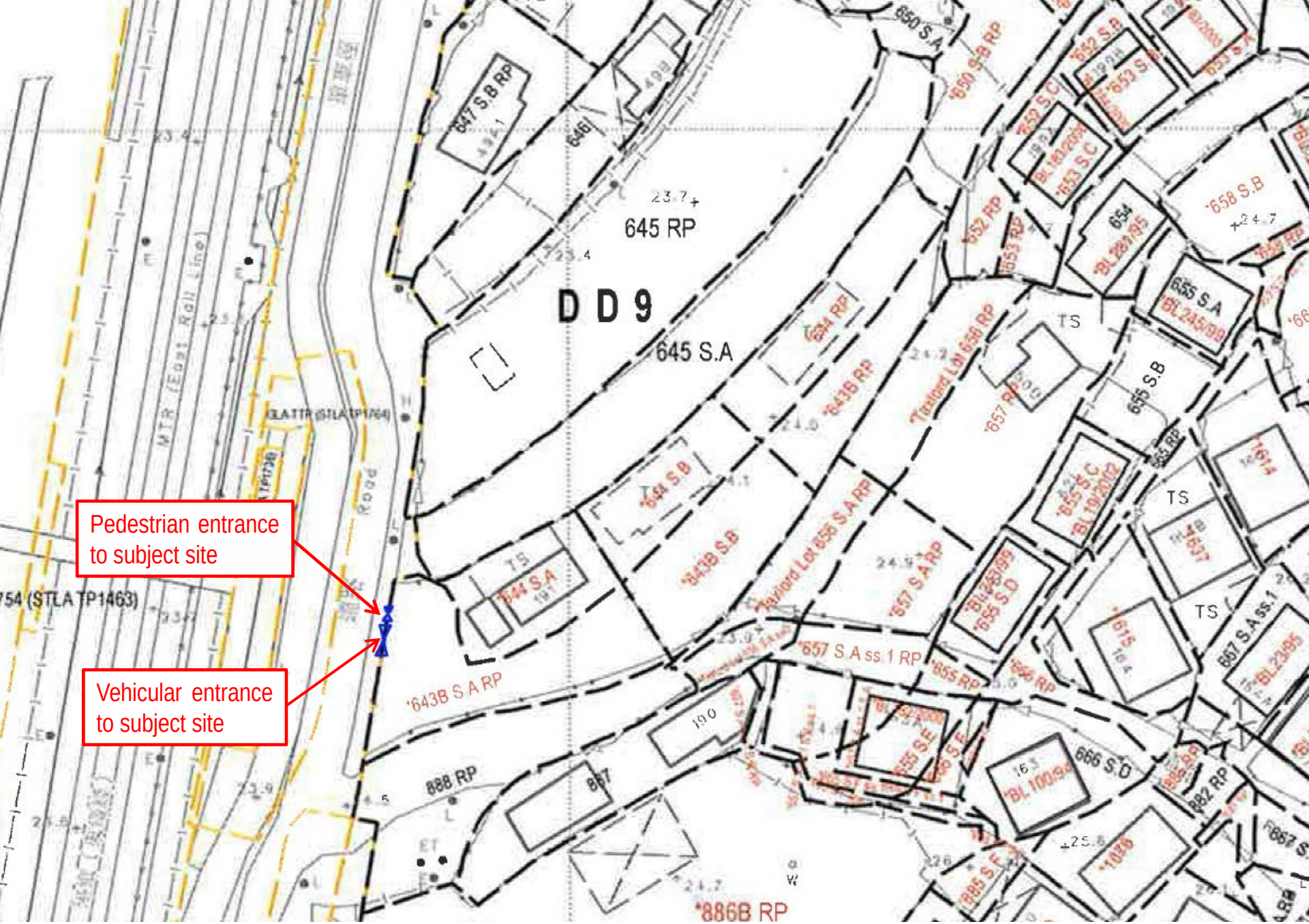
地政總署測繪處
Survey and Mapping Office
Lands Department

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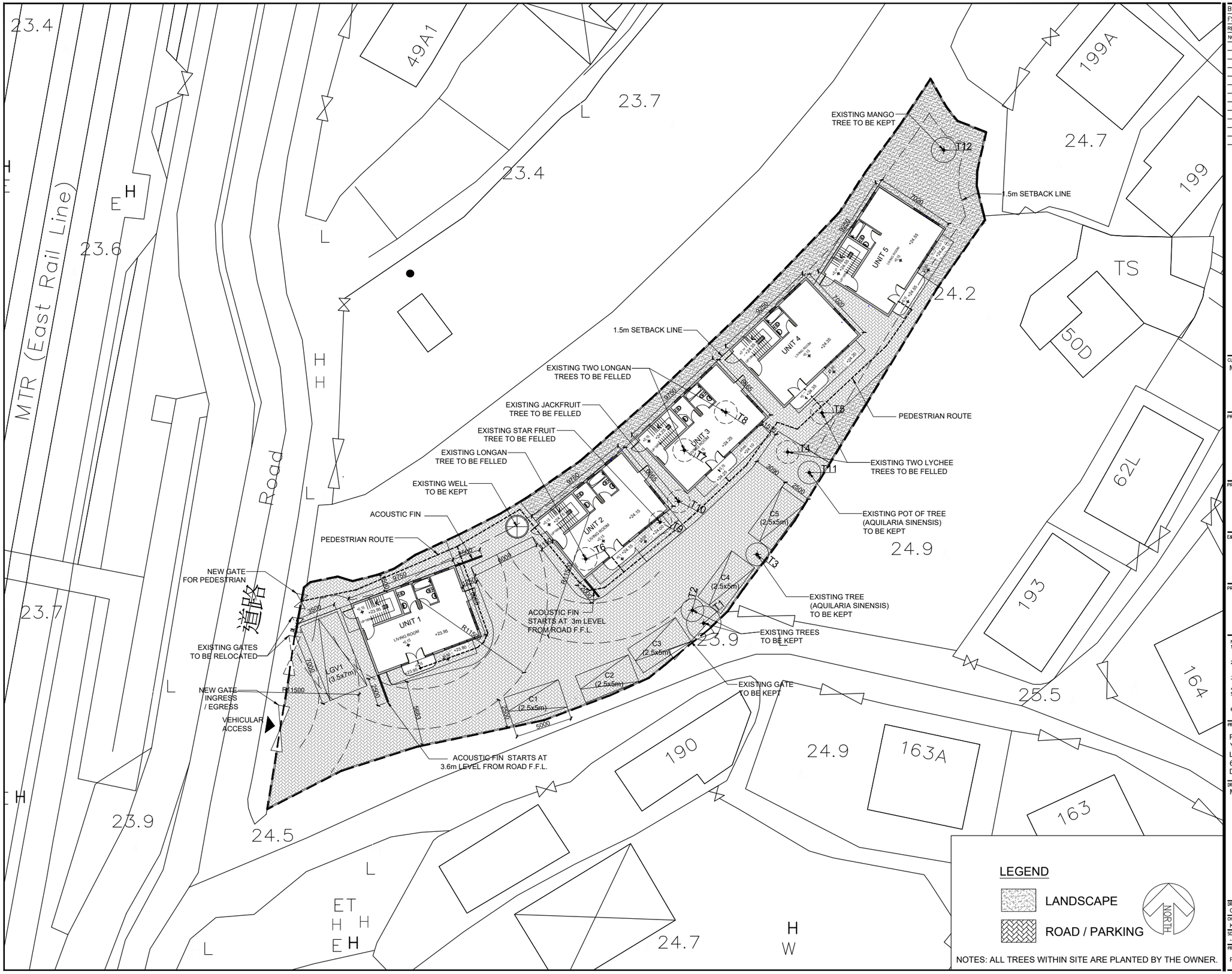
比例尺 SCALE 1 : 1 000

米 metres 10 0 10 20 30 40 50 米 metres

Locality : TAI PO	
Lot Index Plan No. : KD0029112017	
District Survey Office : Kowloon	
Date : 03-Nov-2017	
Reference No. : 3-SW-18D	



SITE ENTRANCES



LEGEND

- LANDSCAPE
- ROAD / PARKING

NOTES: ALL TREES WITHIN SITE ARE PLANTED BY THE OWNER.

NORTH

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG C2 (2.5x5m)

PROJECT ARCHITECT/AUTHORIZED PERSON:

馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

NOTES:
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3. This drawing is to be read in conjunction with the Architect's Specification and Conditions of Contract.
4. Prints not showing the last revision are to be cancelled.
5. Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside SRL.
6. The contractor should submit shop drawings for architects for before commencement of work.

PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P.,
643B S.A.R.P., 643B S.B., 643B R.P. IN
D.D.9

DRAWING TITLE:
MASTER LAYOUT PLAN

DRAWN BY:	DATE:
CMD	08-24-2022
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-02	A

Spence Robinson Ltd

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po

Noise Impact Assessment (Version 4.0)

June 2022

Approved By _____
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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1 INTRODUCTION

1.1 Background

1.1.1 A site of about 1,220.4 square metres (m^2) is proposed to develop 5 New Territories Exempted houses in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643 B S.B and 643B RP in D.D.9, Yuen Leng Village, Tai Po ("Project"). The location of the Site can be found in **Figure 1-1**.

1.1.2 During the circulation to various government departments for the application of the proposed residential development, the Project is required to submit a Noise Impact Assessment (NIA) to demonstrate that the noise level of the proposed development would comply with the relevant noise criteria for both of traffic noise and railway noise. This report presents the findings of the NIA during the operation phase of the proposed development.

1.1.3 Cinotech Consultants Limited was commissioned by the Spence Robinson Ltd to conduct this assessment for planning submission.

1.2 Environmental Setting

1.2.1 The proposed development is located in Yuen Leng Village, Tai Po bounded by Tai Wo Service Road East, a private assess road of Yuen Leng Village and other village houses as shown in **Figure 1-1**. The site is currently occupied by three temporary shelters and two other structures (one of them is used as storage and one as temporary accommodation). The surrounding noise sources are the railway noise from East Rail Line (~30 m west to the site boundary) and Fanling Highway (~60m west to the site boundary). The Fanling Highway is completely shielded by roadside noise barrier while the East Rail Line is partially shielded by a low barrier. There are two long switch joints (100m each) on the East Rail Line as marked as turnout area in **Figure 1-1**.

1.2.2 In order to identify the noise environment and the major noise source around the Project, a field measurement was taken from 22:30 to 23:30 on 13 March 2019 adjacent to the Site (**Figure 1-2**). Two sound level meters were used to measure the railway noise in terms of 1 second per measurement. The sound level meters were set up at 4m and 6.7m above ground. The equipment of the measurement are listed in **Table 1-1**. The calibration certificates and the photo records are shown in **Appendix III** and **Appendix IV**, respectively.

1.2.3 During the measurements, there were 13 northbound train events and 16 southbound train events, while one of the southbound train events is an intercity train. All of the trains were running at ~90 km/hour. The traffic of Fanling Highway was heavy while there was almost no road traffic along the service lane in front of the Site.

1.2.4 The on-site measurement results showing the background noise level during 22:30-23:30 is ~63-64 dB(A) with train events; ~57 dB(A) without train events; and ~62-63 dB(A) for the train events. The measured noise levels are summarized in **Table 1-2**. As the railway noise is dominating the overall noise level, the train events are found to be the major noise source. It should be noted that traffic noise can be heard at the Site, despite the traffic from Fanling Highway is shielded by the roadside noise barrier, which has been reflected in background noise level of ~57dB(A), which is considered high in rural area.

Table 1-1 Equipment List of Railway Noise Monitoring

Equipment	Brand and Model	Serial No.	Quantity
Sound Level Meter	SVANTEK – SVAN979	27189	1
Sound Level Meter	SVANTEK – SVAN979	27190	1
Acoustical Calibrator	SVANTEK – SV30A	10929	1
Measurement Tape	--	--	1

Table 1-2 Measured Noise Level

Time	Measured Noise Level, dB(A)					
	Overall		Background (Without Train Events)		Railway Noise Level	
	@ 4mAG	@ 6.7mAG	@ 4mAG	@ 6.7mAG	@ 4mAG	@ 6.7mAG
	Leq	Leq	Leq	Leq	Leq	Leq
22:30 - 23:00	64.0	63.2	56.6	57.0	63.2	62.1
23:00 - 23:30	64.1	63.2	57.1	56.6	63.1	62.1
22:30 - 23:30	**64.1**	**63.2**	**56.9**	**56.8**	**63.1**	**62.1**

1.3 The Proposed Development

1.3.1 Five 3-storey New Territories Exempted houses have been proposed. All 5 houses will be built concurrently and expected to be complete in year 2025. The layout of the proposed development is enclosed in **Appendix I**.

1.3.2 Three of the proposed houses (units 1-3) limit the living room and bedroom to G/F and 1/F, while the 2/F is used as green house. The remaining 2 proposed house (units 4 & 5) do not follow the same design and place living room and/or bedroom into each of the floor.

1.3.3 As the Project is close to the East Rail Kin and Fanling Highway, noise suppression measures such as solid perimeter fence wall and acoustic fins have been incorporated into the design.

1.3.4 The potential noise impact has been considered in early stage and mitigations have been incorporated into the design features of the proposed development. The locations of the solid perimeter fence wall, acoustic fins and openable windows for ventilation are marked in **Figures 1-3a** to **1-3c**. Fixed glazing which facing north-east side are located on 1/F and 2/F of unit 5 and 2/F of unit 4 (**Figures 1-3b** to **1-3c**). As the Site is located in the east of railways, the northern, western and southern fence walls could be taken as the noise barriers, labelled as **B1, B2 & B3**. **B1** is 3mAG and **B2 & B3** are 2mAG. Acoustic fins have been adopted as the design features of the proposed building. There are three Acoustic Fins attached to unit 1 & 2, labelled as **F1_1, F1_2 & F2_1** as shown in **Figure 1-3a**. Acoustic fins **F1_1, F1_2 & F2_1** starts at 3.2mAG, ground level and 3mAG respectively, while all three Acoustic Fins end at height of 8.23mAG.

2 STANDARDS AND GUIDELINES

2.1 Traffic Noise

2.1.1 The Hong Kong Planning Standards and Guidelines (HKPSG) provide guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in the following table (**Table 2-1**).

Table 2-1 HKPSG Road Traffic Noise Planning Standard

Uses	Road Traffic Noise $L_{10,\ 1hour}$ dB(A)
Domestic Premises	70
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

2.1.2 As the proposed development will be domestic premises only, 70 dB(A) is adopted as the traffic noise criteria.

2.2 Railway Noise

2.2.1 Railway noise is controlled by the Noise Control Ordinance (NCO) and its Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (TM). Acceptable Noise Levels (ANLs) are stipulated in the TM as the noise criteria and depend on their Area Sensitivity Ratings and time of the day (see **Table 2-2**). Moreover, HKPSG also provide guidance on acceptable railway noise levels at the openable windows of various types of noise sensitive buildings. An averaged 24 hours noise level of 65 dB(A) and a L_{max} of 85 dB(A) during night time (2300-0700) are recommended.

Table 2-2 Acceptable Noise Levels (ANLs) (dB(A))

Time Period	ASR A	ASR B	ASR C
Day (0700 to 1900 hours)	60	**65**	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	**55**	60

2.2.2 According to TD's updated Annual Traffic Census (2020), Fanling Highway to the west of the proposed development is an expressway with daily traffic much more than 30,000, which is considered as an Influencing Factor (IF). The Fanling Highway is slightly depressed and equipped with road sides noise barriers, combined with the low rise natural in the rural environment, the noise from the IF to the Site is not directly affect by the IF. According to the results of on-site measurement, the Site is indirectly affected by IF (**Section 1.2.4**). As the Site is in rural area with indirect affect from IF, the ASRs of the proposed development would be classified as "B". The railway noise criteria should be 65 dB(A) and 55 dB(A) for day/evening time (0700-2300) and night time (2300-0700) respectively.

2.2.3 The relevant noise criteria for both traffic noise and railway noise to the proposed development are summarised in **Table 2-3** below.

Table 2-3 Noise Criteria for the Project

Source Type	Time Period	Noise Criteria	
Traffic Noise	-	$L_{10,\ 1\ hour}$	70 dB(A)
Railway Noise	Daytime (0700 – 1900) & Evening Time (1900 – 2300)	$L_{eq,\ 30\ minutes}$	65 dB(A)
	Night Time (2300 - 0700)	$L_{eq,\ 30\ minutes}$	55 dB(A)
		L_{max}	85 dB(A)
	All Day	$L_{eq,\ 24\ hours}$	65 dB(A)

3 METHODOLOGY

3.1 The Representative Noise Assessment Point

3.1.1 The Project is a small-scale residential development. The construction noise due to the demolition of existing structure (three temporary shelters and two other structures) and construction of 5 New Territories Exempted houses is small scale, therefore the construction noise is minor. Moreover, no noise sources arising from the proposed development is anticipated to the surrounding area during the operation phase. Therefore, Project is not regarding as a noise source, thus no assessment points in the surrounding are necessary.

3.1.2 On the other hand, all of the living rooms and bedrooms of residential units of the proposed development were considered as Noise Sensitive Receivers (NSRs) for both traffic noise assessment and railway noise assessment. The assessment points covered the openable windows for ventilation of living room and bedrooms; as well as the door of balcony on 1/F which is designed for ventilation purpose. All assessment points located at 1.2m above the slab level and 1m away from façade (windows/doors). It should be noted that the doors on G/F of the proposed houses are not designed for ventilation purpose. In addition, the 2/F of the proposed units 1-3 are planned greenhouses which are not regarded as NSRs, while the 2/F of the proposed units 4-5 are living room and bedroom. However, the windows facing the north-east side on 1/F & 2/F of unit 5 and 2/F of unit 4 are fixed glazing, which are not considered as NSRs. The representative noise assessment points of the proposed houses are listed in **Table 3-1** and illustrated in **Figures 3-1a to 3-1c**.

Table 3-1 Representative Noise Assessment Points

Unit	Noise Assessment Point (NAP)	Applicable Floor	Ground Level (mPD)	Height of NAP (mAG)		
				G/F	1/F	2/F
U1	U1_1	1F	23.8	--	4.3	--
U1	U1_2	GF&1F	23.8	1.35	4.3	--
U1	U1_3	GF&1F	23.8	1.35	4.3	--
U1	U1_4	GF	23.8	1.35	--	--
U2	U2_1	1F	24	--	4.3	--
U2	U2_2	GF&1F	24	1.35	4.3	--
U2	U2_3	GF&1F	24	1.35	4.3	--
U2	U2_4	GF	24	1.35	--	--
U3	U3_1	1F	24.1	--	4.3	--
U3	U3_2	GF&1F	24.1	1.35	4.3	--
U3	U3_3	GF&1F	24.1	1.35	4.3	--
U3	U3_4	GF	24.1	1.35	--	--
U4	U4_1	1F&2F	24.2	--	4.03	6.73
U4	U4_2	1F&2F	24.2	--	4.03	6.73
U4	U4_3	GF&1F&2F	24.2	1.35	4.03	6.73
U4	U4_4	GF&1F	24.2	1.35	4.03	--
U4	U4_5	GF	24.2	1.35	--	--
U5	U5_1	1F&2F	24.4	--	4.03	6.73
U5	U5_2	1F&2F	24.4	--	4.03	6.73
U5	U5_3	GF&1F&2F	24.4	1.35	4.03	6.73
U5	U5_4	GF	24.4	1.35	--	--
U5	U5_5	GF	24.4	1.35	--	--

Note
[1] The assessment height is listed below.
G/F: for Unit 1-5 = slab thickness + NSR height = 0.15m + 1.2m = 1.35m
1/F: for Unit 1-5 = 1/F height (included slab thickness) + NSR height, while for unit 1-3: 3.1m + 1.2m = 4.3m & for unit 4-5 = 2.83m + 1.2m = 4.03m
2/F: for Unit 4-5 = 1/F height (included slab thickness) + NSR height = 5.53m + 1.2m = 6.73m

3.2 Traffic Noise Assessment

3.2.1 The in-house computer programme (MARC model) was used to predict the traffic noise levels arising from the road network. It adopts the methodology of the UK Department of Transport's Calculation of Road Traffic Noise (CRTN) which is stipulated in Chapter 9, Section 4.2.7 of the HKPSG for the assessment of road traffic noise impact. The road traffic noise levels are presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow [L_{10} (1-hour) dB(A)].

3.2.2 The assessment was based on the projected peak hour flows for the worst year within 15 years after completion of the proposed development in Year 2025. The traffic data in this assessment is provided traffic consultant (Ho Wang SPB Limited) based on TD's approved methodology. The maximum projected peak hour traffic flow within 15 years from the completion of the Project is identified as the PM peak hour flow in Year 2040. The major roads within 300m from the boundary of the Project have been included in the assessment and are shown in **Figure 3-2** and traffic flow as well as the TD's letter are provided in **Appendix II**.

3.3 Railway Noise

3.3.1 Railway noise has been predicted with adopting "Calculation of Railway Noise 1995" published by the Department of Transport, London. The noise level of the railway noise generated from East Rail Line is assessed based on the noise criteria as listed in **Table 2-3**. The 300m assessment boundary is shown in **Figure 3-3a**.

3.3.2 The source strength of the railway has been referenced to approved EIA - Shatin to Central Link - Mong Kok East to Hung Hom Section (AEIAR-165/2012)[1]. The reference L_{max} for ballast track is 75.3dB(A)[2], which is based on SP1900 train with speed of 130kph at 25m setback. The corresponding sound exposure level (SEL) is be 82.7 dB(A), calculated by the following equation:

$$SEL = L_{max} + 10\log_{10}(L/V) + 10.5 - 10\log_{10}[(4D/(4D^2+1)) + 2\tan^{-1}(1/(2D))]$$

Note:
L_{max} = Train Noise [dB(A)],
L = Train Length (m),
V = Train Speed (kph),
d = Perpendicular Distance from track (m),
D = d/L

3.3.3 The railway noise calculation has been broken into different segments based on the major barriers, i.e: Fence Wall, Buildings & Fins of the Site, and the overall noise level is the sum

[1] EIA - AEIAR-165/2012 - Shatin to Central Link - Mong Kok East to Hung Hom: https://www.epd.gov.hk/eia/register/report/eiareport/eia_1982011/EIA/html/Sec6_Airborne_Noise.htm

[2] MTR Corporation Ltd. (SEL Source Term Verification): https://www.epd.gov.hk/eia/register/report/eiareport/eia_1972011/EIA/pdf/Appendices/Appendix%208.11%20-%20SEL%20Source%20Term%20Measurement%20Report.pdf

of the individual noise level of each segment. Examples of the segmentation of the railways are illustrated in **Figures 3-3b & 3-3c**. Various corrections for source strength, e.g. Track Wear Correction, and the receiver condition, e.g. façade correction, have be incorporated in the calculation, as listed in **Table 3-2**.

Table 3-2 Correction Parameters for Railway Noise

Parameters	Approach
Speed Correction	+ 20 $\log_{10}$ (V/130), where V = Train Speed
Distance Correction	- 10 $\log_{10}$ (d'/25), where d' = Slant Distance to NSR
Angle of View Correction	+ 10 $\log_{10}$ ($\pi\theta$/180-cos2α sinθ)-5, where θ = view angle and α = the acute angle between the bisect line of view angle and the parallel line of the track that pass through the NSR.
Façade Correction	+ 2.5 dB(A)
Track Wear Correction	+ 3.0 dB(A)
Turnout Correction [1]	+ 4.0 dB(A), for long switch type track
Slab Track Correction	+ 2.5 dB(A)
Reflection Correction	+ 1.5 dB(A)
Barrier Correction	δ = Path difference between direct distance from NSR to the Source and screening distance from NSR to Source. Shadow Zone: For δ > 2.5m, Correction = -21 dB(A) For 0 < δ < 2.5m, Correction = - 7.75 $\log_{10}$ (5.2+203δ) dB(A) Illuminated Zone: δ > 0.4m, Correction = 0 dB(A) For 0 < δ < 0.4m, Correction = 0.88+2.14 $\log_{10}$ (10^{-3}+δ) dB(A)
Train Frequency Correction	+10 log (N), where N = Train Frequency per 30 min per Direction

[1] The Turnout Correction of 4dB(A) adopted is for long switch type track according to Approved EIA (AEIAR-028/1999)

3.3.4 Track Wear Correction and Reflection Correction have been included in all segments. The entire track within 300m assessment boundary is ballast track, thus the slab track correction is not applicable.

3.3.5 As mentioned in **Section 1.2.1**, there are two long switch joints (~100m) within the assessment area (**Figure 1-1**). Although a Turnout Correction of 7dB(A) has been adopted in the approved EIA (AEIAR-165/2012), it is for 20m segment thus over conservative in the current case. Therefore, reference has been made to the Approved EIA - East Rail Extensions - Tai Wai to Ma On Shan (AEIAR-028/1999), which adopted a turnout correction of 4.0 dB(A) for long switch type track.

3.3.6 As the current approach for the Turnout Correction is less conservative than that of the approved EIA (AEIAR-165/2012), the methodology shall be confirmed to be valid and not under-estimating.

Validation with Measurement Result

3.3.7 To ensure the predicted noise level is not under-estimated, comparison has been made between the predicted railway noise level by the aforementioned methodology and the

measured railway noise level. The environment, train frequency and train speed during the measurement are as follow:

- Open field measurement (no façade correction)
- Train speed: ~90km/h
    - 90km/h adopted in the calculation
- Train frequency
    - Northbound train events: 13
    - Southbound train events: 15 (Regular) + 1 (Intercity)
- The height of railway barrier is ~1m above railway
    - 1m has been adopted in the calculation

3.3.8 The overall view angle for the measurement point is shown in **Figure 3-4a**. As the measurement point is outside of the Site, the breakdown of railway segment cannot be determined by the barrier configuration of the Site. Therefore, the railway segments are determined by the Turnout Area only as illustrated in **Figures 3-4b**.

3.3.9 The comparison has been listed in the **Table 3-3**. It is found that the calculated railway noise level is 0.1-1.6 dB(A) higher than the measured noise level thus the current methodology is considered reasonable.

Table 3-3 Comparison of Predicted Railway Noise Level and the Measurement

Time	Noise Level, dB(A)	
	@ 4mAG	@ 6.7mAG
	Leq	Leq
Measurement Results (22:30 - 23:30)	63.1	62.1
Calculation	63.2	63.7

Configuration of the Project

3.3.10 The barrier correction is referred to "Calculation of Railway Noise 1995". In the barrier effect calculation, the division of view angle by each NSRs was based on three fence wall barriers **(B1**, **B2**, **B3**), acoustic fins (**F1_1**, **F1_2**, **F2_1**) & buildings (Unit 1-5) as demonstrated in **Figure 3-3b & 3c**. For instant, **Figure 3-3c** shows the view angle of Unit 3 which has been divided into three view angles by the fence walls (**B2** & **B3**) and acoustic window (**F2_1**). Three view angle for **B2** that blocked by unit 2; **B3** blocked by fin and **B3** has been identified in **Figure 3-3c**. The height of the barriers is listed in **Table 3-4**.

Table 3-4 Types of Barriers of the Site for Railway Noise

Barriers Types	Height (mPD)	Height (mAG)
Barrier 1	27.2	3
Barrier 2	26.2	2
Barrier 3	26.2	2
Building Roof (Unit 1-5) and Top of the Fin[1]	32.03	8.23

[1] The Building Roof and Top of the Fin are based on Unit 1 (Building with lowest ground level (23.8mPD).

3.3.11 According to MTRC (**Appendix VII**), the ultimate train frequency of the East Rail Line shall follow the approved EIA of Shatin to Central Link - Mong Kok East to Hung Hom Section (AEIAR-165/2012).

3.3.12 The ultimate train frequency of the East Rail Line shall be:

- 30 trains/hour/direction during daytime;
- 24 trains/hour/direction during night time.
- 850 train/day (both directions included)
    - Assume the number of northbound and southbound trains are equal.

3.3.13 For Intercity through trains, the frequency shall be:

- A maximum of one Intercity movement in a half-hour period

3.3.14 For a conservative approach, it is assumed that all Intercity pass-through Southbound railway which is closer to the Site. The daily frequency of Intercity is assumed to be 48 Intercity trains per day (1 train/30min, for 24 hrs). The adopted train frequencies are listed in **Table 3-5**.

Table 3-5 Adopted Train Frequency

Direction	Time period	Ultimate Train Frequency	Ultimate Train Frequency per direction		Speed Limit (km/h)
			per 30 min	per day	
Northbound	Day and evening 7:00-23:00	30 / hour	15	--	120
Northbound	Night 23:00-7:00	24 / hour	12	--	
Northbound	All Day 24 hours	850 / day (both direction)	--	425	
Southbound	Day and evening 7:00-23:00	30 / hour	15	--	120
Southbound	Night 23:00-7:00	24 / hour	12	--	
Southbound	All Day 24 hours	850 / day (both direction)	--	425	
Southbound (Intercity)	Day and evening 7:00-23:00	2/hour	1	--	120
Southbound (Intercity)	Night 23:00-7:00	2/hour	1	--	
Southbound (Intercity)	All Day 24 hours	24 (both direction)	--	48	

4 RESULTS

4.1 Traffic Noise

4.1.1 The design features of the proposed site have already considered the noise impact. Please noted that the detailed location and height of acoustic fins and the fence walls is shown in **Figure 1-3a** to **1-3c**. No additional mitigation measure is further considered. The traffic noise level L_{10} (1 hour) are listed in **Table 6-1**.

Table 4-1 Summary of Predicted Traffic Noise Level at NSRs

Unit	Location	Floor		
		G/F	1/F	2/F
		Predicted Noise Level, dB(A)		
U1	1	--	64	--
	2	60	64	--
	3	54	59	--
U2	1	65	--	--
	2	--	59	--
	3	57	60	--
	4	56	59	--
U3	1	64	--	--
	2	--	59	--
	3	57	58	--
	4	56	59	--
	5	64	--	--
U4	1	--	60	61
	2	--	59	60
	3	57	58	59
	4	55	58	--
	5	63	--	--
U5	1	--	58	59
	2	--	56	57
	3	54	55	56
	4	60	--	--
	5	63	--	--
Criteria		70		

4.1.2 The noise level of all noise assessment points have complied with the traffic noise criteria without additional mitigation measure. No adverse traffic noise impact is anticipated.

4.2 Railway Noise

4.2.1 The predicted railway noise level at the representative noise assessment points under unmitigated scenario are listed in **Table 4-2**. The detailed calculations are presented in **Appendix V**.

Table 4-2 Summary of Predicted Railway Noise Level at NSRs

NSR	Floor	Day	Night	Night	All day
		L_{eq} (30min), (7:00-2300)	L_{eq} (30min), (23:00-7:00)	L_{max}, (23:00-7:00)	L_{eq} (30min), (All day)
		Predicted Railway Noise Level, dB(A)			
U1_1	1/F	54	53	67	52
U1_2	G/F	53	52	65	50
U1_2	1/F	56	55	68	54
U1_3	G/F	37	36	52	35
U1_3	1/F	39	38	52	37
U1_4	G/F	53	55	69	54
U2_1	1/F	45	44	56	43
U2_2	G/F	49	48	62	47
U2_2	1/F	49	48	63	47
U2_3	G/F	48	47	63	46
U2_3	1/F	50	49	64	48
U2_4	G/F	53	52	68	51
U3_1	1/F	50	49	64	48
U3_2	G/F	47	47	62	45
U3_2	1/F	49	48	63	47
U3_3	G/F	41	40	55	39
U3_3	1/F	46	45	60	44
U3_4	G/F	53	52	67	51
U4_1	1/F	51	50	64	49
U4_1	2/F	53	52	65	51
U4_2	1/F	51	50	65	49
U4_2	2/F	52	51	66	50
U4_3	G/F	48	47	62	45
U4_3	1/F	49	48	63	47
U4_3	2/F	50	49	64	48
U4_4	G/F	43	42	58	41
U4_4	1/F	48	47	62	46
U4_5	G/F	53	52	67	51
U5_1	1/F	49	48	63	46
U5_1	2/F	50	49	64	48
U5_2	1/F	47	46	62	45
U5_2	2/F	48	47	63	46
U5_3	G/F	44	43	59	42
U5_3	1/F	46	45	60	43
U5_3	2/F	47	46	61	44
U5_4	G/F	48	47	63	46
U5_5	G/F	53	52	68	51
Criteria		**65**	**55**	**85**	**65**

4.2.2 The predicted railway noise level of all NSR have complied with the railway noise criteria. No mitigation measure and adverse traffic noise impact are anticipated.

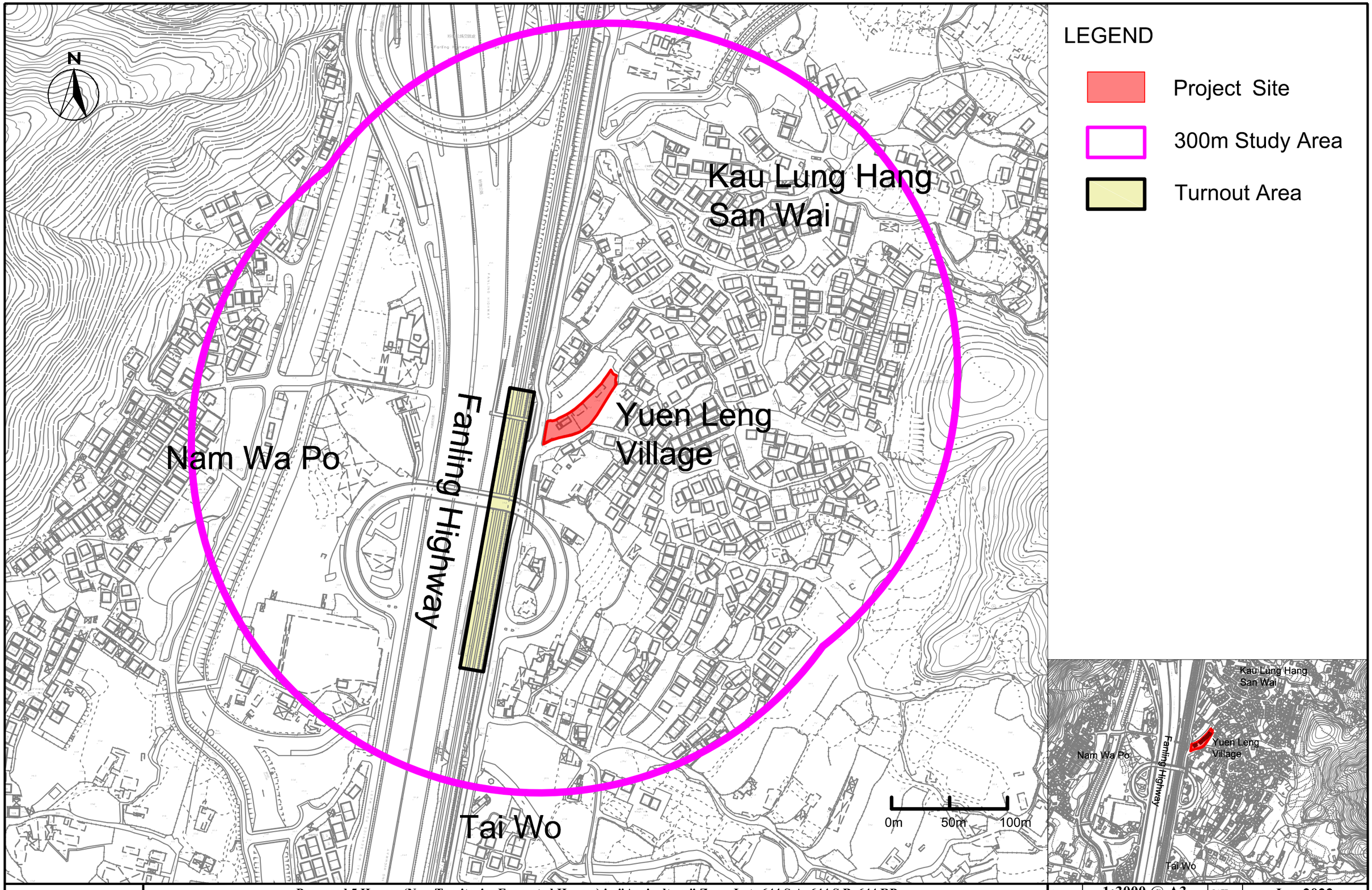
5 CONCLUSION

5.1.1 The orientation of the proposed building has been carefully designed to avoid the directly facing to the nearby road. With the solid fence walls and fins of the Site, the predicted traffic noise level at all noise assessment points of the proposed development complies with the corresponding traffic noise criteria (L_{10}(1h) 70 dB(A)). No adverse traffic noise impact is anticipated.

5.1.2 The predicted railway noise levels show that all noise sensitive receivers of the proposed development comply with the relevant criteria without additional mitigation measure. No adverse railway noise is anticipated.

5.1.3 Therefore, no adverse noise impact is arising from the proposed development.

Figures

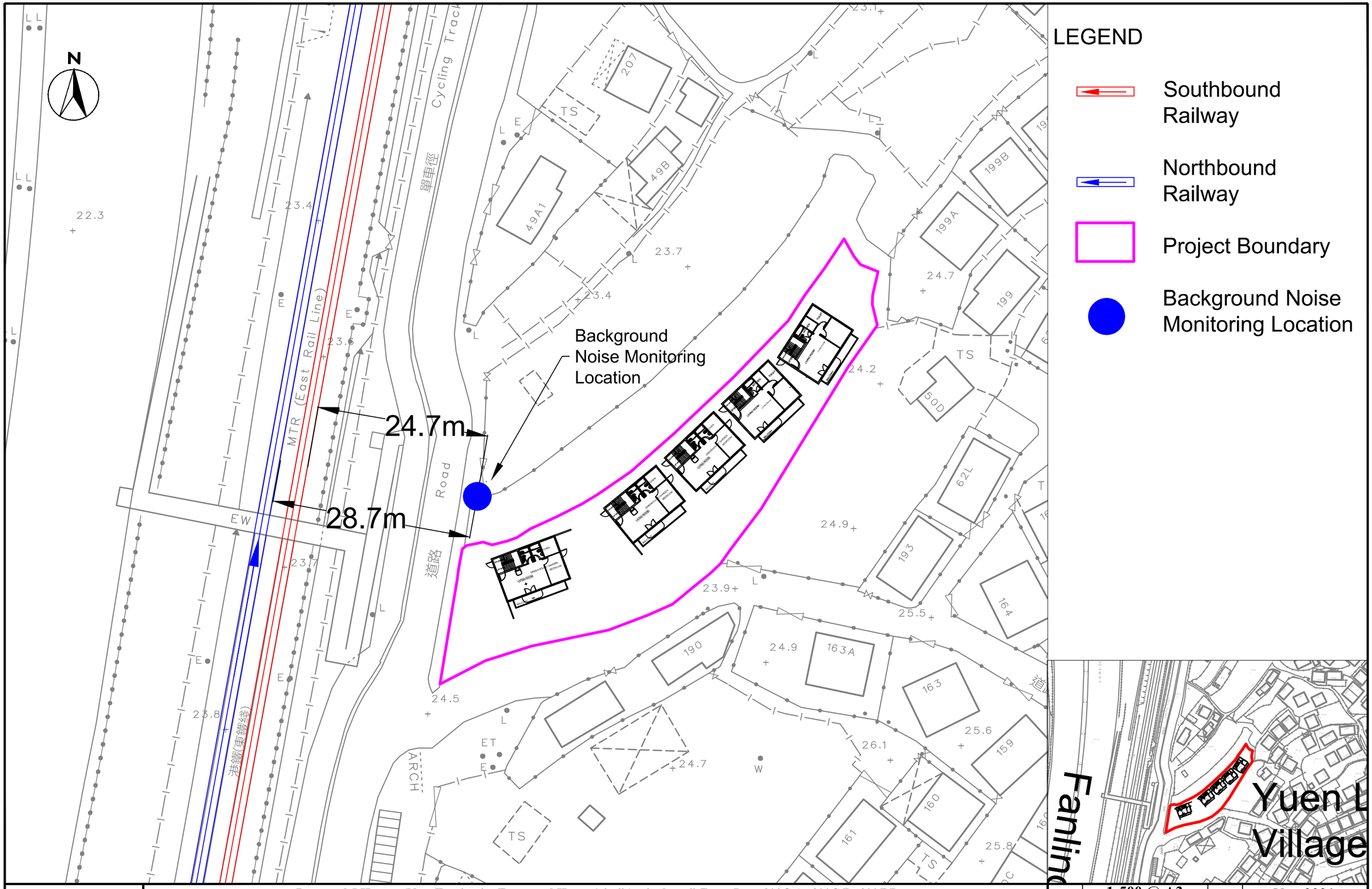


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300m Study Area for Noise Assessment

SCALE	1:3000 @ A3	DATE	Jun 2022
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-1	REV -



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Background Noise Monitoring Location

SCALE	1:500 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	1-2
		REV	-

N

Road

道路

+23.4

24.2

24.9

24.9

163A

193

B1 (3mAG)

B2 (2mAG)

B3 (2mAG)

B3 (2mAG)

F1_1

F1_2

F2_1

LIVING ROOM

UP 1ST

Width 2m
Start from at 3mAG to 8.23mAG

Width 2.5m
Start from at 0mAG to 8.23mAG

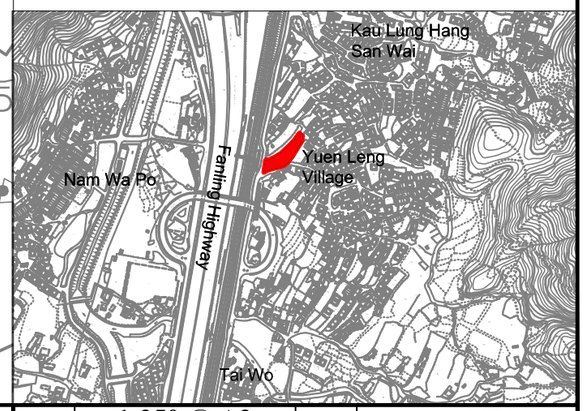
Width 2.5m
Start from at 3.6mAG to 8.23mAG

LEGEND

Project Boundary (Fence Wall)

Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms

Acoustic Fin



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Locations of the Solid Perimeter Fencewall and Acoustic Fins (G/F)

SCALE	1:250 @ A3	DATE	Jun 2022
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-3a	REV -

Fixed Glazing

B1 (3mAG)

B2 (2mAG)

B3 (2mAG)

F1_1

F1_2

F2_1

Width 2m
Start from at 3mAG to 8.23mAG

Width 2.5m
Start from at 0mAG to 8.23mAG

Width 2.5m
Start from at 3.6mAG to 8.23mAG

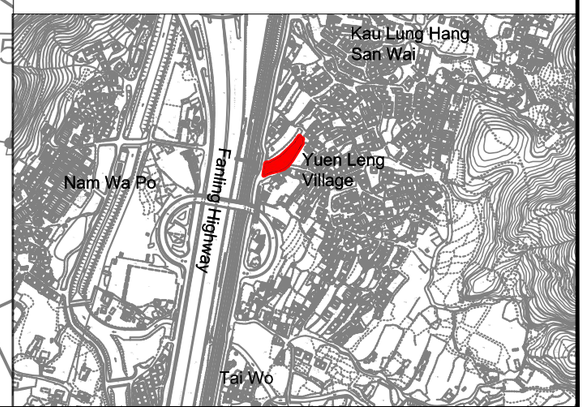
B3 (2mAG)

LEGEND

Project Boundary (Fence Wall)

Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms

Acoustic Fin



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Locations of the Solid Perimeter Fencewall and Acoustic Fins (1/F)

SCALE	1:250 @ A3	DATE	Jun 2022
CHECK	KC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	1-3b
		REV	-

N

Fixed Glazing

Fixed Glazing

B1 (3mAG)

B3 (2mAG)

B2 (2mAG)

F1_2

F2_1

F1_1

Width 2m
Start from at 3mAG to 8.23mAG

Width 2.5m
Start from at 0mAG to 8.23mAG

Width 2.5m
Start from at 3.6mAG to 8.23mAG

B3 (2mAG)

+23.4

24.2

24.9

24.9

163A

193

道路

Road

GREENHOUSE/ GARDEN

KITCHEN

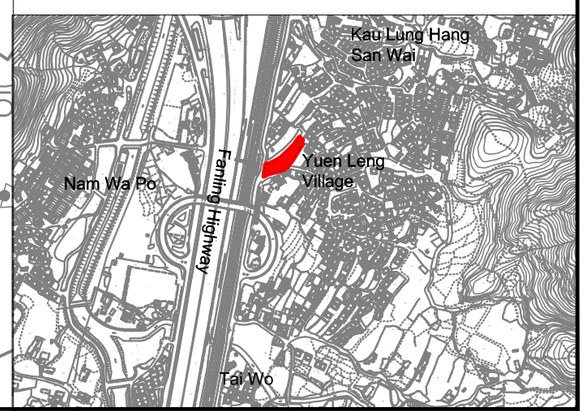
TOILET

LIVING ROOM

BALCONY

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin



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Locations of the Solid Perimeter Fencewall and Acoustic Fins (2/F)

SCALE	1:250 @ A3	DATE	Jun 2022
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 1-3c	REV -

N

23.7

+23.4

24.2

24.9+

23.9+

道路 Road

193

190

24.9

163A

LEGEND

Project Boundary (Fence Wall)

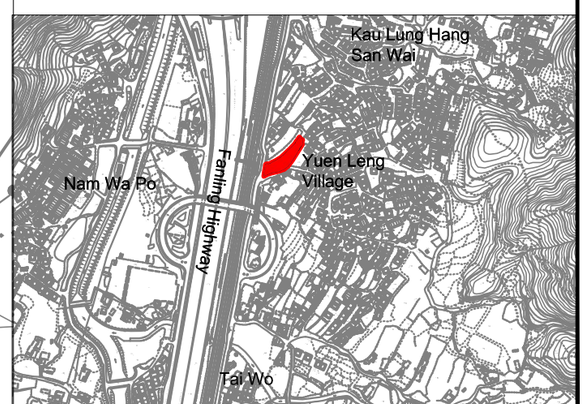
Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms

Acoustic Fin

Assessment Points for Traffic/Railway

U5_5
U5_4
U5_3
U4_5
U4_4
U4_3
U3_4
U3_3
U3_2
U2_4
U2_3
U2_2
U1_4
F1_2
U1_3
F2_1
U1_2
F1_1

LIVING ROOM



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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Locations of Noise Assessment Points (G/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-1a
		REV	-

N

Road

道路

23.7

+23.4

24.2

24.9+

23.9+

193

190

24.9

163A

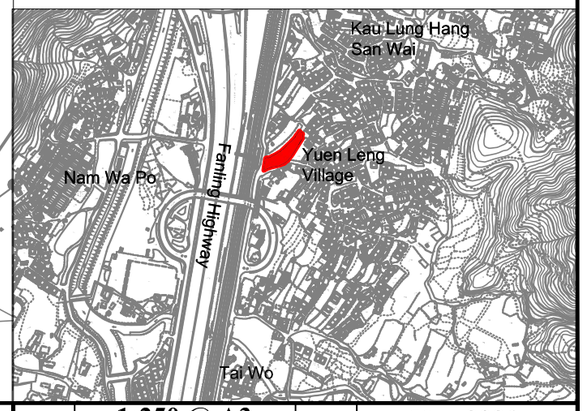
Fixed Glazing

U5_3
U5_2
U5_1
U4_4
U4_3
U4_2
U4_1
U3_3
U3_2
U3_1
U2_3
U2_2
U2_1
F2_1
F1_2
U1_3
U1_2
F1_1
U1_1

KITCHEN
TOILET
LIVING ROOM
BEDROOM
BALCONY
DN150
UP150

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin
- Assessment Points for Traffic/Railway

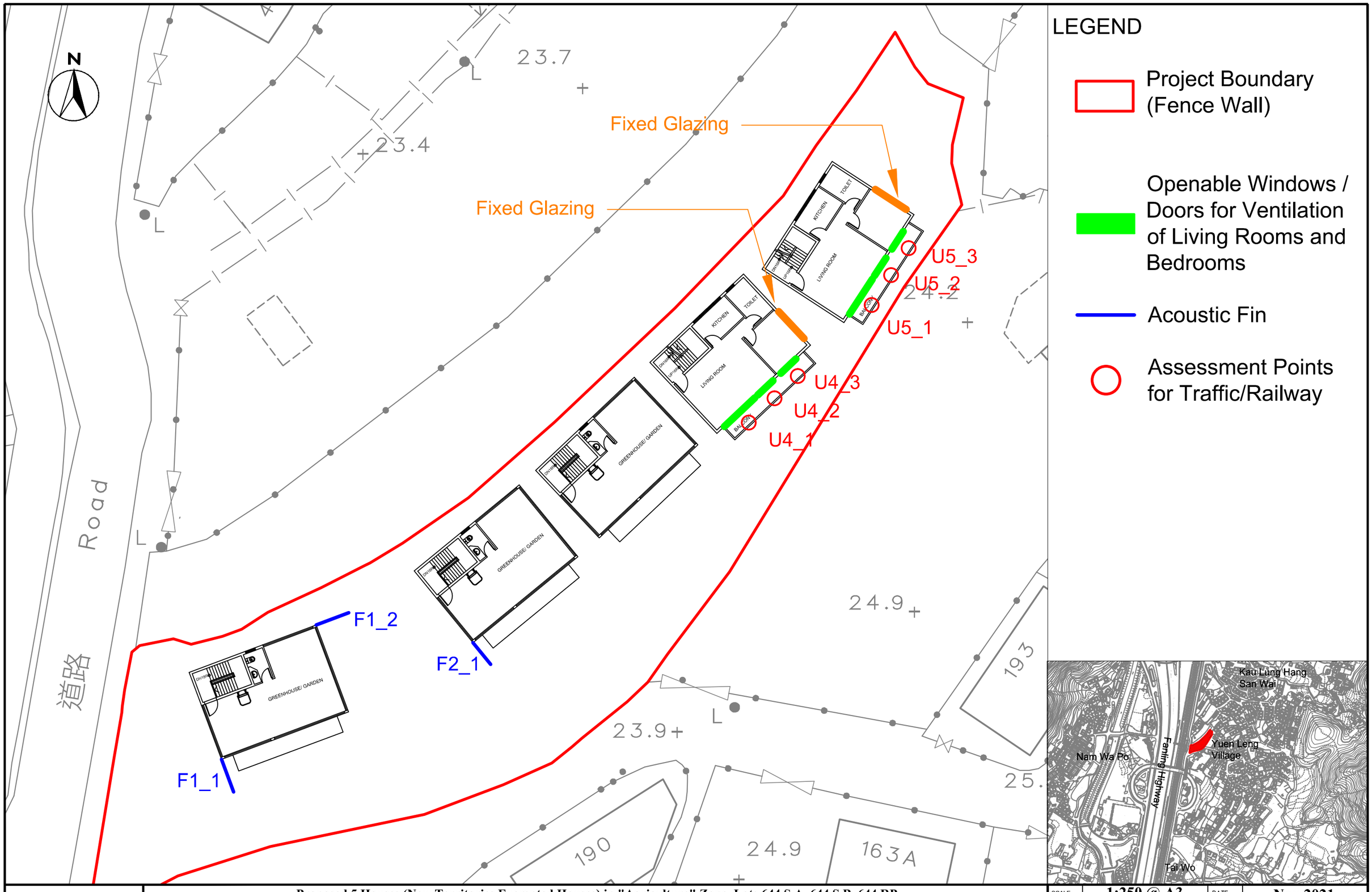


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Locations of Noise Assessment Points (1/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-1b	REV -

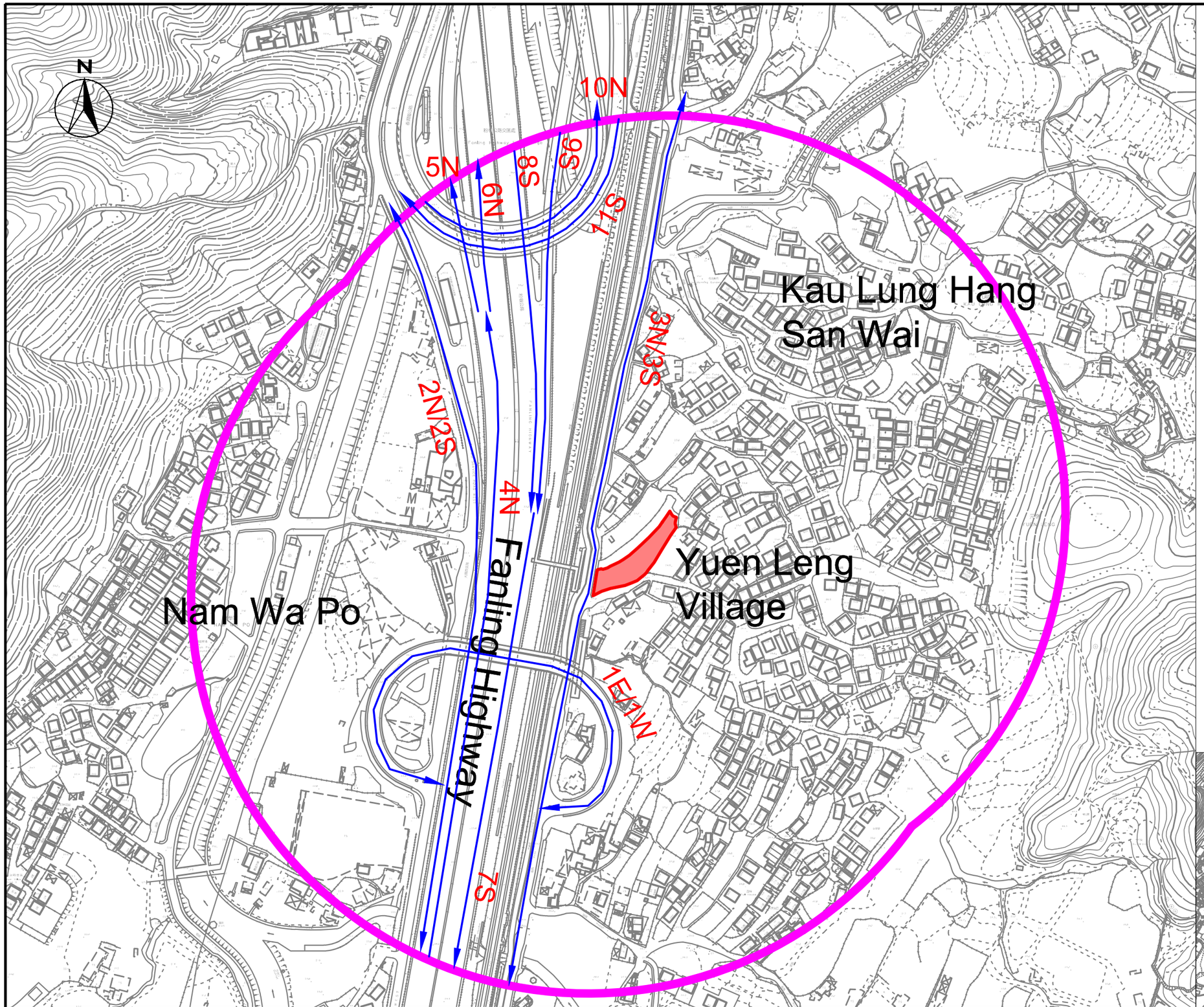


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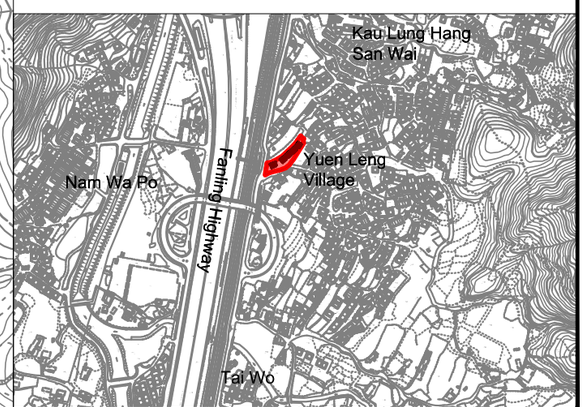
Locations of Noise Assessment Points (2/F)

SCALE	1:250 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-1c	REV -



LEGEND

- Project Site
- 300m Study Area
- Road Sections included in the Traffic Noise Assessment
- 1E Road ID



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Road Network within 300m Study Area

SCALE	1:3000 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-2	REV -

N

Project Site

NSR U1_1

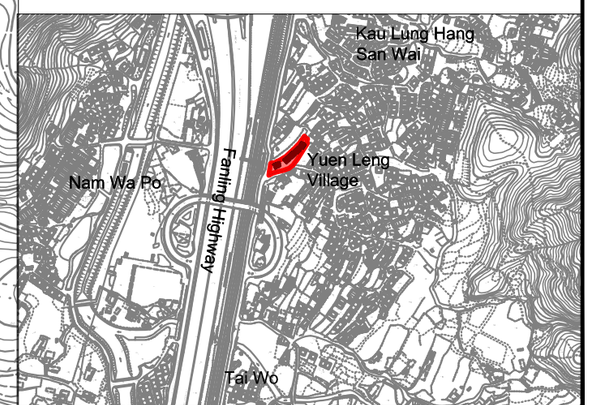
LEGEND

Southbound Railway

Northbound Railway

Overall View Angle for Railway within 300 m study Area

300 m Study Area



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Overall View Angle to Railway from NSR

SCALE	1:3000 @ A3	DATE	Nov 2020
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-3a	REV -

N

MTR (E

EW

+23.7

Road

道路

B2 (2mAG)

F1_2

F2_1

F1_1

37°

31°

View angle for
Barrier 2 which
blocked by F1_1

View angle for
Barrier 3

B3 (2mAG)

24.5

23.9+

+24.7

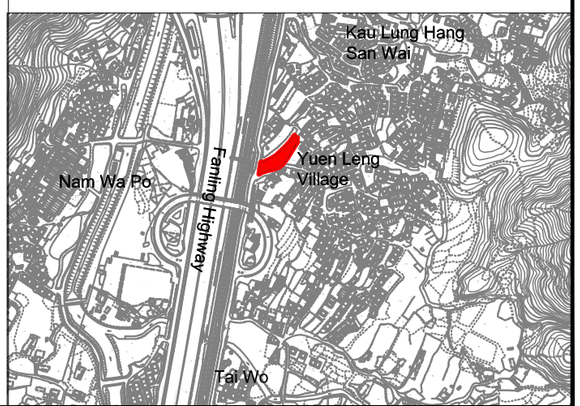
190

港鐵(東鐵綫)

KITCHEN
BEDROOM
LIVING ROOM
BALCONY

LEGEND

- Project Boundary (Fence Wall)
- Openable Windows / Doors for Ventilation of Living Rooms and Bedrooms
- Acoustic Fin
- Assessment Points for Traffic/Railway Noise Assessment

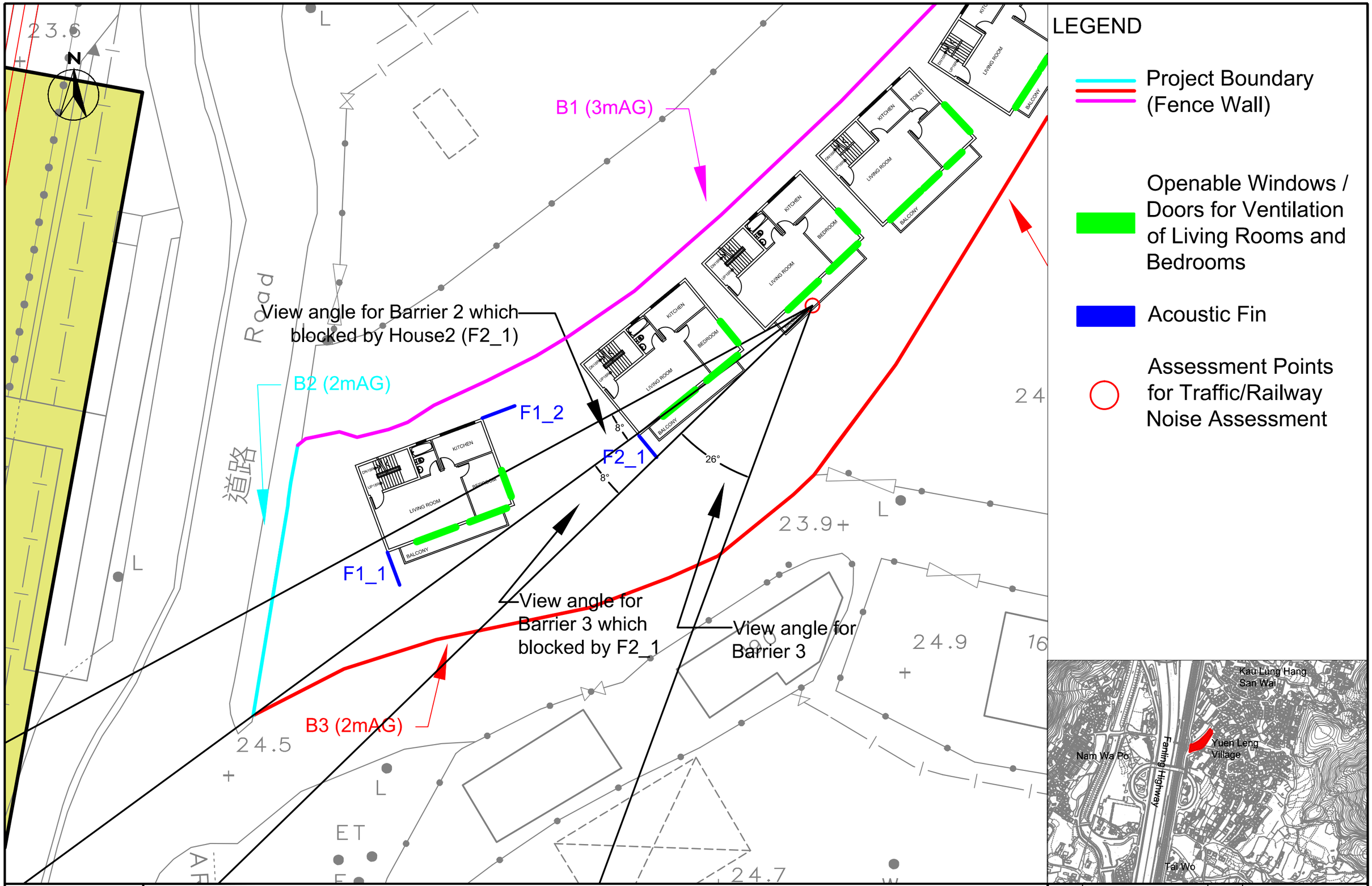


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View Angle for Railway Noise Assessment - Sample 1

SCALE	1:400 @ A3	DATE	Nov 2021
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-3b	REV -



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View Angle for Railway Noise Assessment - Sample 2

SCALE	1:250 @ A3	DATE	Jun 2022
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-3c
		REV	-

N

Project Site

Background Noise Measurement Point

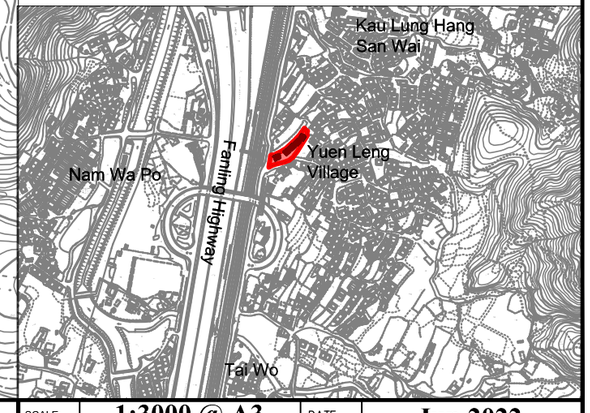
LEGEND

Southbound Railway

Northbound Railway

Overall View Angle for Railway within 300 m study Area

300 m Study Area



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Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

Overall View Angle to Railway from Background Noise Measurement Point

SCALE	1:3000 @ A3	DATE	Jun 2022
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No. 3-4a	REV -

N

MTR (East Rail Line)

+23.6

View angle for the section without turnout

54°

118°

View angle for section with turnout section

道路

EW

E

L

+2

KITCHEN

BEDROOM

LIVING ROOM

BALCONY

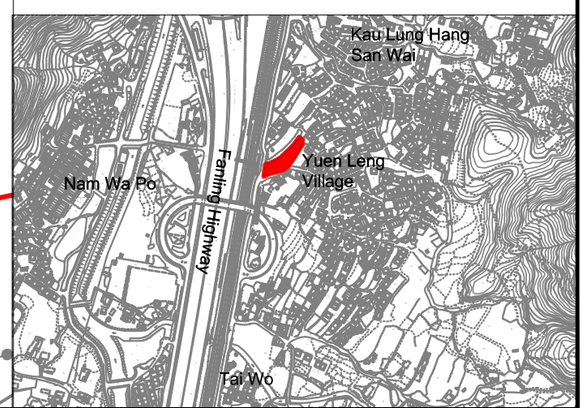
UP1800

DN1500

LEGEND

Project Boundary

Assessment Points for Background Noise Measurement



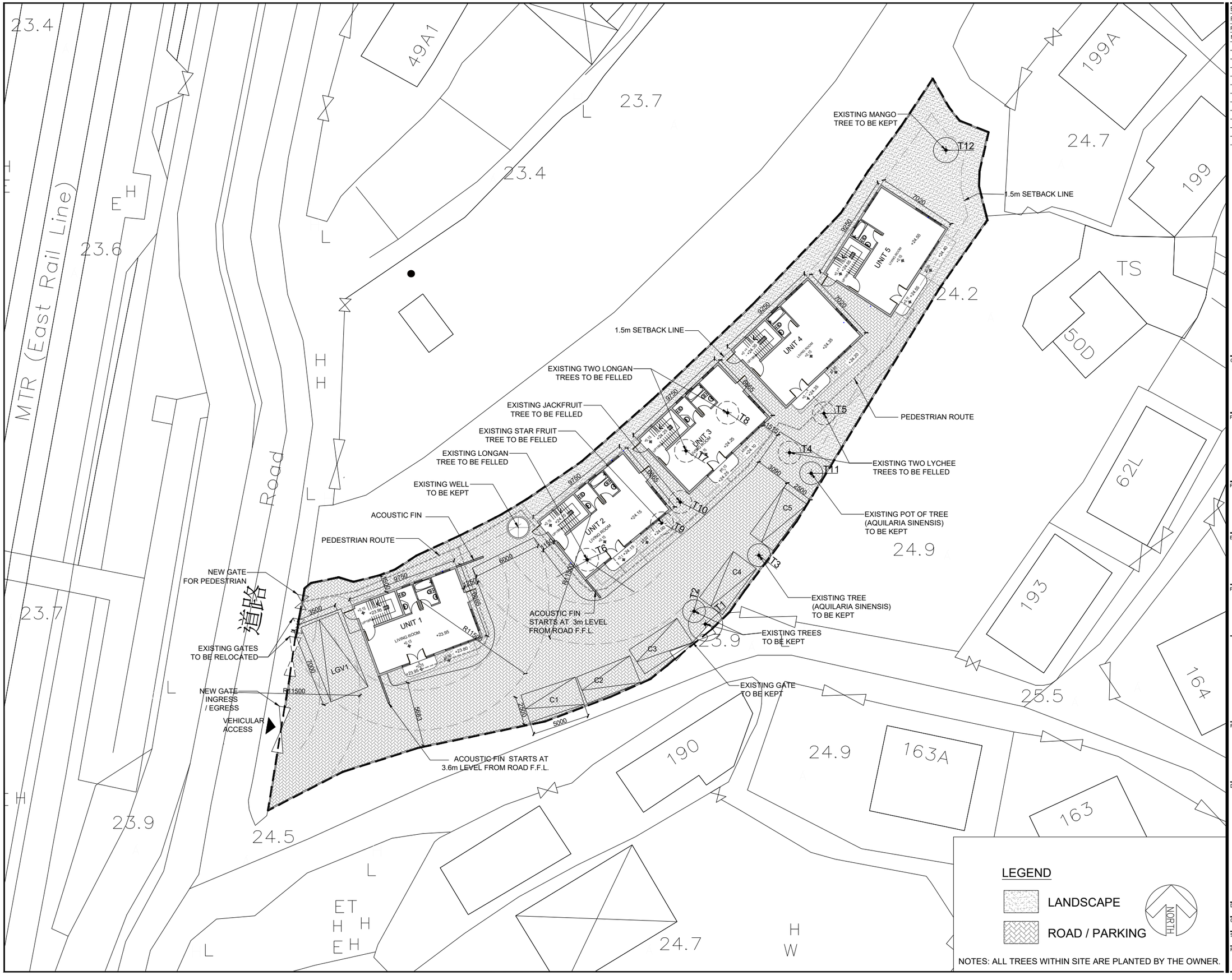
CINOTECH
Cinotech Consultants Limited

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643R S.A RP, 643B S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po

View Angle for Railway Noise Assessment - Noise Measurement Point

SCALE	1:250 @ A3	DATE	Jun 2022
CHECK	CC	DRAWN	LL
JOB No.	IA19002	FIGURE No.	3-4b
		REV	-

Appendix I –
Temporary Layout of the Proposed Development



BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:

馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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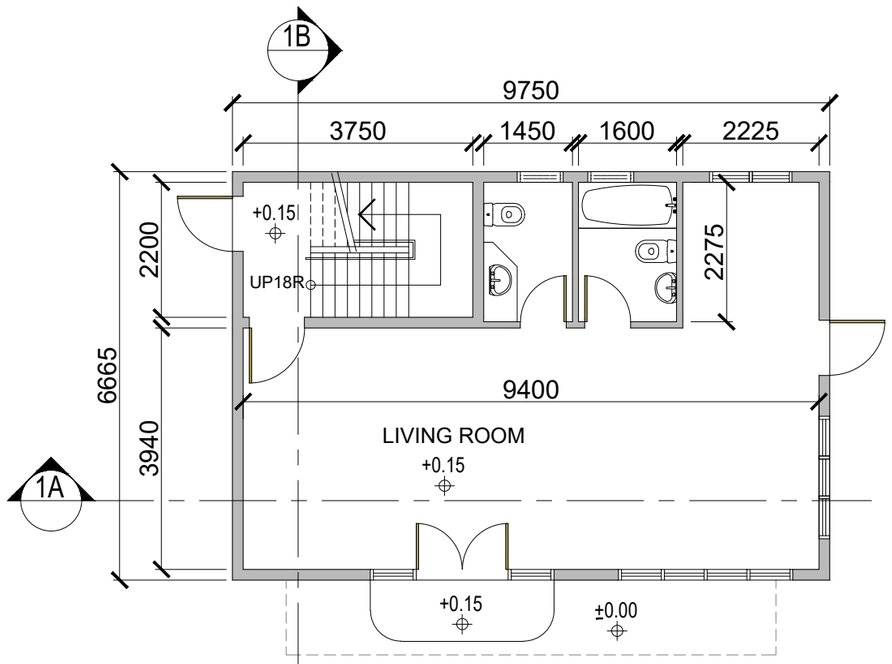
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P.,
643B S.A.R.P., 643B S.B., 643B R.P. IN
D.D.9

DRAWING TITLE:
MASTER LAYOUT PLAN

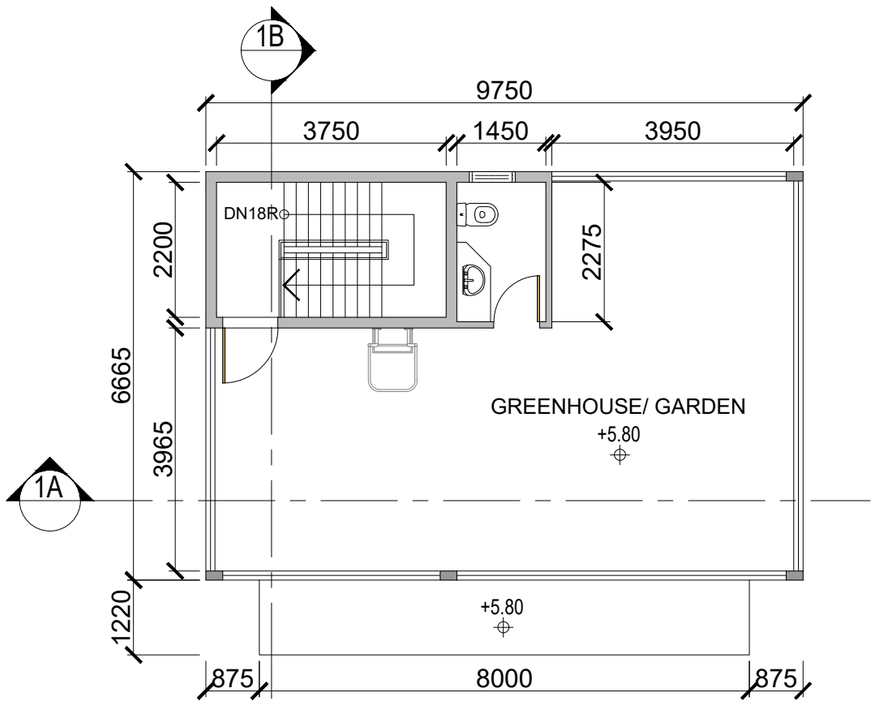
DRAWN BY:	DATE:
CMD	29 -11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-02	-

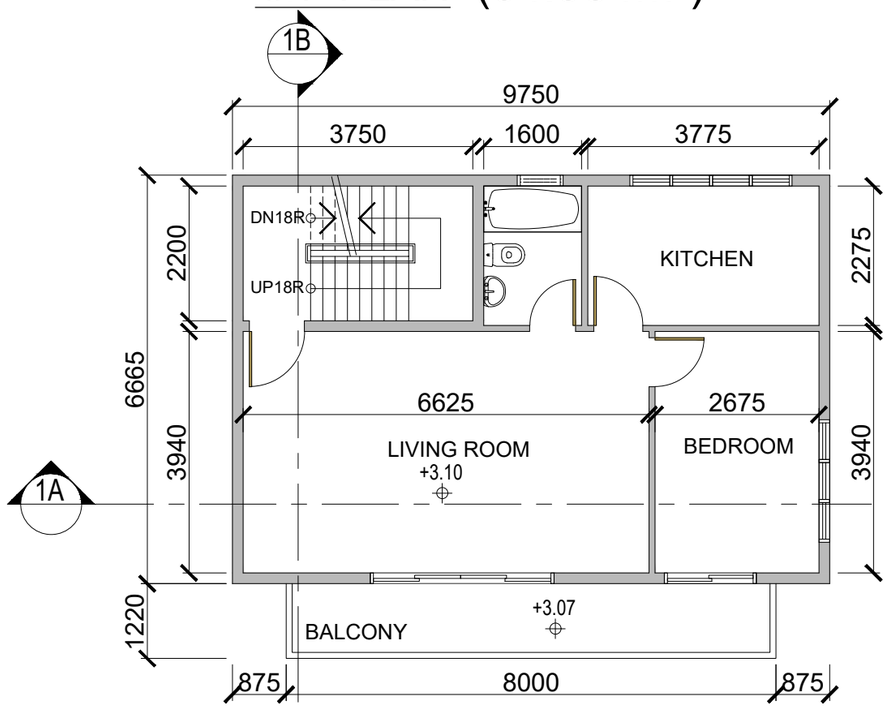
UNIT 1, 2, 3 AREA = 64.984m² x 3
= 194.952m² (2098.446ft²)



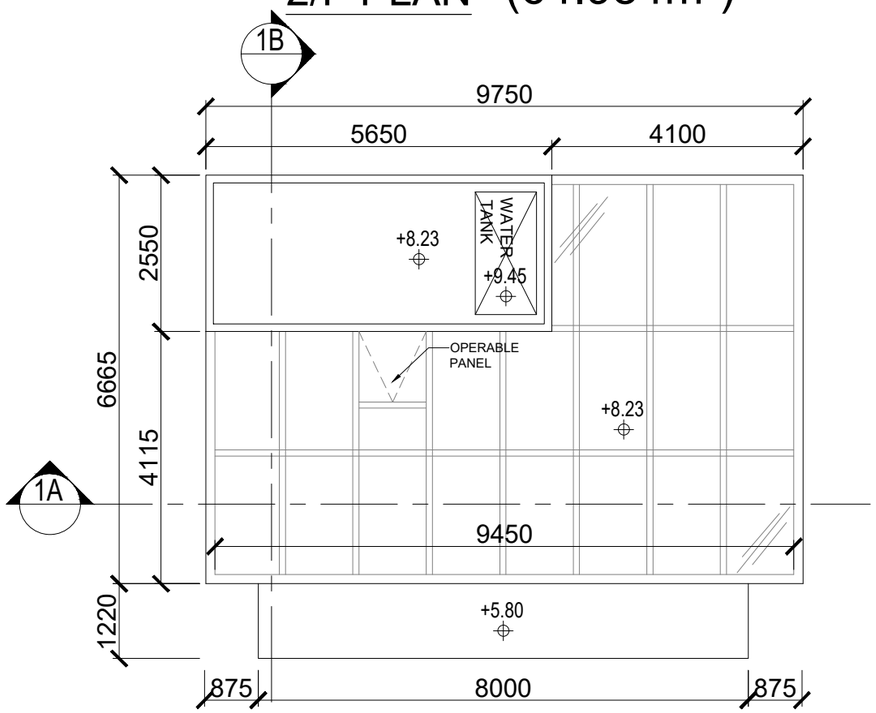
G/F PLAN (64.984m²)



2/F PLAN (64.984m²)



1/F PLAN (64.984m²)



ROOF

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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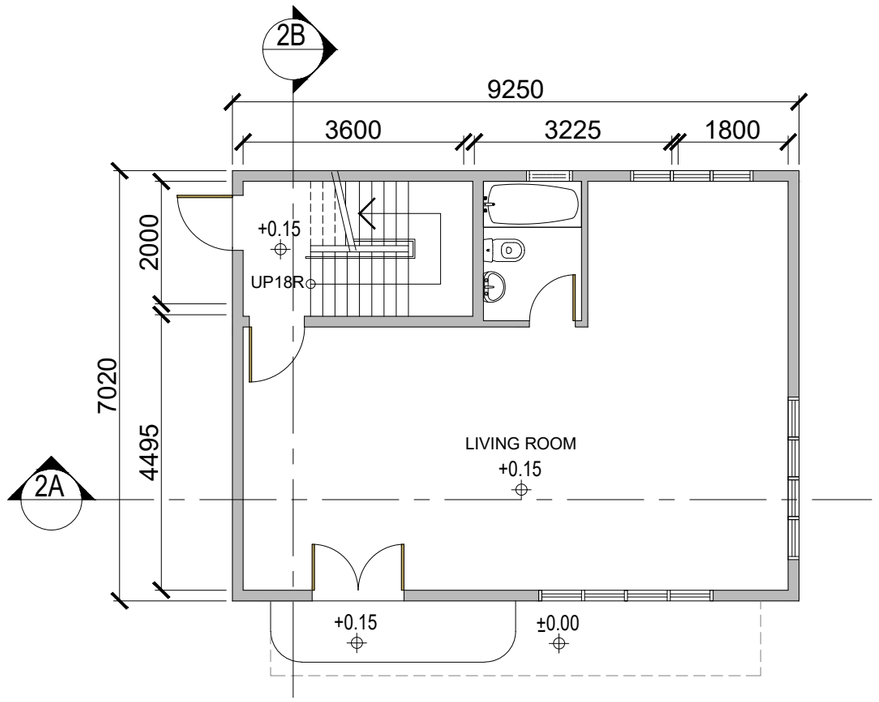
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
TYPE 1 HOUSE PLANS
(UNITS 1, 2, 3)

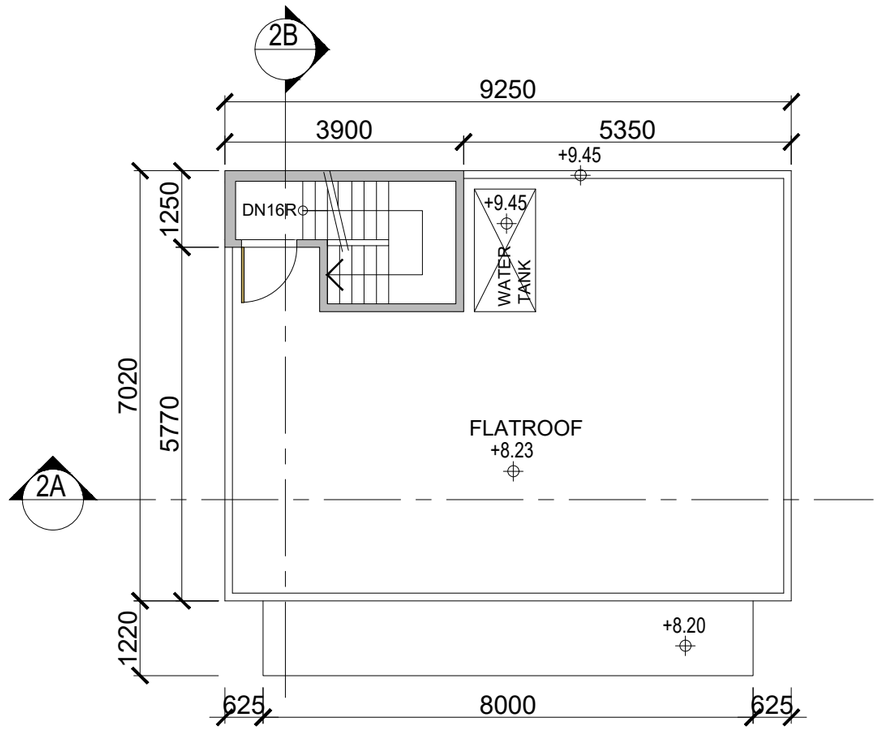
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CMD	29 -11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-03	-

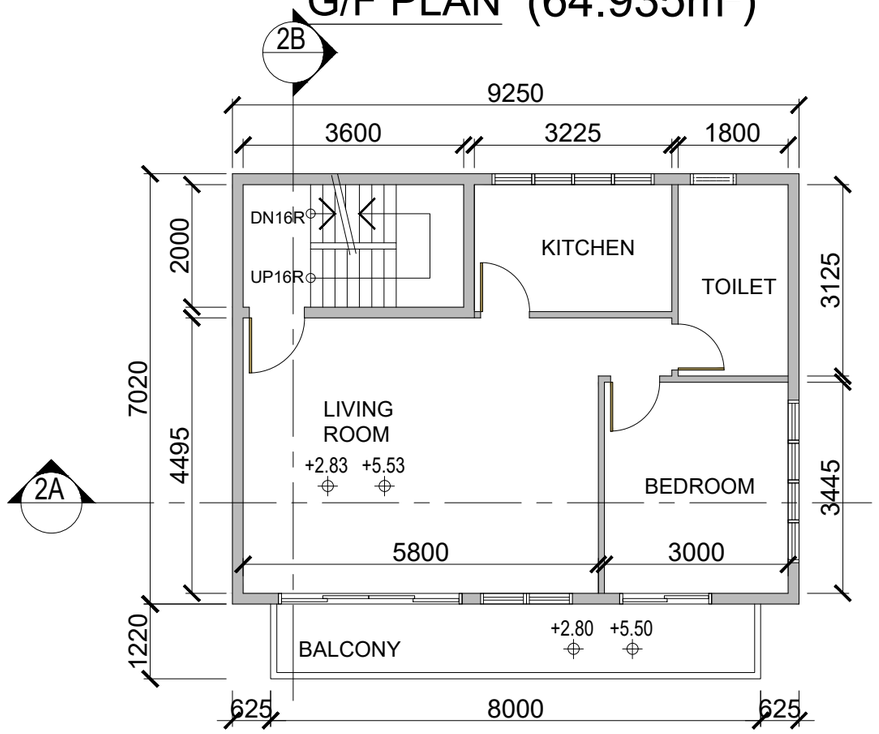
UNIT 4 AREA = 64.935m² x 3
= 194.805m² (2096.102ft²)



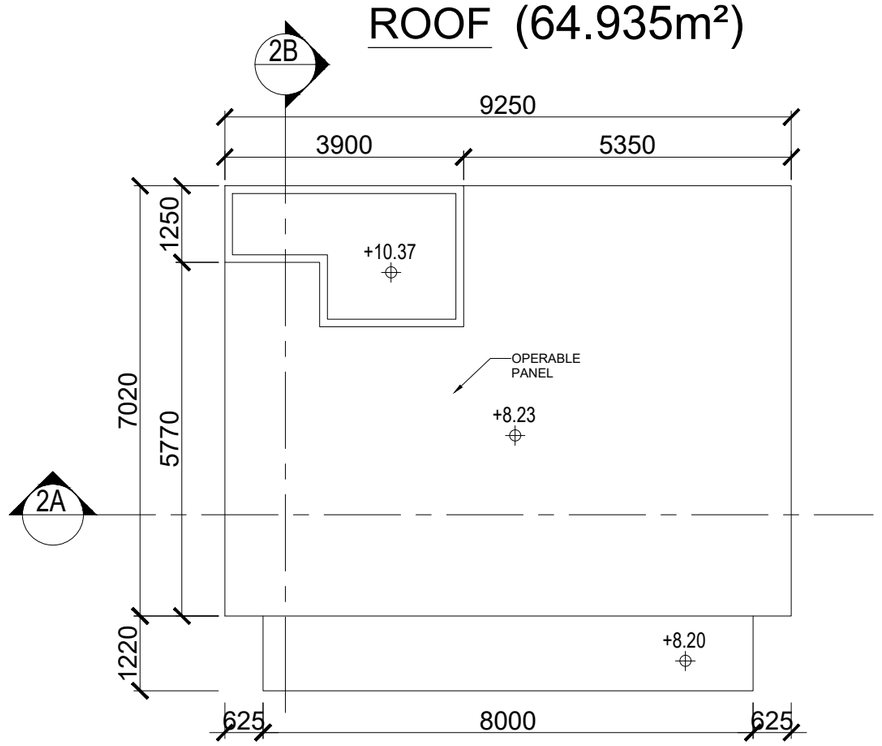
G/F PLAN (64.935m²)



ROOF (64.935m²)



1/F&2/F PLAN (64.935m²)



UPPER ROOF

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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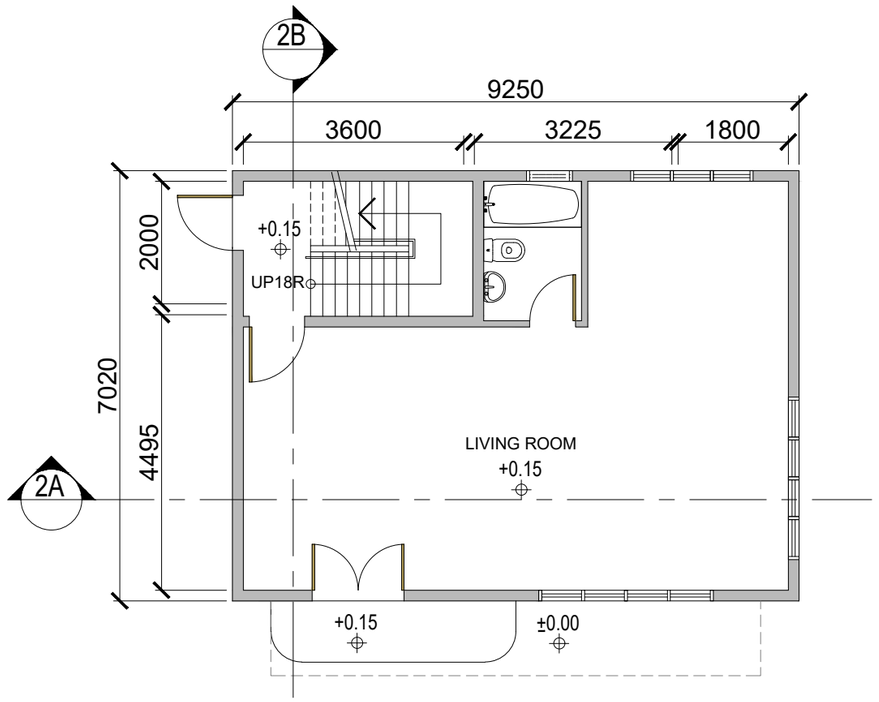
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
TYPE 2 HOUSE PLANS
(UNIT 4)

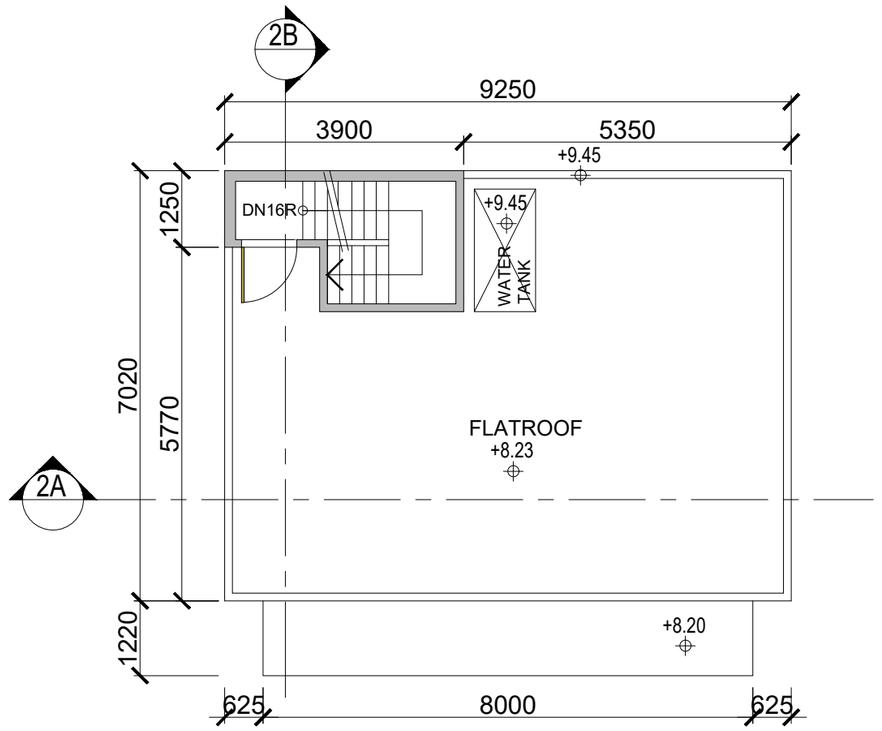
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CMD	29 -11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-04	-

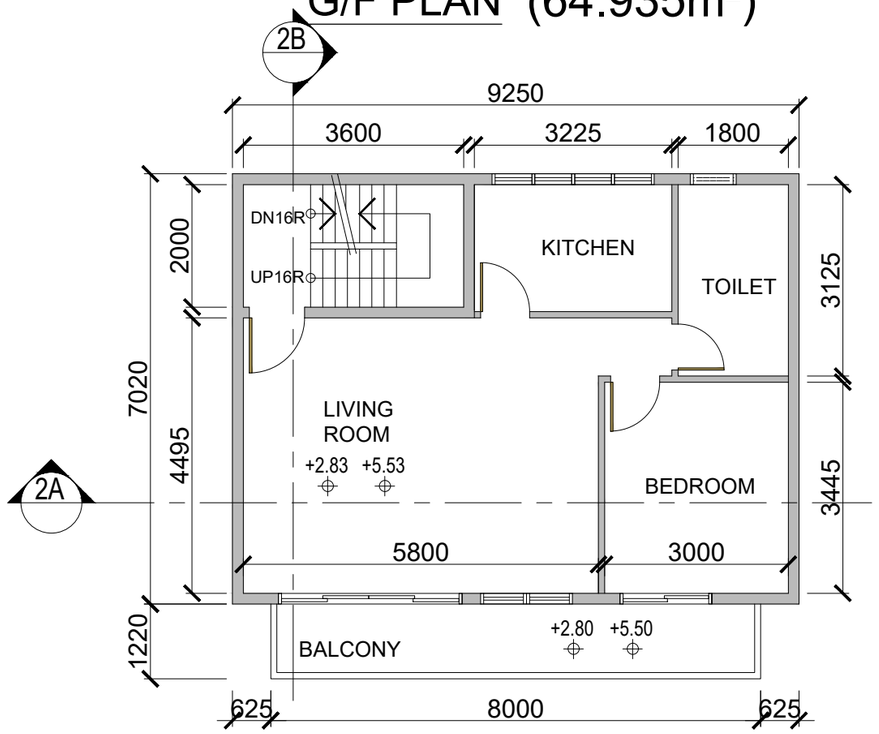
UNIT 5 AREA = 64.935m² x 3
= 194.805m² (2096.102ft²)



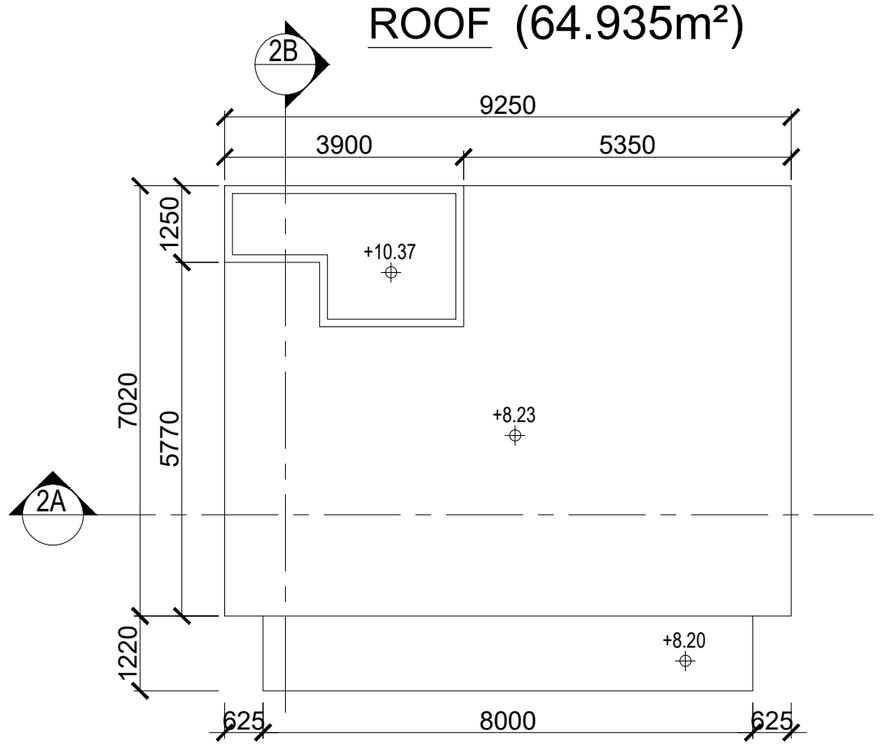
G/F PLAN (64.935m²)



ROOF (64.935m²)



1/F&2/F PLAN (64.935m²)



UPPER ROOF

BD REF. NO.:			
FSD REF. NO.:			
REVISIONS AND SUBMISSIONS:			
NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

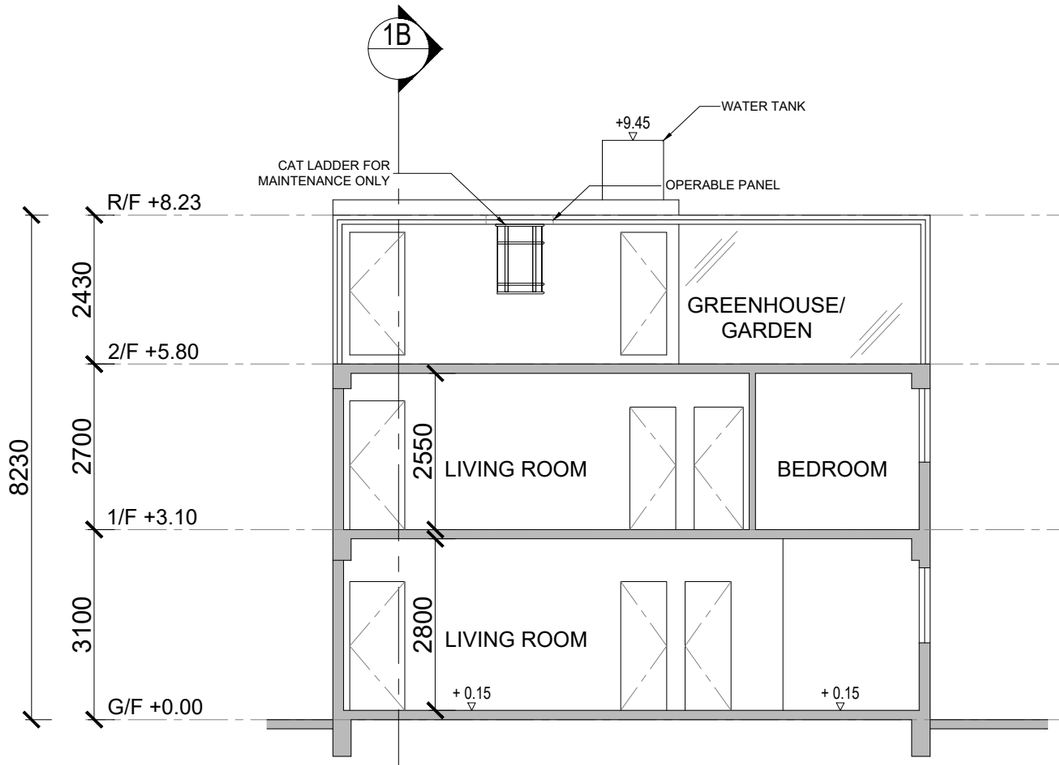
PROJECT TRAFFIC CONSULTANT:

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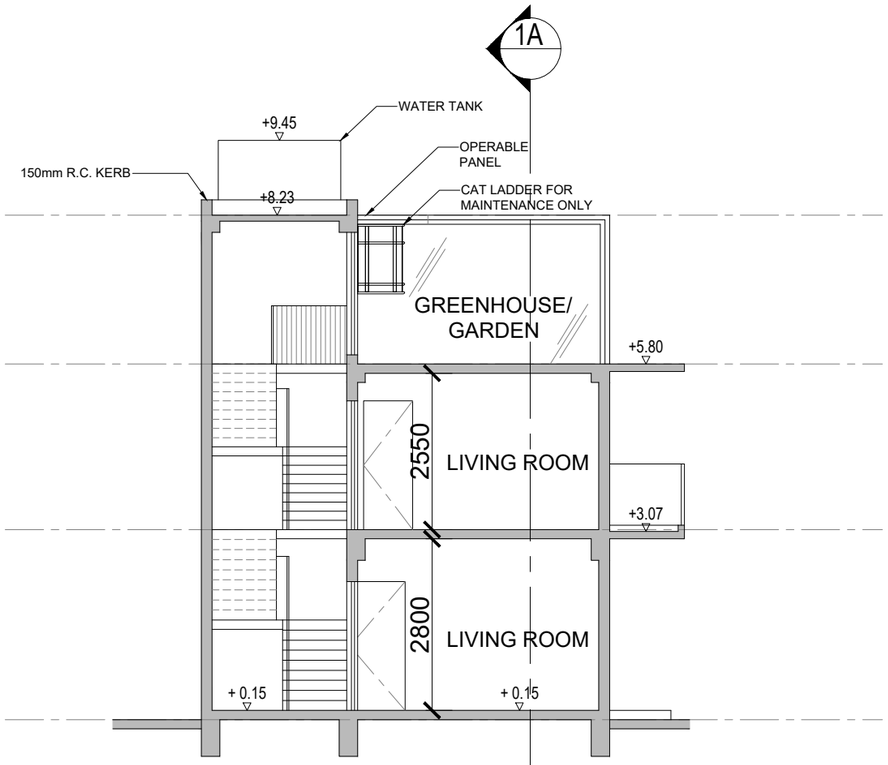
PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
TYPE 3 HOUSE PLANS
(UNIT 5)

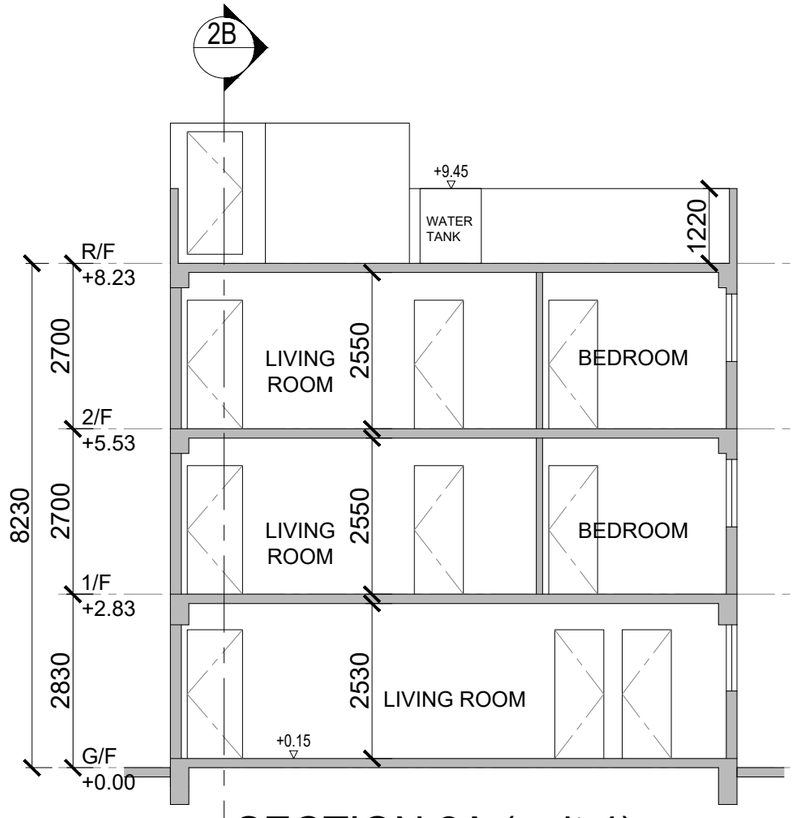
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CMD	29 -11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3
PROJECT:	DRAWING NO.: / REVISION:
PE 4432VF	DWG-05 / -



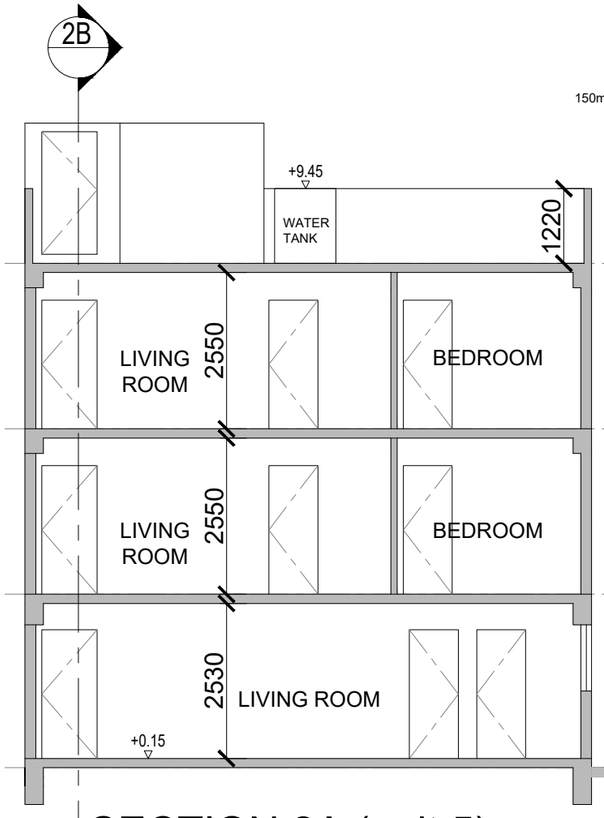
SECTION 1A (unit 1, 2 & 3)



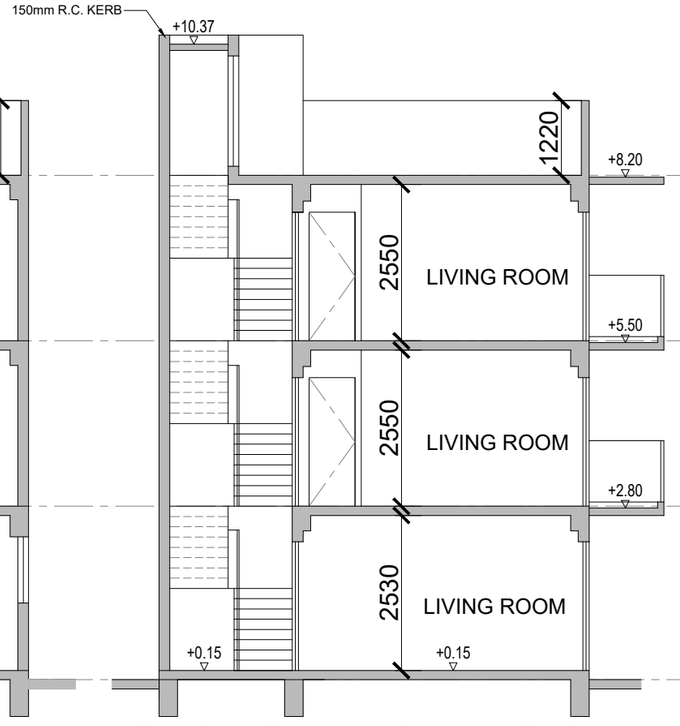
SECTION 1B (unit 1, 2 & 3)



SECTION 2A (unit 4)



SECTION 2A (unit 5)



SECTION 2B (unit 4&5)

BD REF. NO.:

FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.:	DATE:	DETAILS:	CHECKED:

CLIENT/EMPLOYER:
MR. WAI TZE PONG

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT ENGINEER:

E&M CONSULTANT:

PROJECT TRAFFIC CONSULTANT:

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PROJECT:
PROPOSED NTEH AT
YUEN LENG VILLAGE TAI PO
LOT NO. 644 S.A., 644 S.B., 644 R.P., 643B S.A.R.P., 643B S.B., 643B R.P. IN D.D.9

DRAWING TITLE:
SECTION (UNITS 1 to 5)

DRAWN BY:	DATE:
CMD	29 -11-2021
CHECKED BY:	APPROVED BY:
KC	
SCALE:	PAPER SIZE:
-	A3

PROJECT:	DRAWING NO.:	REVISION:
PE 4432VF	DWG-06	-

Appendix II –
Traffic Data & TD's letter

By Fax and by Post
2866 4332

運輸署
Transport Department

本署檔案 Our Ref. : (NFEPS) in TD NR171/200-315
來函檔號 Your Ref. :
電 話 Tel. : 2399 2731
圖文傳真 Fax : 2381 3799
電 郵 Email : hiufungpang@td.gov.hk

7 December 2020

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

Dear Mr LEUNG,

Proposed 5 Houses (New Territories Exempted Houses) in "Agriculture" Zone, Lots 644 S.A, 644 S.B, 644 RP, 643 S.A. RP, 643 S.R and 643B RP in D.D. 9, Yuen Leng Village, Tai Po
Technical Note on Traffic Forecast for Environmental Assessment

I refer to your above quoted letter dated 11 Nov 2020 regarding the above subject.

2. Please note that Environmental Impact Assessment (Noise) is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study.

3. Notwithstanding the above, we have no objection in principle to the methodology of traffic forecast.

Yours faithfully,

(PANG Hiu-fung)
for Commissioner for Transport

新界分區辦事處
NT Regional Office
九龍聯運街三十號旺角政府合署七樓
7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO)
網址 Web Site: http://www.td.gov.hk

2. Traffic Forecast Methodology for Environmental Assessment

2.1 Study Area

2.1.1 As required by the environmental consultant, the traffic data for the road links within a 300m radius from the project site boundary is shown in **Figure 2-1**.

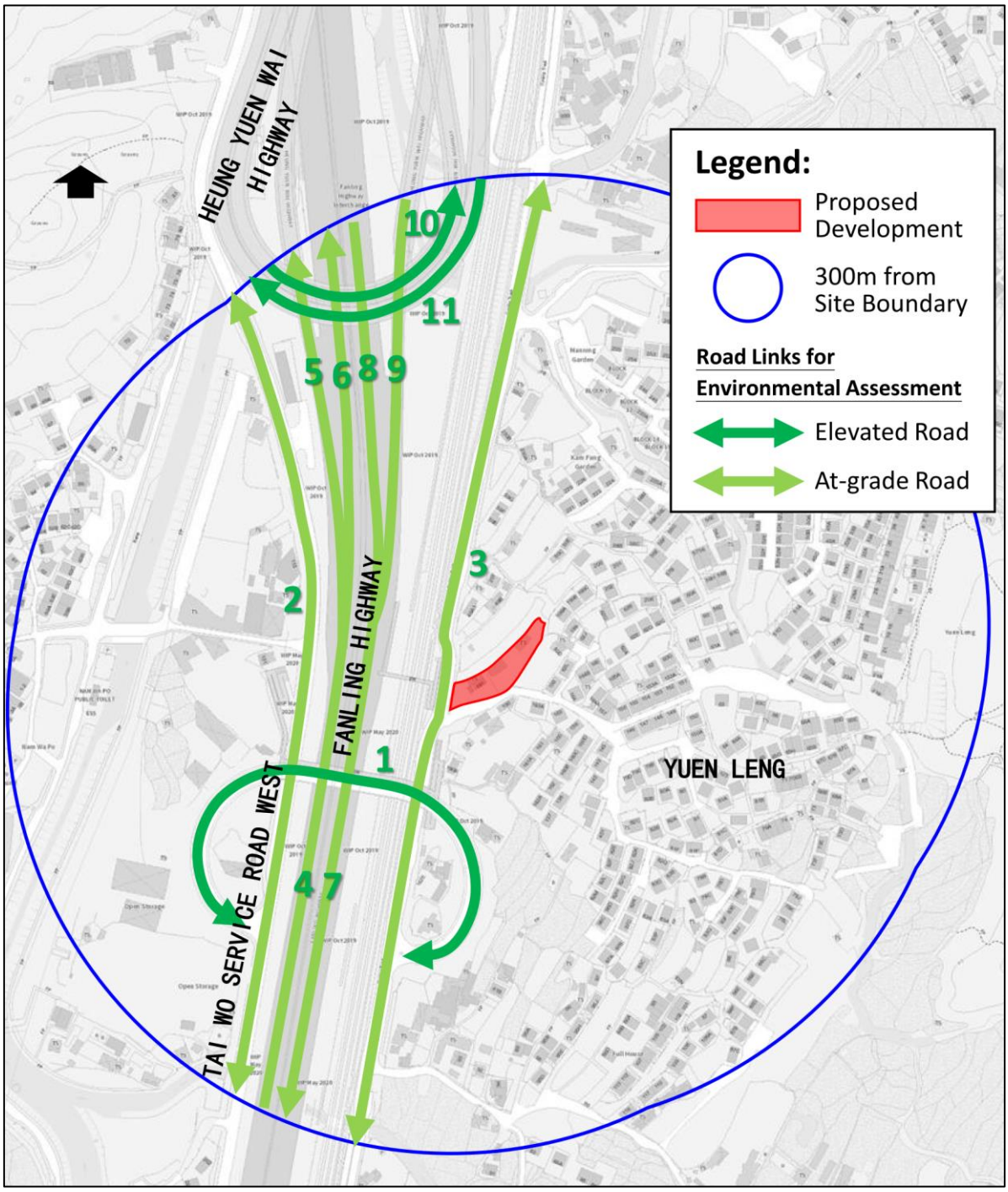


Figure 2-1 – Road Links for Environmental Assessment

Table 2.4 – Traffic Forecast for Environmental Assessment

No.	Bound	Road Name	Speed Limit (km/h)	2020 Observed Traffic Flows (pcu/hr)		2026 Baseline Traffic Flows (pcu/hr)		2040 Traffic Flows (pcu/hr)		PCU Factor		2040 Traffic Flows (veh/hour)		HV%	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	E	Kau Lung Hang Vehicular Bridge	50	115	190	130	215	375	460	1.13	1.12	335	410	21%	21%
1	W	Kau Lung Hang Vehicular Bridge	50	140	135	230	155	615	335	1.16	1.09	530	310	26%	19%
2	N	Tai Wo Service Road West	50	210	300	275	340	765	810	1.19	1.22	645	660	29%	31%
2	S	Tai Wo Service Road West	50	220	255	250	290	985	645	1.31	1.29	750	500	39%	39%
3	N	Access Road near Yuen Leng	50	95	145	245	165	275	185	1.14	1.10	240	170	23%	19%
3	S	Access Road near Yuen Leng	50	110	115	125	135	140	150	1.15	1.07	120	140	24%	20%
4	N	Fanling Highway	100	4,380	5,535	5,250	6,545	7,110	8,465	1.28	1.27	5,575	6,685	30%	32%
5	N	Heung Yuen Wai Highway slip road	80	585	480	925	785	1,030	875	1.43	1.37	720	640	39%	37%
6	N	Fanling Highway	100	3,795	5,055	4,325	5,760	4,795	6,385	1.25	1.26	3,820	5,080	29%	32%
7	S	Fanling Highway	100	4,790	5,075	6,605	6,245	9,350	7,820	1.30	1.23	7,185	6,340	36%	29%
8	S	Fanling Highway	100	4,270	4,560	5,940	5,195	6,585	5,760	1.28	1.24	5,135	4,665	35%	29%
9	S	Heung Yuen Wai Highway slip road	80	520	515	665	1,050	740	1,165	1.49	1.22	500	955	45%	23%
10	N	Heung Yuen Wai Highway slip road	50	205	185	300	210	335	235	1.81	1.46	185	160	69%	47%
11	S	Heung Yuen Wai Highway slip road	50	295	285	440	445	490	495	1.57	1.45	310	340	54%	41%

Note: The road links refer to Figure 2-1.

Appendix III –
Calibration Certificates

WELLAB LIMITED
Rms 816, 1516 & 1701, Technology Park,
18 On Lai Street, Shatin, N.T, Hong Kong.
Tel: 2898 7388 Fax: 2898 7076
Website: www.wellab.com.hk

TEST REPORT

APPLICANT: **Cinotech Consultants Limited**
Room 1710, Technology Park,
18 On Lai Street,
Shatin, NT, Hong Kong

Test Report No.:	C/N/180918/1
Date of Issue:	2018-09-18
Date Received:	2018-09-15
Date Tested:	2018-09-15
Date Completed:	2018-09-18
Next Due Date:	2019-09-17

ATTN: **Mr. Henry Leung**

Page: 1 of 1

Certificate of Calibration

Item for calibration:

Description	: Acoustical Calibrator
Manufacturer	: SVANTEK
Model No.	: SV30A
Serial No.	: 10929
Equipment No.	: N-09-01

Test conditions:

Room Temperatre	: 22 degree Celsius
Relative Humidity	: 59%

Methodology:

The Sound Level Calibrator has been calibrated in accordance with the documented procedures and using standard(s) and instrument(s) which are recommended by the manufacturer, or equivalent.

Results:

Sound Pressure Level (1KHz)	Measured SPL	Tolerance
At 94.0 SPL	94.0	94.0 ± 0.1dB
At 114.0 SPL	114.0	114.0 ± 0.1dB

PREPARED AND CHECKED BY:
For and On Behalf of **WELLAB Ltd.**

PATRICK TSE
Laboratory Manager

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WELLAB LIMITED
Rms 816, 1516 & 1701, Technology Park,
18 On Lai Street, Shatin, N.T, Hong Kong.
Tel: 2898 7388 Fax: 2898 7076
Website: www.wellab.com.hk

TEST REPORT

APPLICANT: **Cinotech Consultants Limited**
Room 1710, Technology Park,
18 On Lai Street,
Shatin, NT, Hong Kong

Test Report No.:	C/N/181213/1
Date of Issue:	2018-12-13
Date Received:	2018-12-12
Date Tested:	2018-12-12
Date Completed:	2018-12-13
Next Due Date:	2019-12-12
Page:	1 of 1

Certificate of Calibration

Item for calibration:

Description	: 'SVANTEK' Integrating Sound Level Meter
Manufacturer	: SVANTEK
Model No.	: SVAN 979
Serial No.	: 27189
Microphone No.	: 165399
Equipment No.	: SN-01-01

Test conditions:

Room Temperatre	: 22 degree Celsius
Relative Humidity	: 58 %

Methodology:

The Sound Level Calibrator has been calibrated in accordance with the documented procedures and using standard(s) and instrument(s) which are recommended by the manufacturer, or equivalent.

Results:

Sound Pressure Level (1KHz)	Measured SPL	Tolerance
At 94.0 SPL	94.0	94.0 ± 0.1dB
At 114.0 SPL	114.0	114.0 ± 0.1dB

PREPARED AND CHECKED BY:
For and On Behalf of **WELLAB Ltd.**

Patrick Tse
PATRICK TSE
Laboratory Manager

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WELLAB LIMITED
Rms 816, 1516 & 1701, Technology Park,
18 On Lai Street, Shatin, N.T, Hong Kong.
Tel: 2898 7388 Fax: 2898 7076
Website: www.wellab.com.hk

TEST REPORT

APPLICANT: **Cinotech Consultants Limited**
Room 1710, Technology Park,
18 On Lai Street,
Shatin, NT, Hong Kong

Test Report No.:	C/N/171213/2
Date of Issue:	2018-12-13
Date Received:	2018-12-12
Date Tested:	2018-12-12
Date Completed:	2018-12-13
Next Due Date:	2019-12-12
Page:	1 of 1

Certificate of Calibration

Item for calibration:

Description	: 'SVANTEK' Integrating Sound Level Meter
Manufacturer	: SVANTEK
Model No.	: SVAN 979
Serial No.	: 27190
Microphone No.	: 167465
Equipment No.	: SN-01-02

Test conditions:

Room Temperatre	: 22 degree Celsius
Relative Humidity	: 58 %

Methodology:

The Sound Level Calibrator has been calibrated in accordance with the documented procedures and using standard(s) and instrument(s) which are recommended by the manufacturer, or equivalent.

Results:

Sound Pressure Level (1KHz)	Measured SPL	Tolerance
At 94.0 SPL	94.0	94.0 ± 0.1dB
At 114.0 SPL	114.0	114.0 ± 0.1dB

PREPARED AND CHECKED BY:
For and On Behalf of **WELLAB Ltd.**

Patrick Tse
PATRICK TSE
Laboratory Manager

This report may not be reproduced except with prior written approval from WELLAB LIMITED and the results relate only to the items calibrated or tested.

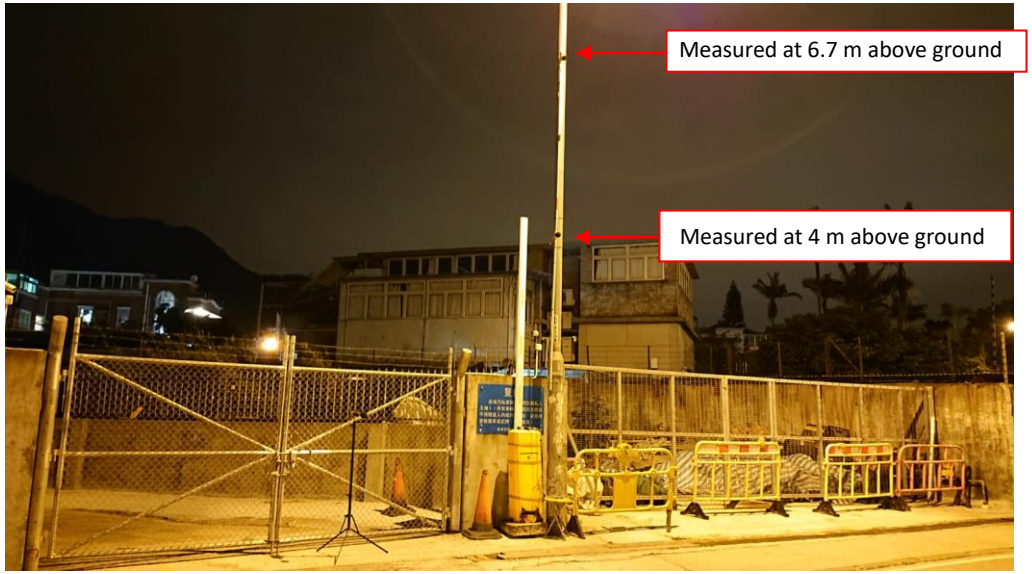
Appendix IV –

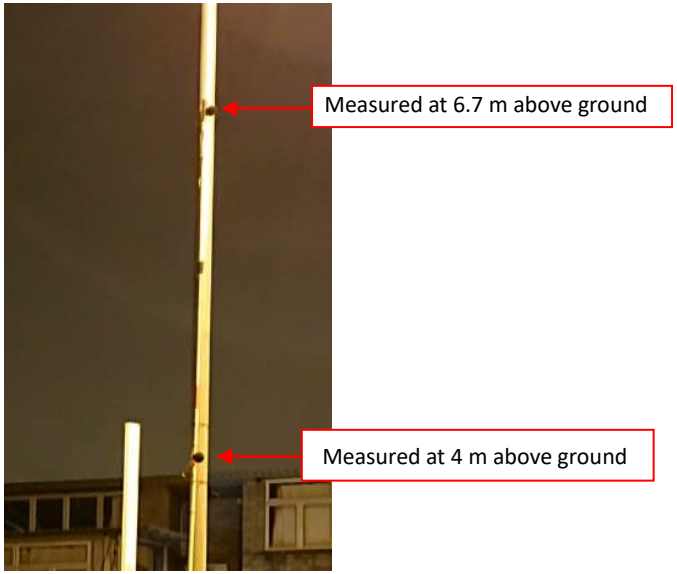
Photos Records during Railways Noise Measurement

Appendix IV – Photos Records during Railways Noise Measurement









Appendix V –

Predicted Railway Noise Level at the Measurement Location

Predicted Railway Noise Level at the Measurement Location

Receiver Name		Measurement point at 4mAG						Measurement Point at 6.7mAG					
Railway ID		Southbound (ERL)		Northbound (ERL)		Southbound (intercity)		Southbound (ERL)		Northbound (ERL)		Southbound (intercity)	
Segment		South side (including turnout)	North side (excluding turnout)	South side (including turnout)	North side (excluding turnout)	South side (including turnout)	North side (excluding turnout)	South side (including turnout)	North side (excluding turnout)	South side (including turnout)	North side (excluding turnout)	South side (including turnout)	North side (excluding turnout)
Receiver	Receiver Height,mpd	28.20	28.20	28.20	28.20	28.20	28.20	30.90	30.90	30.90	30.90	30.90	30.90
	Angles of view	118.00	54.00	118.00	54.00	118.00	54.00	118.00	54.00	118.00	54.00	118.00	54.00
	Angles of Orientation of the Segment	63.00	31.00	63.00	31.00	63.00	31.00	63.00	31.00	63.00	31.00	63.00	31.00
Source	Train Speed (km/h)	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
	Railway Height, mpd	23.70	23.70	23.70	23.70	23.70	23.70	23.70	23.70	23.70	23.70	23.70	23.70
Railway Barrier	Barrier Height, mpd	24.70	24.70	24.70	24.70	24.70	24.70	24.70	24.70	24.70	24.70	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	21.42	21.42	21.42	21.42	21.42	21.42	21.42	21.42	21.42	21.42	21.42	21.42
	Barrier to Source Horizontal Distance, m	2.80	2.80	6.80	6.80	2.80	2.80	2.80	2.80	6.80	6.80	2.80	2.80
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	4.50	4.50	4.50	4.50	4.50	4.50	7.20	7.20	7.20	7.20	7.20	7.20
	Receiver to Source Horizontal Distance, m	24.22	24.22	28.22	28.22	24.22	24.22	24.22	24.22	28.22	28.22	24.22	24.22
	Receiver to Source Slant Distance, m	24.63	24.63	28.58	28.58	24.63	24.63	25.27	25.27	29.12	29.12	25.27	25.27
	Path Length Difference	0.04	0.04	0.00	0.00	0.04	0.04	0.00	0.00	0.05	0.05	0.00	0.00
Source strength	Reference Lmax (25m setback&130kph)	75.30	75.30	75.30	75.30	75.30	75.30	75.30	75.30	75.30	75.30	75.30	75.30
	Reference SEL (25m setback&130kph)	82.70	82.70	82.70	82.70	82.70	82.70	82.70	82.70	82.70	82.70	82.70	82.70
Corrections	Speed Correction	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19	-3.19
	Distance Correction	0.06	0.06	-0.58	-0.58	0.06	0.06	-0.05	-0.05	-0.66	-0.66	-0.05	-0.05
	Angle of View Correction	-0.89	-7.50	-0.89	-7.50	-0.89	-7.50	-0.89	-7.50	-0.89	-7.50	-0.89	-7.50
	Facade Correction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Track Wear Correction	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
	Turnout Correction	4.00	0.00	4.00	0.00	4.00	4.00	4.00	0.00	4.00	0.00	4.00	4.00
	Slab Track Correction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Reflection Correction	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
	Barrier Correction	-8.85	-8.85	0.00	0.00	-8.85	-8.85	-6.14	-6.14	0.00	0.00	-6.14	-6.14
	Lmax of the Segment	70.93	60.32	79.14	68.53	70.93	64.32	73.53	62.92	79.06	68.45	73.53	66.92
	SEL of the Segment	78.33	67.72	86.54	75.93	78.33	71.72	80.93	70.32	86.46	75.85	80.93	74.32
SEL of the single passBy		78.69		86.90		79.19		81.29		86.82		81.79	
Train Schedule & Correction	Train Frequency per 1 hr (2230-2330)	15.00		13.00		1.00		15.00		13.00		1.00	
	Train Frequency Correcrtion (2230-2330)	11.76		11.14		0.00		11.76		11.14		0.00	
Noise level at Receiver	Leq (2230-2330)	54.89		62.48		43.62		57.49		62.39		46.23	
	Lmax (2230-2330)	70.93		79.14		70.93		73.53		79.06		73.53	
Noise level at Receiver (overall)	Leq (2230-2330)	63.22						63.69					
	Lmax (2330-2330)	80.29						80.99					

Appendix VI –

Detailed Calculation of Railway Noise Level

Detailed Calculation of Railway Noise Level

Receiver Name		U1_1 (1/F)						U1_1 (1/F)						U1_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10
	Angles of view	--	--	37.00	--	--	31.00	--	--	37.00	--	--	31.00	--	--	37.00	--	--	31.00
	Angles of Orientation of the Segment	--	--	57.00	--	--	22.00	--	--	57.00	--	--	22.00	--	--	57.00	--	--	22.00
Source	Train Speed (km/h)	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00
	Railway Height, mpd	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	3.09	--	--	--	--	--	3.09	--	--	--	--	--	3.09	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	33.27	--	--	--	--	--	37.27	--	--	--	--	--	33.27	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	33.56	--	--	33.56	--	--	33.56	--	--	33.56	--	--	33.56	--	--	33.56
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	--	2.80	--	--	6.80	--	--	6.80	--	--	2.80	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	11.21	--	--	3.59	--	--	11.21	--	--	3.59	--	--	11.21	--	--	3.59
	Barrier to Source Horizontal Distance, m	--	--	25.15	--	--	32.77	--	--	29.15	--	--	36.77	--	--	25.15	--	--	32.77
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	--	24.70	--	--	32.03	--	--	24.70	--	--	32.03	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	--	1.00	--	--	8.33	--	--	1.00	--	--	8.33	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	3.09	--	--	33.56	--	--	3.09	--	--	33.56	--	--	3.09	--	--	33.56
	Dominate Barrier to Source Distance, m	--	--	33.27	--	--	2.80	--	--	37.27	--	--	6.80	--	--	33.27	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	34.29	--	--	2.97	--	--	38.19	--	--	6.87	--	--	34.29	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	5.00	--	--	33.73	--	--	5.00	--	--	33.73	--	--	5.00	--	--	33.73
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.40	--	--	4.40	--	--	4.40	--	--	4.40	--	--	4.40	--	--	4.40
	Receiver to Source Horizontal Distance, m	--	--	36.36	--	--	36.36	--	--	40.36	--	--	40.36	--	--	36.36	--	--	36.36
	Receiver to Source Slant Distance, m	--	--	36.63	--	--	36.63	--	--	40.60	--	--	40.60	--	--	36.63	--	--	36.63
	Path Length Difference	--	--	2.67	--	--	0.08	--	--	2.59	--	--	0.01	--	--	2.67	--	--	0.08
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70
Corrections	Speed Correction	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70
	Distance Correction	--	--	-1.66	--	--	-1.66	--	--	-2.11	--	--	-2.11	--	--	-1.66	--	--	-1.66
	Angle of View Correction	--	--	-5.50	--	--	-12.68	--	--	-5.50	--	--	-12.68	--	--	-5.50	--	--	-12.68
	Facade Correction	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50
	Track Wear Correction	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00
	Turnout Correction	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00
	Slab Track Correction	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00
	Reflection Correction	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50
	Barrier Correction	--	--	-21.00	--	--	-10.31	--	--	-21.00	--	--	-6.24	--	--	-21.00	--	--	-10.31
	Lmax of the Segment	--	--	57.44	--	--	60.96	--	--	57.00	--	--	64.58	--	--	57.44	--	--	60.96
	SEL of the Segment	--	--	64.84	--	--	68.36	--	--	64.40	--	--	71.98	--	--	64.84	--	--	68.36
SEL of the single passBy		69.96						72.68						69.96					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	49.16						51.89						37.40					
	Leq (30min), (23:00-7:00)	48.20						50.92						37.40					
	Lmax (23:00-7:00)	60.96						64.58						60.96					
	Leq (30min), (All day)	46.87						49.60						37.40					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.85																	
	Leq (30min), (23:00-7:00)	52.90																	
	Lmax (23:00-7:00)	67.30																	
	Leq (30min), (All day)	51.63																	

Detailed Calculation of Railway Noise Level

Receiver Name		U1_2 (G/F)						U1_2 (G/F)						U1_2 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15
	Angles of view	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00
	Angles of Orientation of the Segment	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00
Source	Train Speed (km/h)	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00
	Railway Height, mpd	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	6.61	--	--	--	--	--	6.61	--	--	--	--	--	6.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	33.31	--	--	--	--	--	37.31	--	--	--	--	--	33.31	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	24.70	--	24.70	--	--	24.70	24.70	--	24.70	--	--	24.70	24.70	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	37.12	37.12	--	37.12	--	--	37.12	37.12	--	37.12	--	--	37.12	37.12	--	37.12
	Barrier to Source Horizontal Distance, m	--	--	2.80	2.80	--	2.80	--	--	6.80	6.80	--	6.80	--	--	2.80	2.80	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	26.20	--	26.20	--	--	26.20	26.20	--	26.20	--	--	26.20	26.20	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34
	Barrier to Source Horizontal Distance, m	--	--	25.14	25.23	--	35.58	--	--	29.14	29.23	--	39.58	--	--	25.14	25.23	--	35.58
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	24.70	--	26.20	--	--	32.03	24.70	--	26.20	--	--	32.03	24.70	--	26.20
	Barrier Relative Height to the railway ground, m	--	--	8.33	1.00	--	2.50	--	--	8.33	1.00	--	2.50	--	--	8.33	1.00	--	2.50
	Dominate Barrier to Receiver Distance, m	--	--	6.61	37.12	--	4.34	--	--	6.61	37.12	--	4.34	--	--	6.61	37.12	--	4.34
	Dominate Barrier to Source Distance, m	--	--	33.31	2.80	--	35.58	--	--	37.31	6.80	--	39.58	--	--	33.31	2.80	--	35.58
	Slant Distance - barrier top to source, m	--	--	34.34	2.97	--	35.67	--	--	38.23	6.87	--	39.66	--	--	34.34	2.97	--	35.67
	Slant Distance - barrier top to receiver, m	--	--	9.54	37.12	--	4.47	--	--	9.54	37.12	--	4.47	--	--	9.54	37.12	--	4.47
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.45	1.45	--	1.45	--	--	1.45	1.45	--	1.45	--	--	1.45	1.45	--	1.45
	Receiver to Source Horizontal Distance, m	--	--	39.92	39.92	--	39.92	--	--	43.92	43.92	--	43.92	--	--	39.92	39.92	--	39.92
	Receiver to Source Slant Distance, m	--	--	39.95	39.95	--	39.95	--	--	43.95	43.94	--	43.95	--	--	39.95	39.95	--	39.95
	Path Length Difference	--	--	3.93	0.15	--	0.19	--	--	3.82	0.05	--	0.18	--	--	3.93	0.15	--	0.19
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70
Corrections	Speed Correction	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70
	Distance Correction	--	--	-2.04	-2.04	--	-2.04	--	--	-2.45	-2.45	--	-2.45	--	--	-2.04	-2.04	--	-2.04
	Angle of View Correction	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16
	Facade Correction	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50
	Track Wear Correction	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00
	Turnout Correction	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00
	Slab Track Correction	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00
	Reflection Correction	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50
	Barrier Correction	--	--	-21.00	-12.02	--	-12.66	--	--	-21.00	-9.28	--	-12.56	--	--	-21.00	-12.02	--	-12.66
	Lmax of the Segment	--	--	54.10	57.42	--	59.75	--	--	53.68	59.75	--	59.44	--	--	54.10	57.42	--	59.75
	SEL of the Segment	--	--	61.50	64.82	--	67.15	--	--	61.08	67.15	--	66.84	--	--	61.50	64.82	--	67.15
SEL of the single passBy		69.84						70.53						69.84					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	49.04						49.74						37.28					
	Leq (30min), (23:00-7:00)	48.07						48.77						37.28					
	Lmax (23:00-7:00)	59.75						59.75						59.75					
	Leq (30min), (All day)	46.75						47.45						37.28					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	52.55																	
	Leq (30min), (23:00-7:00)	51.61																	
	Lmax (23:00-7:00)	64.52																	
	Leq (30min), (All day)	50.35																	

Detailed Calculation of Railway Noise Level

Receiver Name		U1_2 (1/F)						U1_2 (1/F)						U1_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10
	Angles of view	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00	--	--	18.00	7.00	--	35.00
	Angles of Orientation of the Segment	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00	--	--	58.00	45.00	--	25.00
Source	Train Speed (km/h)	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00
	Railway Height, mpd	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	6.61	--	--	--	--	--	6.61	--	--	--	--	--	6.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	33.31	--	--	--	--	--	37.31	--	--	--	--	--	33.31	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	24.70	--	24.70	--	--	24.70	24.70	--	24.70	--	--	24.70	24.70	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	37.12	37.12	--	37.12	--	--	37.12	37.12	--	37.12	--	--	37.12	37.12	--	37.12
	Barrier to Source Horizontal Distance, m	--	--	2.80	2.80	--	2.80	--	--	6.80	6.80	--	6.80	--	--	2.80	2.80	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	26.20	--	26.20	--	--	26.20	26.20	--	26.20	--	--	26.20	26.20	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34	--	--	14.78	14.69	--	4.34
	Barrier to Source Horizontal Distance, m	--	--	25.14	25.23	--	35.58	--	--	29.14	29.23	--	39.58	--	--	25.14	25.23	--	35.58
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	24.70	--	24.70	--	--	32.03	24.70	--	24.70	--	--	32.03	24.70	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	1.00	--	1.00	--	--	8.33	1.00	--	1.00	--	--	8.33	1.00	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	6.61	37.12	--	37.12	--	--	6.61	37.12	--	37.12	--	--	6.61	37.12	--	37.12
	Dominate Barrier to Source Distance, m	--	--	33.31	2.80	--	2.80	--	--	37.31	6.80	--	6.80	--	--	33.31	2.80	--	2.80
	Slant Distance - barrier top to source, m	--	--	34.34	2.97	--	2.97	--	--	38.23	6.87	--	6.87	--	--	34.34	2.97	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	7.69	37.27	--	37.28	--	--	7.69	37.27	--	37.28	--	--	7.69	37.27	--	37.28
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.40	4.40	--	4.40	--	--	4.40	4.40	--	4.40	--	--	4.40	4.40	--	4.40
	Receiver to Source Horizontal Distance, m	--	--	39.92	39.92	--	39.92	--	--	43.92	43.92	--	43.92	--	--	39.92	39.92	--	39.92
	Receiver to Source Slant Distance, m	--	--	40.16	40.16	--	40.16	--	--	44.14	44.14	--	44.14	--	--	40.16	40.16	--	40.16
	Path Length Difference	--	--	1.86	0.09	--	0.09	--	--	1.78	0.01	--	0.01	--	--	1.86	0.09	--	0.09
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70
Corrections	Speed Correction	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70
	Distance Correction	--	--	-2.06	-2.06	--	-2.06	--	--	-2.47	-2.47	--	-2.47	--	--	-2.06	-2.06	--	-2.06
	Angle of View Correction	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16	--	--	-8.47	-14.13	--	-11.16
	Facade Correction	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50
	Track Wear Correction	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00
	Turnout Correction	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00
	Slab Track Correction	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00
	Reflection Correction	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50
	Barrier Correction	--	--	-20.02	-10.53	--	-10.53	--	--	-19.86	-6.53	--	-6.53	--	--	-20.02	-10.53	--	-10.53
	Lmax of the Segment	--	--	55.05	58.89	--	61.86	--	--	54.80	62.48	--	65.45	--	--	55.05	58.89	--	61.86
	SEL of the Segment	--	--	62.45	66.29	--	69.26	--	--	62.20	69.88	--	72.85	--	--	62.45	66.29	--	69.26
SEL of the single passBy		71.60						74.86						71.60					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	50.81						54.07						39.04					
	Leq (30min), (23:00-7:00)	49.84						53.10						39.04					
	Lmax (23:00-7:00)	61.86						65.45						61.86					
	Leq (30min), (All day)	48.52						51.78						39.04					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	55.84																	
	Leq (30min), (23:00-7:00)	54.89																	
	Lmax (23:00-7:00)	68.18																	
	Leq (30min), (All day)	53.61																	

Detailed Calculation of Railway Noise Level

Receiver Name		U1_3 (G/F)						U1_3 (G/F)						U1_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15
	Angles of view	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--
	Angles of Orientation of the Segment	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--
Source	Train Speed (km/h)	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--
	Railway Height, mpd	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	3.50	--	--	--	--	--	3.50	--	--	--	--	--	3.50	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	37.57	--	--	--	--	--	41.57	--	--	--	--	--	37.57	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	38.27	38.27	--	--	--	--	38.27	38.27	--	--	--	--	38.27	38.27	--	--
	Barrier to Source Horizontal Distance, m	--	--	2.80	2.80	--	--	--	--	6.80	6.80	--	--	--	--	2.80	2.80	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	26.20	--	--	--	--	26.20	26.20	--	--	--	--	26.20	26.20	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--
	Barrier to Source Horizontal Distance, m	--	--	38.70	39.57	--	--	--	--	42.70	43.57	--	--	--	--	38.70	39.57	--	--
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	26.20	--	--	--	--	32.03	26.20	--	--	--	--	32.03	26.20	--	--
	Barrier Relative Height to the railway ground, m	--	--	8.33	2.50	--	--	--	--	8.33	2.50	--	--	--	--	8.33	2.50	--	--
	Dominate Barrier to Receiver Distance, m	--	--	3.50	1.50	--	--	--	--	3.50	1.50	--	--	--	--	3.50	1.50	--	--
	Dominate Barrier to Source Distance, m	--	--	37.57	39.57	--	--	--	--	41.57	43.57	--	--	--	--	37.57	39.57	--	--
	Slant Distance - barrier top to source, m	--	--	38.48	39.65	--	--	--	--	42.39	43.64	--	--	--	--	38.48	39.65	--	--
	Slant Distance - barrier top to receiver, m	--	--	7.72	1.83	--	--	--	--	7.72	1.83	--	--	--	--	7.72	1.83	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.45	1.45	--	--	--	--	1.45	1.45	--	--	--	--	1.45	1.45	--	--
	Receiver to Source Horizontal Distance, m	--	--	41.07	41.07	--	--	--	--	45.07	45.07	--	--	--	--	41.07	41.07	--	--
	Receiver to Source Slant Distance, m	--	--	41.09	41.09	--	--	--	--	45.09	45.09	--	--	--	--	41.09	41.09	--	--
	Path Length Difference	--	--	5.11	0.38	--	--	--	--	5.02	0.38	--	--	--	--	5.11	0.38	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--
Corrections	Speed Correction	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--
	Distance Correction	--	--	-2.16	-2.16	--	--	--	--	-2.56	-2.56	--	--	--	--	-2.16	-2.16	--	--
	Angle of View Correction	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--
	Facade Correction	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--
	Track Wear Correction	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--
	Turnout Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Slab Track Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Reflection Correction	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--
	Barrier Correction	--	--	-21.00	-14.88	--	--	--	--	-21.00	-14.84	--	--	--	--	-21.00	-14.88	--	--
	Lmax of the Segment	--	--	46.99	38.40	--	--	--	--	46.59	38.04	--	--	--	--	46.99	38.40	--	--
	SEL of the Segment	--	--	54.39	45.80	--	--	--	--	53.99	45.44	--	--	--	--	54.39	45.80	--	--
SEL of the single passBy		54.95						54.56						54.95					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	34.16						33.76						22.40					
	Leq (30min), (23:00-7:00)	33.19						32.79						22.40					
	Lmax (23:00-7:00)	46.99						46.59						46.99					
	Leq (30min), (All day)	31.87						31.47						22.40					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	37.14																	
	Leq (30min), (23:00-7:00)	36.21																	
	Lmax (23:00-7:00)	51.63																	
	Leq (30min), (All day)	34.95																	

Detailed Calculation of Railway Noise Level

Receiver Name		U1_3 (1/F)						U1_3 (1/F)						U1_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10	28.10
	Angles of view	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--	--	--	28.00	7.00	--	--
	Angles of Orientation of the Segment	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--	--	--	28.00	10.00	--	--
Source	Train Speed (km/h)	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--
	Railway Height, mpd	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	3.50	--	--	--	--	--	3.50	--	--	--	--	--	3.50	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	37.57	--	--	--	--	--	41.57	--	--	--	--	--	37.57	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	38.27	38.27	--	--	--	--	38.27	38.27	--	--	--	--	38.27	38.27	--	--
	Barrier to Source Horizontal Distance, m	--	--	2.80	2.80	--	--	--	--	6.80	6.80	--	--	--	--	2.80	2.80	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	26.20	--	--	--	--	26.20	26.20	--	--	--	--	26.20	26.20	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--	--	--	2.37	1.50	--	--
	Barrier to Source Horizontal Distance, m	--	--	38.70	39.57	--	--	--	--	42.70	43.57	--	--	--	--	38.70	39.57	--	--
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	24.70	--	--	--	--	32.03	24.70	--	--	--	--	32.03	24.70	--	--
	Barrier Relative Height to the railway ground, m	--	--	8.33	1.00	--	--	--	--	8.33	1.00	--	--	--	--	8.33	1.00	--	--
	Dominate Barrier to Receiver Distance, m	--	--	3.50	38.27	--	--	--	--	3.50	38.27	--	--	--	--	3.50	38.27	--	--
	Dominate Barrier to Source Distance, m	--	--	37.57	2.80	--	--	--	--	41.57	6.80	--	--	--	--	37.57	2.80	--	--
	Slant Distance - barrier top to source, m	--	--	38.48	2.97	--	--	--	--	42.39	6.87	--	--	--	--	38.48	2.97	--	--
	Slant Distance - barrier top to receiver, m	--	--	5.26	38.42	--	--	--	--	5.26	38.42	--	--	--	--	5.26	38.42	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.40	4.40	--	--	--	--	4.40	4.40	--	--	--	--	4.40	4.40	--	--
	Receiver to Source Horizontal Distance, m	--	--	41.07	41.07	--	--	--	--	45.07	45.07	--	--	--	--	41.07	41.07	--	--
	Receiver to Source Slant Distance, m	--	--	41.30	41.30	--	--	--	--	45.28	45.28	--	--	--	--	41.30	41.30	--	--
	Path Length Difference	--	--	2.44	0.09	--	--	--	--	2.37	0.01	--	--	--	--	2.44	0.09	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--
	Reference SEL (25m setback&130kph)	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--
Corrections	Speed Correction	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--
	Distance Correction	--	--	-2.18	-2.18	--	--	--	--	-2.58	-2.58	--	--	--	--	-2.18	-2.18	--	--
	Angle of View Correction	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--	--	--	-11.46	-26.16	--	--
	Facade Correction	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--
	Track Wear Correction	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--
	Turnout Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Slab Track Correction	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--
	Reflection Correction	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--
	Barrier Correction	--	--	-20.92	-10.59	--	--	--	--	-20.83	-6.62	--	--	--	--	-20.92	-10.59	--	--
	Lmax of the Segment	--	--	47.05	42.67	--	--	--	--	46.74	46.24	--	--	--	--	47.05	42.67	--	--
	SEL of the Segment	--	--	54.45	50.07	--	--	--	--	54.14	53.64	--	--	--	--	54.45	50.07	--	--
SEL of the single passBy		55.80						56.91						55.80					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	35.01						36.12						23.25					
	Leq (30min), (23:00-7:00)	34.04						35.15						23.25					
	Lmax (23:00-7:00)	47.05						46.74						47.05					
	Leq (30min), (All day)	32.72						33.83						23.25					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	38.74																	
	Leq (30min), (23:00-7:00)	37.80																	
	Lmax (23:00-7:00)	51.72																	
	Leq (30min), (All day)	36.54																	

Detailed Calculation of Railway Noise Level

Receiver Name		U1_4 (G/F)						U1_4 (G/F)						U1_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15	25.15
	Angles of view	--	108.00	--	13.00	--	--	--	108.00	--	13.00	--	--	--	108.00	--	13.00	--	--
	Angles of Orientation of the Segment	--	60.00	--	59.00	--	--	--	60.00	--	59.00	--	--	--	60.00	--	59.00	--	--
Source	Train Speed (km/h)	--	120.00	--	120.00	--	--	--	120.00	--	120.00	--	--	--	120.00	--	120.00	--	--
	Railway Height, mpd	--	23.70	--	23.70	--	--	--	23.70	--	23.70	--	--	--	23.70	--	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	24.70	--	24.70	--	--	--	24.70	--	24.70	--	--	--	24.70	--	24.70	--	--
	Barrier to Receiver Horizontal Distance, m	--	33.19	--	33.19	--	--	--	33.19	--	33.19	--	--	--	33.19	--	33.19	--	--
	Barrier to Source Horizontal Distance, m	--	2.80	--	2.80	--	--	--	6.80	--	6.80	--	--	--	2.80	--	2.80	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	--	26.20	--	--	--	27.20	--	26.20	--	--	--	27.20	--	26.20	--	--
	Barrier to Receiver Horizontal Distance, m	--	1.14	--	11.06	--	--	--	1.14	--	11.06	--	--	--	1.14	--	11.06	--	--
	Barrier to Source Horizontal Distance, m	--	34.85	--	24.93	--	--	--	38.85	--	28.93	--	--	--	34.85	--	24.93	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	--	24.70	--	--	--	27.20	--	24.70	--	--	--	27.20	--	24.70	--	--
	Barrier Relative Height to the railway ground, m	--	3.50	--	1.00	--	--	--	3.50	--	1.00	--	--	--	3.50	--	1.00	--	--
	Dominate Barrier to Receiver Distance, m	--	1.14	--	33.19	--	--	--	1.14	--	33.19	--	--	--	1.14	--	33.19	--	--
	Dominate Barrier to Source Distance, m	--	34.85	--	2.80	--	--	--	38.85	--	6.80	--	--	--	34.85	--	2.80	--	--
	Slant Distance - barrier top to source, m	--	35.02	--	2.97	--	--	--	39.00	--	6.87	--	--	--	35.02	--	2.97	--	--
	Slant Distance - barrier top to receiver, m	--	2.35	--	33.19	--	--	--	2.35	--	33.19	--	--	--	2.35	--	33.19	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.45	--	1.45	--	--	--	1.45	--	1.45	--	--	--	1.45	--	1.45	--	--
	Receiver to Source Horizontal Distance, m	--	35.99	--	35.99	--	--	--	39.99	--	39.99	--	--	--	35.99	--	35.99	--	--
	Receiver to Source Slant Distance, m	--	36.02	--	36.02	--	--	--	40.02	--	40.02	--	--	--	36.02	--	36.02	--	--
	Path Length Difference	--	1.35	--	0.15	--	--	--	1.34	--	0.05	--	--	--	1.35	--	0.15	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	75.30	--	--	--	75.30	--	75.30	--	--	--	75.30	--	75.30	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	82.70	--	--	--	82.70	--	82.70	--	--	--	82.70	--	82.70	--	--
Corrections	Speed Correction	--	-0.70	--	-0.70	--	--	--	-0.70	--	-0.70	--	--	--	-0.70	--	-0.70	--	--
	Distance Correction	--	-1.59	--	-1.59	--	--	--	-2.04	--	-2.04	--	--	--	-1.59	--	-1.59	--	--
	Angle of View Correction	--	-1.27	--	-9.78	--	--	--	-1.27	--	-9.78	--	--	--	-1.27	--	-9.78	--	--
	Facade Correction	--	2.50	--	2.50	--	--	--	2.50	--	2.50	--	--	--	2.50	--	2.50	--	--
	Track Wear Correction	--	3.00	--	3.00	--	--	--	3.00	--	3.00	--	--	--	3.00	--	3.00	--	--
	Turnout Correction	--	4.00	--	4.00	--	--	--	4.00	--	4.00	--	--	--	4.00	--	4.00	--	--
	Slab Track Correction	--	0.00	--	0.00	--	--	--	0.00	--	0.00	--	--	--	0.00	--	0.00	--	--
	Reflection Correction	--	1.50	--	1.50	--	--	--	1.50	--	1.50	--	--	--	1.50	--	1.50	--	--
	Barrier Correction	--	-18.96	--	-11.97	--	--	--	-18.92	--	-9.19	--	--	--	-18.96	--	-11.97	--	--
	Lmax of the Segment	--	63.79	--	62.27	--	--	--	63.37	--	64.59	--	--	--	63.79	--	62.27	--	--
	SEL of the Segment	--	71.19	--	69.67	--	--	--	70.77	--	71.99	--	--	--	71.19	--	69.67	--	--
SEL of the single passBy		73.51						74.43						73.51					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	52.71						53.64						40.95					
	Leq (30min), (23:00-7:00)	51.74						52.67						40.95					
	Lmax (23:00-7:00)	63.79						64.59						63.79					
	Leq (30min), (All day)	50.42						51.35						40.95					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	52.71																	
	Leq (30min), (23:00-7:00)	55.40																	
	Lmax (23:00-7:00)	68.85																	
	Leq (30min), (All day)	54.14																	

Detailed Calculation of Railway Noise Level

Receiver Name		U2_1 (1/F)						U2_1 (1/F)						U2_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30
	Angles of view	--	--	11.00	--	19.00	17.00	--	--	11.00	--	19.00	17.00	--	--	11.00	--	19.00	17.00
	Angles of Orientation of the Segment	--	--	50.00	--	35.00	17.00	--	--	50.00	--	35.00	17.00	--	--	50.00	--	35.00	17.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	2.91	--	2.16	--	--	--	2.91	--	2.16	--	--	--	2.91	--	2.16	--
	Barrier to Source Horizontal Distance, m	--	--	49.21	--	49.96	--	--	--	53.21	--	53.96	--	--	--	49.21	--	49.96	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	49.32	--	49.32	49.32	--	--	49.32	--	49.32	49.32	--	--	49.32	--	49.32	49.32
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	2.16	--	13.00	4.66	--	--	2.16	--	13.00	4.66	--	--	2.16	--	13.00	4.66
	Barrier to Source Horizontal Distance, m	--	--	49.96	--	39.12	47.46	--	--	53.96	--	43.12	51.46	--	--	49.96	--	39.12	47.46
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	2.91	--	2.16	49.32	--	--	2.91	--	2.16	49.32	--	--	2.91	--	2.16	49.32
	Dominate Barrier to Source Distance, m	--	--	49.21	--	49.96	2.80	--	--	53.21	--	53.96	6.80	--	--	49.21	--	49.96	2.80
	Slant Distance - barrier top to source, m	--	--	49.91	--	50.65	2.97	--	--	53.86	--	54.60	6.87	--	--	49.91	--	50.65	2.97
	Slant Distance - barrier top to receiver, m	--	--	4.73	--	4.31	49.45	--	--	4.73	--	4.31	49.45	--	--	4.73	--	4.31	49.45
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60
	Receiver to Source Horizontal Distance, m	--	--	52.12	--	52.12	52.12	--	--	56.12	--	56.12	56.12	--	--	52.12	--	52.12	52.12
	Receiver to Source Slant Distance, m	--	--	52.32	--	52.32	52.32	--	--	56.31	--	56.31	56.31	--	--	52.32	--	52.32	52.32
	Path Length Difference	--	--	2.32	--	2.64	0.10	--	--	2.28	--	2.60	0.02	--	--	2.32	--	2.64	0.10
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.21	--	-3.21	-3.21	--	--	-3.53	--	-3.53	-3.53	--	--	-3.21	--	-3.21	-3.21
	Angle of View Correction	--	--	-11.48	--	-11.57	-17.65	--	--	-11.48	--	-11.57	-17.65	--	--	-11.48	--	-11.57	-17.65
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	0.00	--	--	4.00	--	4.00	0.00	--	--	4.00	--	4.00	0.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-20.75	--	-21.00	-10.95	--	--	-20.70	--	-21.00	-7.19	--	--	-20.75	--	-21.00	-10.95
	Lmax of the Segment	--	--	50.17	--	49.83	49.80	--	--	49.91	--	49.51	53.23	--	--	50.17	--	49.83	49.80
	SEL of the Segment	--	--	57.57	--	57.23	57.20	--	--	57.31	--	56.91	60.63	--	--	57.57	--	57.23	57.20
SEL of the single passBy		62.11						63.40						62.11					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	41.31						42.60						29.55					
	Leq (30min), (23:00-7:00)	40.35						41.64						29.55					
	Lmax (23:00-7:00)	50.17						53.23						50.17					
	Leq (30min), (All day)	39.03						40.31						29.55					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	45.14																	
	Leq (30min), (23:00-7:00)	44.20																	
	Lmax (23:00-7:00)	56.22																	
	Leq (30min), (All day)	42.93																	

Detailed Calculation of Railway Noise Level

Receiver Name		U2_2 (G/F)						U2_2 (G/F)						U2_2 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00
	Angles of Orientation of the Segment	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--
	Barrier to Source Horizontal Distance, m	--	--	49.10	--	49.86	--	--	--	53.10	--	53.86	--	--	--	49.10	--	49.86	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	52.01	--	52.01	52.01	--	--	52.01	--	52.01	52.01	--	--	52.01	--	52.01	52.01
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	36.51	47.79	--	--	29.23	--	40.51	51.79	--	--	25.23	--	36.51	47.79
Barrier (Adopted)	Barrier Height, mpd	--	--	24.70	--	32.03	24.70	--	--	24.70	--	32.03	24.70	--	--	24.70	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	1.00	--	8.33	1.00	--	--	1.00	--	8.33	1.00	--	--	1.00	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	52.01	--	4.95	52.01	--	--	52.01	--	4.95	52.01	--	--	52.01	--	4.95	52.01
	Dominate Barrier to Source Distance, m	--	--	2.80	--	49.86	2.80	--	--	6.80	--	53.86	6.80	--	--	2.80	--	49.86	2.80
	Slant Distance - barrier top to source, m	--	--	2.97	--	50.55	2.97	--	--	6.87	--	54.50	6.87	--	--	2.97	--	50.55	2.97
	Slant Distance - barrier top to receiver, m	--	--	52.01	--	8.31	52.01	--	--	52.01	--	8.31	52.01	--	--	52.01	--	8.31	52.01
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.65	--	1.65	1.65	--	--	1.65	--	1.65	1.65	--	--	1.65	--	1.65	1.65
	Receiver to Source Horizontal Distance, m	--	--	54.81	--	54.81	54.81	--	--	58.81	--	58.81	58.81	--	--	54.81	--	54.81	54.81
	Receiver to Source Slant Distance, m	--	--	54.83	--	54.83	54.83	--	--	58.83	--	58.83	58.83	--	--	54.83	--	54.83	54.83
	Path Length Difference	--	--	0.15	--	4.03	0.15	--	--	0.05	--	3.98	0.05	--	--	0.15	--	4.03	0.15
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.41	--	-3.41	-3.41	--	--	-3.72	--	-3.72	-3.72	--	--	-3.41	--	-3.41	-3.41
	Angle of View Correction	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-12.07	--	-21.00	-12.08	--	--	-9.36	--	-21.00	-9.37	--	--	-12.07	--	-21.00	-12.08
	Lmax of the Segment	--	--	52.46	--	48.02	55.79	--	--	54.86	--	47.72	58.19	--	--	52.46	--	48.02	55.79
	SEL of the Segment	--	--	59.86	--	55.42	63.19	--	--	62.26	--	55.12	65.59	--	--	59.86	--	55.42	63.19
SEL of the single passBy		65.31						67.50						65.31					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.52						46.71						32.76					
	Leq (30min), (23:00-7:00)	43.55						45.74						32.76					
	Lmax (23:00-7:00)	55.79						58.19						55.79					
	Leq (30min), (All day)	42.23						44.42						32.76					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.87																	
	Leq (30min), (23:00-7:00)	47.93																	
	Lmax (23:00-7:00)	61.51																	
	Leq (30min), (All day)	46.66																	

Detailed Calculation of Railway Noise Level

Receiver Name		U2_2 (1/F)						U2_2 (1/F)						U2_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30
	Angles of view	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00	--	--	3.00	--	11.00	24.00
	Angles of Orientation of the Segment	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00	--	--	46.00	--	39.00	21.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--	--	--	5.71	--	4.95	--
	Barrier to Source Horizontal Distance, m	--	--	49.10	--	49.86	--	--	--	53.10	--	53.86	--	--	--	49.10	--	49.86	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	52.01	--	52.01	52.01	--	--	52.01	--	52.01	52.01	--	--	52.01	--	52.01	52.01
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02	--	--	29.58	--	18.30	7.02
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	36.51	47.79	--	--	29.23	--	40.51	51.79	--	--	25.23	--	36.51	47.79
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	5.71	--	4.95	52.01	--	--	5.71	--	4.95	52.01	--	--	5.71	--	4.95	52.01
	Dominate Barrier to Source Distance, m	--	--	49.10	--	49.86	2.80	--	--	53.10	--	53.86	6.80	--	--	49.10	--	49.86	2.80
	Slant Distance - barrier top to source, m	--	--	49.80	--	50.55	2.97	--	--	53.75	--	54.50	6.87	--	--	49.80	--	50.55	2.97
	Slant Distance - barrier top to receiver, m	--	--	6.82	--	6.20	52.13	--	--	6.82	--	6.20	52.13	--	--	6.82	--	6.20	52.13
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60	--	--	4.60	--	4.60	4.60
	Receiver to Source Horizontal Distance, m	--	--	54.81	--	54.81	54.81	--	--	58.81	--	58.81	58.81	--	--	54.81	--	54.81	54.81
	Receiver to Source Slant Distance, m	--	--	55.00	--	55.00	55.00	--	--	58.99	--	58.99	58.99	--	--	55.00	--	55.00	55.00
	Path Length Difference	--	--	1.62	--	1.75	0.10	--	--	1.58	--	1.71	0.02	--	--	1.62	--	1.75	0.10
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.42	--	-3.42	-3.42	--	--	-3.73	--	-3.73	-3.73	--	--	-3.42	--	-3.42	-3.42
	Angle of View Correction	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33	--	--	-17.66	--	-13.17	-14.33
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-19.56	--	-19.81	-11.03	--	--	-19.48	--	-19.74	-7.34	--	--	-19.56	--	-19.81	-11.03
	Lmax of the Segment	--	--	44.96	--	49.20	56.82	--	--	44.74	--	48.97	60.21	--	--	44.96	--	49.20	56.82
	SEL of the Segment	--	--	52.36	--	56.60	64.22	--	--	52.14	--	56.37	67.61	--	--	52.36	--	56.60	64.22
SEL of the single passBy		65.14						68.04						65.14					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.35						47.24						32.59					
	Leq (30min), (23:00-7:00)	43.38						46.27						32.59					
	Lmax (23:00-7:00)	56.82						60.21						56.82					
	Leq (30min), (All day)	42.06						44.95						32.59					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.14																	
	Leq (30min), (23:00-7:00)	48.20																	
	Lmax (23:00-7:00)	63.03																	
	Leq (30min), (All day)	46.92																	

Detailed Calculation of Railway Noise Level

Receiver Name		U2_3 (G/F)						U2_3 (G/F)						U2_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	--	--	--	--	18.00	--	--	--	--	--	18.00	--	--	--	--	--	18.00
	Angles of Orientation of the Segment	--	--	--	--	--	52.00	--	--	--	--	--	52.00	--	--	--	--	--	52.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	51.83	--	--	--	--	--	51.83	--	--	--	--	--	51.83
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	5.29	--	--	--	--	--	5.29	--	--	--	--	--	5.29
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	49.35	--	--	--	--	--	53.35	--	--	--	--	--	49.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	51.83	--	--	--	--	--	51.83	--	--	--	--	--	51.83
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	51.84	--	--	--	--	--	51.84	--	--	--	--	--	51.84
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	1.65	--	--	--	--	--	1.65	--	--	--	--	--	1.65
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	54.63	--	--	--	--	--	58.63	--	--	--	--	--	54.63
	Receiver to Source Slant Distance, m	--	--	--	--	--	54.66	--	--	--	--	--	58.66	--	--	--	--	--	54.66
	Path Length Difference	--	--	--	--	--	0.15	--	--	--	--	--	0.05	--	--	--	--	--	0.15
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-3.40	--	--	--	--	--	-3.70	--	--	--	--	--	-3.40
	Angle of View Correction	--	--	--	--	--	-9.10	--	--	--	--	--	-9.10	--	--	--	--	--	-9.10
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-12.07	--	--	--	--	--	-9.37	--	--	--	--	--	-12.07
	Lmax of the Segment	--	--	--	--	--	57.03	--	--	--	--	--	59.43	--	--	--	--	--	57.03
	SEL of the Segment	--	--	--	--	--	64.43	--	--	--	--	--	66.83	--	--	--	--	--	64.43
SEL of the single passBy		64.43						66.83						64.43					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	43.64						46.04						31.88					
	Leq (30min), (23:00-7:00)	42.67						45.07						31.88					
	Lmax (23:00-7:00)	57.03						59.43						57.03					
	Leq (30min), (All day)	41.35						43.75						31.88					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.12																	
	Leq (30min), (23:00-7:00)	47.18																	
	Lmax (23:00-7:00)	62.76																	
	Leq (30min), (All day)	45.90																	

Detailed Calculation of Railway Noise Level

Receiver Name		U2_3 (1/F)						U2_3 (1/F)						U2_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30	28.30
	Angles of view	--	--	--	--	--	18.00	--	--	--	--	--	18.00	--	--	--	--	--	18.00
	Angles of Orientation of the Segment	--	--	--	--	--	52.00	--	--	--	--	--	52.00	--	--	--	--	--	52.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	51.83	--	--	--	--	--	51.83	--	--	--	--	--	51.83
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	5.29	--	--	--	--	--	5.29	--	--	--	--	--	5.29
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	49.35	--	--	--	--	--	53.35	--	--	--	--	--	49.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	51.83	--	--	--	--	--	51.83	--	--	--	--	--	51.83
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	51.96	--	--	--	--	--	51.96	--	--	--	--	--	51.96
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	4.60	--	--	--	--	--	4.60	--	--	--	--	--	4.60
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	54.63	--	--	--	--	--	58.63	--	--	--	--	--	54.63
	Receiver to Source Slant Distance, m	--	--	--	--	--	54.83	--	--	--	--	--	58.81	--	--	--	--	--	54.83
	Path Length Difference	--	--	--	--	--	0.10	--	--	--	--	--	0.02	--	--	--	--	--	0.10
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-3.41	--	--	--	--	--	-3.72	--	--	--	--	--	-3.41
	Angle of View Correction	--	--	--	--	--	-9.10	--	--	--	--	--	-9.10	--	--	--	--	--	-9.10
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-11.03	--	--	--	--	--	-7.33	--	--	--	--	--	-11.03
	Lmax of the Segment	--	--	--	--	--	58.07	--	--	--	--	--	61.46	--	--	--	--	--	58.07
	SEL of the Segment	--	--	--	--	--	65.47	--	--	--	--	--	68.86	--	--	--	--	--	65.47
SEL of the single passBy		65.47						68.86						65.47					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.67						48.07						32.91					
	Leq (30min), (23:00-7:00)	43.71						47.10						32.91					
	Lmax (23:00-7:00)	58.07						61.46						58.07					
	Leq (30min), (All day)	42.39						45.78						32.91					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.80																	
	Leq (30min), (23:00-7:00)	48.85																	
	Lmax (23:00-7:00)	64.28																	
	Leq (30min), (All day)	47.57																	

Detailed Calculation of Railway Noise Level

Receiver Name		U2_4 (G/F)						U2_4 (G/F)						U2_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35	25.35
	Angles of view	--	121.00	15.00	2.00	--	--	--	121.00	15.00	2.00	--	--	--	121.00	15.00	2.00	--	--
	Angles of Orientation of the Segment	--	69.00	25.11	49.00	--	--	--	69.00	25.11	49.00	--	--	--	69.00	25.11	49.00	--	--
Source	Train Speed (km/h)	--	120.00	120.00	120.00	--	--	--	120.00	120.00	120.00	--	--	--	120.00	120.00	120.00	--	--
	Railway Height, mpd	--	23.70	23.70	23.70	--	--	--	23.70	23.70	23.70	--	--	--	23.70	23.70	23.70	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	17.60	--	--	--	--	--	17.60	--	--	--	--	--	17.60	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	31.05	--	--	--	--	--	35.05	--	--	--	--	--	31.05	--	--	--
Railway Barrier	Barrier Height, mpd	--	24.70	24.70	24.70	--	--	--	24.70	24.70	24.70	--	--	--	24.70	24.70	24.70	--	--
	Barrier to Receiver Horizontal Distance, m	--	45.85	45.85	45.85	--	--	--	45.85	45.85	45.85	--	--	--	45.85	45.85	45.85	--	--
	Barrier to Source Horizontal Distance, m	--	2.80	2.80	2.80	--	--	--	6.80	6.80	6.80	--	--	--	2.80	2.80	2.80	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	26.20	26.20	--	--	--	27.20	26.20	26.20	--	--	--	27.20	26.20	26.20	--	--
	Barrier to Receiver Horizontal Distance, m	--	0.66	23.54	23.68	--	--	--	0.66	23.54	23.68	--	--	--	0.66	23.54	23.68	--	--
	Barrier to Source Horizontal Distance, m	--	47.99	25.11	24.97	--	--	--	51.99	29.11	28.97	--	--	--	47.99	25.11	24.97	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	32.03	24.70	--	--	--	27.20	32.03	24.70	--	--	--	27.20	32.03	24.70	--	--
	Barrier Relative Height to the railway ground, m	--	3.50	8.33	1.00	--	--	--	3.50	8.33	1.00	--	--	--	3.50	8.33	1.00	--	--
	Dominate Barrier to Receiver Distance, m	--	0.66	17.60	45.85	--	--	--	0.66	17.60	45.85	--	--	--	0.66	17.60	45.85	--	--
	Dominate Barrier to Source Distance, m	--	47.99	31.05	2.80	--	--	--	51.99	35.05	6.80	--	--	--	47.99	31.05	2.80	--	--
	Slant Distance - barrier top to source, m	--	48.12	32.15	2.97	--	--	--	52.11	36.02	6.87	--	--	--	48.12	32.15	2.97	--	--
	Slant Distance - barrier top to receiver, m	--	1.96	18.82	45.85	--	--	--	1.96	18.82	45.85	--	--	--	1.96	18.82	45.85	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.65	1.65	1.65	--	--	--	1.65	1.65	1.65	--	--	--	1.65	1.65	1.65	--	--
	Receiver to Source Horizontal Distance, m	--	48.65	48.65	48.65	--	--	--	52.65	52.65	52.65	--	--	--	48.65	48.65	48.65	--	--
	Receiver to Source Slant Distance, m	--	48.68	48.68	48.68	--	--	--	52.67	52.67	52.67	--	--	--	48.68	48.68	48.68	--	--
	Path Length Difference	--	1.41	2.30	0.15	--	--	--	1.40	2.18	0.05	--	--	--	1.41	2.30	0.15	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	75.30	75.30	--	--	--	75.30	75.30	75.30	--	--	--	75.30	75.30	75.30	--	--
	Reference SEL (25m setback&130kph)	--	82.70	82.70	82.70	--	--	--	82.70	82.70	82.70	--	--	--	82.70	82.70	82.70	--	--
Corrections	Speed Correction	--	-0.70	-0.70	-0.70	--	--	--	-0.70	-0.70	-0.70	--	--	--	-0.70	-0.70	-0.70	--	--
	Distance Correction	--	-2.89	-2.89	-2.89	--	--	--	-3.24	-3.24	-3.24	--	--	--	-2.89	-2.89	-2.89	--	--
	Angle of View Correction	--	-0.61	-15.17	-19.01	--	--	--	-0.61	-15.17	-19.01	--	--	--	-0.61	-15.17	-19.01	--	--
	Facade Correction	--	2.50	2.50	2.50	--	--	--	2.50	2.50	2.50	--	--	--	2.50	2.50	2.50	--	--
	Track Wear Correction	--	3.00	3.00	3.00	--	--	--	3.00	3.00	3.00	--	--	--	3.00	3.00	3.00	--	--
	Turnout Correction	--	4.00	4.00	4.00	--	--	--	4.00	4.00	4.00	--	--	--	4.00	4.00	4.00	--	--
	Slab Track Correction	--	0.00	0.00	0.00	--	--	--	0.00	0.00	0.00	--	--	--	0.00	0.00	0.00	--	--
	Reflection Correction	--	1.50	1.50	1.50	--	--	--	1.50	1.50	1.50	--	--	--	1.50	1.50	1.50	--	--
	Barrier Correction	--	-19.09	-20.72	-12.03	--	--	--	-19.07	-20.54	-9.28	--	--	--	-19.09	-20.72	-12.03	--	--
	Lmax of the Segment	--	63.01	46.83	51.68	--	--	--	62.69	46.66	54.09	--	--	--	63.01	46.83	51.68	--	--
	SEL of the Segment	--	70.41	54.23	59.08	--	--	--	70.09	54.06	61.49	--	--	--	70.41	54.23	59.08	--	--
SEL of the single passBy		70.82						70.74						70.82					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	50.02						49.95						38.26					
	Leq (30min), (23:00-7:00)	49.05						48.98						38.26					
	Lmax (23:00-7:00)	63.01						62.69						63.01					
	Leq (30min), (All day)	47.73						47.66						38.26					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.14																	
	Leq (30min), (23:00-7:00)	52.21																	
	Lmax (23:00-7:00)	67.68																	
	Leq (30min), (All day)	50.95																	

Detailed Calculation of Railway Noise Level

Receiver Name		U3_1 (1/F)						U3_1 (1/F)						U3_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40
	Angles of view	--	--	8.00	--	8.00	26.00	--	--	8.00	--	8.00	26.00	--	--	8.00	--	8.00	26.00
	Angles of Orientation of the Segment	--	--	47.00	--	40.00	23.00	--	--	47.00	--	40.00	23.00	--	--	47.00	--	40.00	23.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	11.58	--	9.93	--	--	--	11.58	--	9.93	--	--	--	11.58	--	9.93	--
	Barrier to Source Horizontal Distance, m	--	--	47.99	--	49.63	--	--	--	51.99	--	53.63	--	--	--	47.99	--	49.63	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	56.76	--	56.76	56.76	--	--	56.76	--	56.76	56.76	--	--	56.76	--	56.76	56.76
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	34.44	--	24.32	9.57	--	--	34.44	--	24.32	9.57	--	--	34.44	--	24.32	9.57
	Barrier to Source Horizontal Distance, m	--	--	25.12	--	35.24	49.99	--	--	29.12	--	39.24	53.99	--	--	25.12	--	35.24	49.99
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	11.58	--	9.93	56.76	--	--	11.58	--	9.93	56.76	--	--	11.58	--	9.93	56.76
	Dominate Barrier to Source Distance, m	--	--	47.99	--	49.63	2.80	--	--	51.99	--	53.63	6.80	--	--	47.99	--	49.63	2.80
	Slant Distance - barrier top to source, m	--	--	48.70	--	50.32	2.97	--	--	52.65	--	54.27	6.87	--	--	48.70	--	50.32	2.97
	Slant Distance - barrier top to receiver, m	--	--	12.13	--	10.58	56.88	--	--	12.13	--	10.58	56.88	--	--	12.13	--	10.58	56.88
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.70	--	4.70	4.70	--	--	4.70	--	4.70	4.70	--	--	4.70	--	4.70	4.70
	Receiver to Source Horizontal Distance, m	--	--	59.56	--	59.56	59.56	--	--	63.56	--	63.56	63.56	--	--	59.56	--	59.56	59.56
	Receiver to Source Slant Distance, m	--	--	59.75	--	59.75	59.75	--	--	63.74	--	63.74	63.74	--	--	59.75	--	59.75	59.75
	Path Length Difference	--	--	1.09	--	1.15	0.11	--	--	1.05	--	1.11	0.02	--	--	1.09	--	1.15	0.11
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-3.78	--	-3.78	-3.78	--	--	-4.06	--	-4.06	-4.06	--	--	-3.78	--	-3.78	-3.78
	Angle of View Correction	--	--	-13.26	--	-14.38	-13.26	--	--	-13.26	--	-14.38	-13.26	--	--	-13.26	--	-14.38	-13.26
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-18.25	--	-18.43	-11.12	--	--	-18.11	--	-18.32	-7.50	--	--	-18.25	--	-18.43	-11.12
	Lmax of the Segment	--	--	50.32	--	49.01	57.44	--	--	50.17	--	48.85	60.78	--	--	50.32	--	49.01	57.44
	SEL of the Segment	--	--	57.72	--	56.41	64.84	--	--	57.57	--	56.25	68.18	--	--	57.72	--	56.41	64.84
SEL of the single passBy		66.10						68.79						66.10					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.31						48.00						33.55					
	Leq (30min), (23:00-7:00)	44.34						47.03						33.55					
	Lmax (23:00-7:00)	57.44						60.78						57.44					
	Leq (30min), (All day)	43.02						45.71						33.55					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.97																	
	Leq (30min), (23:00-7:00)	49.03																	
	Lmax (23:00-7:00)	63.63																	
	Leq (30min), (All day)	47.75																	

Detailed Calculation of Railway Noise Level

Receiver Name		U3_2 (G/F)						U3_2 (G/F)						U3_2 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45
	Angles of view	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00
	Angles of Orientation of the Segment	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00
Source	Train Speed (km/h)	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00
	Railway Height, mpd	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	12.42	--	--	--	--	--	12.42	--	--	--	--	--	12.42	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	49.58	--	--	--	--	--	53.58	--	--	--	--	--	49.58	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	59.21	59.21	--	--	--	--	59.21	59.21	--	--	--	--	59.21	59.21
	Barrier to Source Horizontal Distance, m	--	--	--	--	2.80	2.80	--	--	--	--	6.80	6.80	--	--	--	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	26.20	26.20	--	--	--	--	26.20	26.20	--	--	--	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70
	Barrier to Source Horizontal Distance, m	--	--	--	--	35.13	51.30	--	--	--	--	39.13	55.30	--	--	--	--	35.13	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	32.03	24.70	--	--	--	--	32.03	24.70	--	--	--	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	8.33	1.00	--	--	--	--	8.33	1.00	--	--	--	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	12.42	59.21	--	--	--	--	12.42	59.21	--	--	--	--	12.42	59.21
	Dominate Barrier to Source Distance, m	--	--	--	--	49.58	2.80	--	--	--	--	53.58	6.80	--	--	--	--	49.58	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	50.28	2.97	--	--	--	--	54.23	6.87	--	--	--	--	50.28	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	14.06	59.21	--	--	--	--	14.06	59.21	--	--	--	--	14.06	59.21
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	1.75	1.75	--	--	--	--	1.75	1.75	--	--	--	--	1.75	1.75
	Receiver to Source Horizontal Distance, m	--	--	--	--	62.01	62.01	--	--	--	--	66.01	66.01	--	--	--	--	62.01	62.01
	Receiver to Source Slant Distance, m	--	--	--	--	62.03	62.03	--	--	--	--	66.03	66.03	--	--	--	--	62.03	62.03
	Path Length Difference	--	--	--	--	2.30	0.15	--	--	--	--	2.26	0.05	--	--	--	--	2.30	0.15
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70
Corrections	Speed Correction	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70
	Distance Correction	--	--	--	--	-3.95	-3.95	--	--	--	--	-4.22	-4.22	--	--	--	--	-3.95	-3.95
	Angle of View Correction	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45
	Facade Correction	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50
	Track Wear Correction	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00
	Turnout Correction	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00
	Slab Track Correction	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00
	Reflection Correction	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50
	Barrier Correction	--	--	--	--	-20.73	-12.09	--	--	--	--	-20.66	-9.39	--	--	--	--	-20.73	-12.09
	Lmax of the Segment	--	--	--	--	45.79	56.11	--	--	--	--	45.59	58.54	--	--	--	--	45.79	56.11
	SEL of the Segment	--	--	--	--	53.19	63.51	--	--	--	--	52.99	65.94	--	--	--	--	53.19	63.51
SEL of the single passBy		63.90						66.15						63.90					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	43.11						45.36						31.35					
	Leq (30min), (23:00-7:00)	42.14						44.39						31.35					
	Lmax (23:00-7:00)	56.11						58.54						56.11					
	Leq (30min), (All day)	40.82						43.07						31.35					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.50																	
	Leq (30min), (23:00-7:00)	46.55																	
	Lmax (23:00-7:00)	61.85																	
	Leq (30min), (All day)	45.28																	

Detailed Calculation of Railway Noise Level

Receiver Name		U3_2 (1/F)						U3_2 (1/F)						U3_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40
	Angles of view	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00	--	--	--	--	7.00	25.00
	Angles of Orientation of the Segment	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00	--	--	--	--	39.00	23.00
Source	Train Speed (km/h)	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00
	Railway Height, mpd	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	12.42	--	--	--	--	--	12.42	--	--	--	--	--	12.42	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	49.58	--	--	--	--	--	53.58	--	--	--	--	--	49.58	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	59.21	59.21	--	--	--	--	59.21	59.21	--	--	--	--	59.21	59.21
	Barrier to Source Horizontal Distance, m	--	--	--	--	2.80	2.80	--	--	--	--	6.80	6.80	--	--	--	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	26.20	26.20	--	--	--	--	26.20	26.20	--	--	--	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70	--	--	--	--	26.87	10.70
	Barrier to Source Horizontal Distance, m	--	--	--	--	35.13	51.30	--	--	--	--	39.13	55.30	--	--	--	--	35.13	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	32.03	24.70	--	--	--	--	32.03	24.70	--	--	--	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	8.33	1.00	--	--	--	--	8.33	1.00	--	--	--	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	12.42	59.21	--	--	--	--	12.42	59.21	--	--	--	--	12.42	59.21
	Dominate Barrier to Source Distance, m	--	--	--	--	49.58	2.80	--	--	--	--	53.58	6.80	--	--	--	--	49.58	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	50.28	2.97	--	--	--	--	54.23	6.87	--	--	--	--	50.28	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	12.94	59.32	--	--	--	--	12.94	59.32	--	--	--	--	12.94	59.32
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	4.70	4.70	--	--	--	--	4.70	4.70	--	--	--	--	4.70	4.70
	Receiver to Source Horizontal Distance, m	--	--	--	--	62.01	62.01	--	--	--	--	66.01	66.01	--	--	--	--	62.01	62.01
	Receiver to Source Slant Distance, m	--	--	--	--	62.19	62.19	--	--	--	--	66.17	66.17	--	--	--	--	62.19	62.19
	Path Length Difference	--	--	--	--	1.04	0.11	--	--	--	--	1.00	0.02	--	--	--	--	1.04	0.11
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70
Corrections	Speed Correction	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70
	Distance Correction	--	--	--	--	-3.96	-3.96	--	--	--	--	-4.23	-4.23	--	--	--	--	-3.96	-3.96
	Angle of View Correction	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45	--	--	--	--	-15.14	-13.45
	Facade Correction	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50
	Track Wear Correction	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00
	Turnout Correction	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00	--	--	--	--	4.00	4.00
	Slab Track Correction	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00	--	--	--	--	0.00	0.00
	Reflection Correction	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50	--	--	--	--	1.50	1.50
	Barrier Correction	--	--	--	--	-18.09	-11.18	--	--	--	--	-17.95	-7.60	--	--	--	--	-18.09	-11.18
	Lmax of the Segment	--	--	--	--	48.42	57.01	--	--	--	--	48.28	60.32	--	--	--	--	48.42	57.01
	SEL of the Segment	--	--	--	--	55.82	64.41	--	--	--	--	55.68	67.72	--	--	--	--	55.82	64.41
SEL of the single passBy		64.98						67.99						64.98					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.18						47.19						32.42					
	Leq (30min), (23:00-7:00)	43.22						46.22						32.42					
	Lmax (23:00-7:00)	57.01						60.32						57.01					
	Leq (30min), (All day)	41.90						44.90						32.42					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	49.05																	
	Leq (30min), (23:00-7:00)	48.11																	
	Lmax (23:00-7:00)	63.19																	
	Leq (30min), (All day)	46.83																	

Detailed Calculation of Railway Noise Level

Receiver Name		U3_3 (G/F)						U3_3 (G/F)						U3_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45
	Angles of view	11.00	6.00	--	--	--	--	11.00	6.00	--	--	--	--	11.00	6.00	--	--	--	--
	Angles of Orientation of the Segment	53.00	62.00	--	--	--	--	53.00	62.00	--	--	--	--	53.00	62.00	--	--	--	--
Source	Train Speed (km/h)	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--
	Railway Height, mpd	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	33.12	--	--	--	--	--	33.12	--	--	--	--	--	33.12	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	28.38	--	--	--	--	--	32.38	--	--	--	--	--	28.38	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	58.70	58.70	--	--	--	--	58.70	58.70	--	--	--	--	58.70	58.70	--	--	--	--
	Barrier to Source Horizontal Distance, m	2.80	2.80	--	--	--	--	6.80	6.80	--	--	--	--	2.80	2.80	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	27.20	27.20	--	--	--	--	27.20	27.20	--	--	--	--	27.20	27.20	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	5.19	5.80	--	--	--	--	5.19	5.80	--	--	--	--	5.19	5.80	--	--	--	--
	Barrier to Source Horizontal Distance, m	56.31	55.71	--	--	--	--	60.31	59.71	--	--	--	--	56.31	55.71	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	32.03	27.20	--	--	--	--	32.03	27.20	--	--	--	--	32.03	27.20	--	--	--	--
	Barrier Relative Height to the railway ground, m	8.33	3.50	--	--	--	--	8.33	3.50	--	--	--	--	8.33	3.50	--	--	--	--
	Dominate Barrier to Receiver Distance, m	33.12	5.80	--	--	--	--	33.12	5.80	--	--	--	--	33.12	5.80	--	--	--	--
	Dominate Barrier to Source Distance, m	28.38	55.71	--	--	--	--	32.38	59.71	--	--	--	--	28.38	55.71	--	--	--	--
	Slant Distance - barrier top to source, m	29.58	55.82	--	--	--	--	33.44	59.81	--	--	--	--	29.58	55.82	--	--	--	--
	Slant Distance - barrier top to receiver, m	33.77	6.06	--	--	--	--	33.77	6.06	--	--	--	--	33.77	6.06	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	1.75	1.75	--	--	--	--	1.75	1.75	--	--	--	--	1.75	1.75	--	--	--	--
	Receiver to Source Horizontal Distance, m	61.50	61.50	--	--	--	--	65.50	65.50	--	--	--	--	61.50	61.50	--	--	--	--
	Receiver to Source Slant Distance, m	61.53	61.53	--	--	--	--	65.53	65.53	--	--	--	--	61.53	61.53	--	--	--	--
	Path Length Difference	1.82	0.34	--	--	--	--	1.68	0.34	--	--	--	--	1.82	0.34	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--
Corrections	Speed Correction	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--
	Distance Correction	-3.91	-3.91	--	--	--	--	-4.18	-4.18	--	--	--	--	-3.91	-3.91	--	--	--	--
	Angle of View Correction	-11.12	-12.87	--	--	--	--	-11.12	-12.87	--	--	--	--	-11.12	-12.87	--	--	--	--
	Facade Correction	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--
	Track Wear Correction	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	-19.94	-14.53	--	--	--	--	-19.68	-14.47	--	--	--	--	-19.94	-14.53	--	--	--	--
	Lmax of the Segment	45.13	50.29	--	--	--	--	45.13	50.07	--	--	--	--	45.13	50.29	--	--	--	--
	SEL of the Segment	52.53	57.69	--	--	--	--	52.53	57.47	--	--	--	--	52.53	57.69	--	--	--	--
SEL of the single passBy		58.85						58.68						58.85					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	38.06						37.89						26.30					
	Leq (30min), (23:00-7:00)	37.09						36.92						26.30					
	Lmax (23:00-7:00)	50.29						50.07						50.29					
	Leq (30min), (All day)	35.77						35.60						26.30					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	41.13																	
	Leq (30min), (23:00-7:00)	40.20																	
	Lmax (23:00-7:00)	54.99																	
	Leq (30min), (All day)	38.94																	

Detailed Calculation of Railway Noise Level

Receiver Name		U3_3 (1/F)						U3_3 (1/F)						U3_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40	28.40
	Angles of view	11.00	6.00	--	--	--	--	11.00	6.00	--	--	--	--	11.00	6.00	--	--	--	--
	Angles of Orientation of the Segment	53.00	62.00	--	--	--	--	53.00	62.00	--	--	--	--	53.00	62.00	--	--	--	--
Source	Train Speed (km/h)	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--	120.00	120.00	--	--	--	--
	Railway Height, mpd	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--	23.70	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	33.12	--	--	--	--	--	33.12	--	--	--	--	--	33.12	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	28.38	--	--	--	--	--	32.38	--	--	--	--	--	28.38	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--	24.70	24.70	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	58.70	58.70	--	--	--	--	58.70	58.70	--	--	--	--	58.70	58.70	--	--	--	--
	Barrier to Source Horizontal Distance, m	2.80	2.80	--	--	--	--	6.80	6.80	--	--	--	--	2.80	2.80	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	27.20	27.20	--	--	--	--	27.20	27.20	--	--	--	--	27.20	27.20	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	5.19	5.80	--	--	--	--	5.19	5.80	--	--	--	--	5.19	5.80	--	--	--	--
	Barrier to Source Horizontal Distance, m	56.31	55.71	--	--	--	--	60.31	59.71	--	--	--	--	56.31	55.71	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	32.03	24.70	--	--	--	--	32.03	24.70	--	--	--	--	32.03	24.70	--	--	--	--
	Barrier Relative Height to the railway ground, m	8.33	1.00	--	--	--	--	8.33	1.00	--	--	--	--	8.33	1.00	--	--	--	--
	Dominate Barrier to Receiver Distance, m	33.12	58.70	--	--	--	--	33.12	58.70	--	--	--	--	33.12	58.70	--	--	--	--
	Dominate Barrier to Source Distance, m	28.38	2.80	--	--	--	--	32.38	6.80	--	--	--	--	28.38	2.80	--	--	--	--
	Slant Distance - barrier top to source, m	29.58	2.97	--	--	--	--	33.44	6.87	--	--	--	--	29.58	2.97	--	--	--	--
	Slant Distance - barrier top to receiver, m	33.32	58.82	--	--	--	--	33.32	58.82	--	--	--	--	33.32	58.82	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	4.70	4.70	--	--	--	--	4.70	4.70	--	--	--	--	4.70	4.70	--	--	--	--
	Receiver to Source Horizontal Distance, m	61.50	61.50	--	--	--	--	65.50	65.50	--	--	--	--	61.50	61.50	--	--	--	--
	Receiver to Source Slant Distance, m	61.68	61.68	--	--	--	--	65.67	65.67	--	--	--	--	61.68	61.68	--	--	--	--
	Path Length Difference	1.22	0.11	--	--	--	--	1.08	0.02	--	--	--	--	1.22	0.11	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--	75.30	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--	82.70	82.70	--	--	--	--
Corrections	Speed Correction	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--	-0.70	-0.70	--	--	--	--
	Distance Correction	-3.92	-3.92	--	--	--	--	-4.19	-4.19	--	--	--	--	-3.92	-3.92	--	--	--	--
	Angle of View Correction	-11.12	-12.87	--	--	--	--	-11.12	-12.87	--	--	--	--	-11.12	-12.87	--	--	--	--
	Facade Correction	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--	2.50	2.50	--	--	--	--
	Track Wear Correction	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--	3.00	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	-18.61	-11.17	--	--	--	--	-18.23	-7.58	--	--	--	--	-18.61	-11.17	--	--	--	--
	Lmax of the Segment	46.45	53.64	--	--	--	--	46.56	56.96	--	--	--	--	46.45	53.64	--	--	--	--
	SEL of the Segment	53.85	61.04	--	--	--	--	53.96	64.36	--	--	--	--	53.85	61.04	--	--	--	--
SEL of the single passBy		61.80						64.74						61.80					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	41.01						43.94						29.25					
	Leq (30min), (23:00-7:00)	40.04						42.97						29.25					
	Lmax (23:00-7:00)	53.64						56.96						53.64					
	Leq (30min), (All day)	38.72						41.65						29.25					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	45.83																	
	Leq (30min), (23:00-7:00)	44.88																	
	Lmax (23:00-7:00)	59.82																	
	Leq (30min), (All day)	43.61																	

Detailed Calculation of Railway Noise Level

Receiver Name		U3_4 (G/F)						U3_4 (G/F)						U3_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45	25.45
	Angles of view	--	125.00	11.00	--	40.00	--	--	125.00	11.00	--	40.00	--	--	125.00	11.00	--	40.00	--
	Angles of Orientation of the Segment	--	72.00	38.00	--	32.00	--	--	72.00	38.00	--	32.00	--	--	72.00	38.00	--	32.00	--
Source	Train Speed (km/h)	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--	--	120.00	120.00	--	120.00	--
	Railway Height, mpd	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--	--	23.70	23.70	--	23.70	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	17.06	--	15.52	--	--	--	17.06	--	15.52	--	--	--	17.06	--	15.52	--
	Barrier to Source Horizontal Distance, m	--	--	38.40	--	39.94	--	--	--	42.40	--	43.94	--	--	--	38.40	--	39.94	--
Railway Barrier	Barrier Height, mpd	--	24.70	24.70	--	24.70	--	--	24.70	24.70	--	24.70	--	--	24.70	24.70	--	24.70	--
	Barrier to Receiver Horizontal Distance, m	--	52.66	52.66	--	52.66	--	--	52.66	52.66	--	52.66	--	--	52.66	52.66	--	52.66	--
	Barrier to Source Horizontal Distance, m	--	2.80	2.80	--	2.80	--	--	6.80	6.80	--	6.80	--	--	2.80	2.80	--	2.80	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	26.20	--	26.20	--	--	27.20	26.20	--	26.20	--	--	27.20	26.20	--	26.20	--
	Barrier to Receiver Horizontal Distance, m	--	0.60	30.33	--	25.89	--	--	0.60	30.33	--	25.89	--	--	0.60	30.33	--	25.89	--
	Barrier to Source Horizontal Distance, m	--	54.86	25.13	--	29.56	--	--	58.86	29.13	--	33.56	--	--	54.86	25.13	--	29.56	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	32.03	--	32.03	--	--	27.20	32.03	--	32.03	--	--	27.20	32.03	--	32.03	--
	Barrier Relative Height to the railway ground, m	--	3.50	8.33	--	8.33	--	--	3.50	8.33	--	8.33	--	--	3.50	8.33	--	8.33	--
	Dominate Barrier to Receiver Distance, m	--	0.60	17.06	--	15.52	--	--	0.60	17.06	--	15.52	--	--	0.60	17.06	--	15.52	--
	Dominate Barrier to Source Distance, m	--	54.86	38.40	--	39.94	--	--	58.86	42.40	--	43.94	--	--	54.86	38.40	--	39.94	--
	Slant Distance - barrier top to source, m	--	54.97	39.29	--	40.80	--	--	58.96	43.21	--	44.72	--	--	54.97	39.29	--	40.80	--
	Slant Distance - barrier top to receiver, m	--	1.85	18.29	--	16.86	--	--	1.85	18.29	--	16.86	--	--	1.85	18.29	--	16.86	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.75	1.75	--	1.75	--	--	1.75	1.75	--	1.75	--	--	1.75	1.75	--	1.75	--
	Receiver to Source Horizontal Distance, m	--	55.46	55.46	--	55.46	--	--	59.46	59.46	--	59.46	--	--	55.46	55.46	--	55.46	--
	Receiver to Source Slant Distance, m	--	55.49	55.49	--	55.49	--	--	59.48	59.48	--	59.48	--	--	55.49	55.49	--	55.49	--
	Path Length Difference	--	1.33	2.09	--	2.17	--	--	1.33	2.01	--	2.09	--	--	1.33	2.09	--	2.17	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--	--	75.30	75.30	--	75.30	--
	Reference SEL (25m setback&130kph)	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--	--	82.70	82.70	--	82.70	--
Corrections	Speed Correction	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--	--	-0.70	-0.70	--	-0.70	--
	Distance Correction	--	-3.46	-3.46	--	-3.46	--	--	-3.76	-3.76	--	-3.76	--	--	-3.46	-3.46	--	-3.46	--
	Angle of View Correction	--	-0.46	-13.36	--	-8.81	--	--	-0.46	-13.36	--	-8.81	--	--	-0.46	-13.36	--	-8.81	--
	Facade Correction	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--	--	2.50	2.50	--	2.50	--
	Track Wear Correction	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--	--	3.00	3.00	--	3.00	--
	Turnout Correction	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--	--	4.00	4.00	--	4.00	--
	Slab Track Correction	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--	--	0.00	0.00	--	0.00	--
	Reflection Correction	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--	--	1.50	1.50	--	1.50	--
	Barrier Correction	--	-18.91	-20.41	--	-20.53	--	--	-18.90	-20.27	--	-20.41	--	--	-18.91	-20.41	--	-20.53	--
	Lmax of the Segment	--	62.77	48.37	--	52.81	--	--	62.48	48.20	--	52.62	--	--	62.77	48.37	--	52.81	--
	SEL of the Segment	--	70.17	55.77	--	60.21	--	--	69.88	55.60	--	60.02	--	--	70.17	55.77	--	60.21	--
SEL of the single passBy		70.73						70.45						70.73					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	49.94						49.66						38.18					
	Leq (30min), (23:00-7:00)	48.97						48.69						38.18					
	Lmax (23:00-7:00)	62.77						62.48						62.77					
	Leq (30min), (All day)	47.65						47.37						38.18					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	52.96																	
	Leq (30min), (23:00-7:00)	52.03																	
	Lmax (23:00-7:00)	67.45																	
	Leq (30min), (All day)	50.77																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_1 (1/F)						U4_1 (1/F)						U4_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--
	Barrier to Source Horizontal Distance, m	--	--	54.78	--	49.44	--	--	--	58.78	--	53.44	--	--	--	54.78	--	49.44	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	62.84	--	62.84	62.84	--	--	62.84	--	62.84	62.84	--	--	62.84	--	62.84	62.84
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19
	Barrier to Source Horizontal Distance, m	--	--	25.07	--	34.53	50.45	--	--	29.07	--	38.53	54.45	--	--	25.07	--	34.53	50.45
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	10.86	--	16.20	62.84	--	--	10.86	--	16.20	62.84	--	--	10.86	--	16.20	62.84
	Dominate Barrier to Source Distance, m	--	--	54.78	--	49.44	2.80	--	--	58.78	--	53.44	6.80	--	--	54.78	--	49.44	2.80
	Slant Distance - barrier top to source, m	--	--	55.41	--	50.14	2.97	--	--	59.37	--	54.09	6.87	--	--	55.41	--	50.14	2.97
	Slant Distance - barrier top to receiver, m	--	--	11.51	--	16.64	62.94	--	--	11.51	--	16.64	62.94	--	--	11.51	--	16.64	62.94
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53
	Receiver to Source Horizontal Distance, m	--	--	65.64	--	65.64	65.64	--	--	69.64	--	69.64	69.64	--	--	65.64	--	65.64	65.64
	Receiver to Source Slant Distance, m	--	--	65.80	--	65.80	65.80	--	--	69.79	--	69.79	69.79	--	--	65.80	--	65.80	65.80
	Path Length Difference	--	--	1.12	--	0.98	0.12	--	--	1.09	--	0.94	0.03	--	--	1.12	--	0.98	0.12
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.20	--	-4.20	-4.20	--	--	-4.46	--	-4.46	-4.46	--	--	-4.20	--	-4.20	-4.20
	Angle of View Correction	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-18.34	--	-17.90	-11.31	--	--	-18.24	--	-17.76	-7.84	--	--	-18.34	--	-17.90	-11.31
	Lmax of the Segment	--	--	53.96	--	47.87	58.02	--	--	53.81	--	47.76	61.23	--	--	53.96	--	47.87	58.02
	SEL of the Segment	--	--	61.36	--	55.27	65.42	--	--	61.21	--	55.16	68.63	--	--	61.36	--	55.27	65.42
SEL of the single passBy		67.15						69.51						67.15					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	46.36						48.72						34.60					
	Leq (30min), (23:00-7:00)	45.39						47.75						34.60					
	Lmax (23:00-7:00)	58.02						61.23						58.02					
	Leq (30min), (All day)	44.07						46.43						34.60					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.81																	
	Leq (30min), (23:00-7:00)	49.87																	
	Lmax (23:00-7:00)	64.14																	
	Leq (30min), (All day)	48.60																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_1 (2/F)						U4_1 (2/F)						U4_1 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93
	Angles of view	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00	--	--	18.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00	--	--	52.00	--	40.00	27.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--	--	--	10.86	--	16.20	--
	Barrier to Source Horizontal Distance, m	--	--	54.78	--	49.44	--	--	--	58.78	--	53.44	--	--	--	54.78	--	49.44	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	62.84	--	62.84	62.84	--	--	62.84	--	62.84	62.84	--	--	62.84	--	62.84	62.84
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19	--	--	40.57	--	31.11	15.19
	Barrier to Source Horizontal Distance, m	--	--	25.07	--	34.53	50.45	--	--	29.07	--	38.53	54.45	--	--	25.07	--	34.53	50.45
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	10.86	--	16.20	62.84	--	--	10.86	--	16.20	62.84	--	--	10.86	--	16.20	62.84
	Dominate Barrier to Source Distance, m	--	--	54.78	--	49.44	2.80	--	--	58.78	--	53.44	6.80	--	--	54.78	--	49.44	2.80
	Slant Distance - barrier top to source, m	--	--	55.41	--	50.14	2.97	--	--	59.37	--	54.09	6.87	--	--	55.41	--	50.14	2.97
	Slant Distance - barrier top to receiver, m	--	--	10.92	--	16.24	63.15	--	--	10.92	--	16.24	63.15	--	--	10.92	--	16.24	63.15
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23
	Receiver to Source Horizontal Distance, m	--	--	65.64	--	65.64	65.64	--	--	69.64	--	69.64	69.64	--	--	65.64	--	65.64	65.64
	Receiver to Source Slant Distance, m	--	--	66.04	--	66.04	66.04	--	--	70.02	--	70.02	70.02	--	--	66.04	--	66.04	66.04
	Path Length Difference	--	--	0.29	--	0.34	0.08	--	--	0.27	--	0.31	0.01	--	--	0.29	--	0.34	0.08
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.22	--	-4.22	-4.22	--	--	-4.47	--	-4.47	-4.47	--	--	-4.22	--	-4.22	-4.22
	Angle of View Correction	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07	--	--	-9.10	--	-15.63	-12.07
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-13.98	--	-14.47	-10.45	--	--	-13.76	--	-14.19	-6.35	--	--	-13.98	--	-14.47	-10.45
	Lmax of the Segment	--	--	58.30	--	51.29	58.86	--	--	58.27	--	51.31	62.71	--	--	58.30	--	51.29	58.86
	SEL of the Segment	--	--	65.70	--	58.69	66.26	--	--	65.67	--	58.71	70.11	--	--	65.70	--	58.69	66.26
SEL of the single passBy		69.39						71.67						69.39					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	48.59						50.87						36.83					
	Leq (30min), (23:00-7:00)	47.63						49.91						36.83					
	Lmax (23:00-7:00)	58.86						62.71						58.86					
	Leq (30min), (All day)	46.31						48.58						36.83					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.00																	
	Leq (30min), (23:00-7:00)	52.06																	
	Lmax (23:00-7:00)	65.32																	
	Leq (30min), (All day)	50.78																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_2 (1/F)						U4_2 (1/F)						U4_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00
	Angles of Orientation of the Segment	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00
Source	Train Speed (km/h)	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00
	Railway Height, mpd	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	11.61	--	--	--	--	--	11.61	--	--	--	--	--	11.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	55.55	--	--	--	--	--	59.55	--	--	--	--	--	55.55	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	64.36	--	--	64.36	--	--	64.36	--	--	64.36	--	--	64.36	--	--	64.36
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	--	2.80	--	--	6.80	--	--	6.80	--	--	2.80	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	--	51.30	--	--	29.18	--	--	55.30	--	--	25.18	--	--	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	--	24.70	--	--	32.03	--	--	24.70	--	--	32.03	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	--	1.00	--	--	8.33	--	--	1.00	--	--	8.33	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	11.61	--	--	64.36	--	--	11.61	--	--	64.36	--	--	11.61	--	--	64.36
	Dominate Barrier to Source Distance, m	--	--	55.55	--	--	2.80	--	--	59.55	--	--	6.80	--	--	55.55	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	56.17	--	--	2.97	--	--	60.12	--	--	6.87	--	--	56.17	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	12.22	--	--	64.45	--	--	12.22	--	--	64.45	--	--	12.22	--	--	64.45
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.53	--	--	4.53	--	--	4.53	--	--	4.53	--	--	4.53	--	--	4.53
	Receiver to Source Horizontal Distance, m	--	--	67.16	--	--	67.16	--	--	71.16	--	--	71.16	--	--	67.16	--	--	67.16
	Receiver to Source Slant Distance, m	--	--	67.31	--	--	67.31	--	--	71.30	--	--	71.30	--	--	67.31	--	--	67.31
	Path Length Difference	--	--	1.07	--	--	0.12	--	--	1.04	--	--	0.03	--	--	1.07	--	--	0.12
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70
Corrections	Speed Correction	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70
	Distance Correction	--	--	-4.30	--	--	-4.30	--	--	-4.55	--	--	-4.55	--	--	-4.30	--	--	-4.30
	Angle of View Correction	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07
	Facade Correction	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50
	Track Wear Correction	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00
	Turnout Correction	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00
	Slab Track Correction	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00
	Reflection Correction	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50
	Barrier Correction	--	--	-18.20	--	--	-11.34	--	--	-18.10	--	--	-7.90	--	--	-18.20	--	--	-11.34
	Lmax of the Segment	--	--	48.30	--	--	58.89	--	--	48.15	--	--	62.08	--	--	48.30	--	--	58.89
	SEL of the Segment	--	--	55.70	--	--	66.29	--	--	55.55	--	--	69.48	--	--	55.70	--	--	66.29
SEL of the single passBy		66.66						69.66						66.66					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.87						48.87						34.11					
	Leq (30min), (23:00-7:00)	44.90						47.90						34.11					
	Lmax (23:00-7:00)	58.89						62.08						58.89					
	Leq (30min), (All day)	43.58						46.58						34.11					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.73																	
	Leq (30min), (23:00-7:00)	49.78																	
	Lmax (23:00-7:00)	65.01																	
	Leq (30min), (All day)	48.50																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_2 (2/F)						U4_2 (2/F)						U4_2 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93
	Angles of view	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00	--	--	6.00	--	--	32.00
	Angles of Orientation of the Segment	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00	--	--	45.00	--	--	27.00
Source	Train Speed (km/h)	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00
	Railway Height, mpd	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	11.61	--	--	--	--	--	11.61	--	--	--	--	--	11.61	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	55.55	--	--	--	--	--	59.55	--	--	--	--	--	55.55	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	64.36	--	--	64.36	--	--	64.36	--	--	64.36	--	--	64.36	--	--	64.36
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	--	2.80	--	--	6.80	--	--	6.80	--	--	2.80	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85	--	--	41.97	--	--	15.85
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	--	51.30	--	--	29.18	--	--	55.30	--	--	25.18	--	--	51.30
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	--	24.70	--	--	32.03	--	--	24.70	--	--	32.03	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	--	1.00	--	--	8.33	--	--	1.00	--	--	8.33	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	11.61	--	--	64.36	--	--	11.61	--	--	64.36	--	--	11.61	--	--	64.36
	Dominate Barrier to Source Distance, m	--	--	55.55	--	--	2.80	--	--	59.55	--	--	6.80	--	--	55.55	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	56.17	--	--	2.97	--	--	60.12	--	--	6.87	--	--	56.17	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	11.66	--	--	64.66	--	--	11.66	--	--	64.66	--	--	11.66	--	--	64.66
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.23	--	--	7.23	--	--	7.23	--	--	7.23	--	--	7.23	--	--	7.23
	Receiver to Source Horizontal Distance, m	--	--	67.16	--	--	67.16	--	--	71.16	--	--	71.16	--	--	67.16	--	--	67.16
	Receiver to Source Slant Distance, m	--	--	67.54	--	--	67.54	--	--	71.52	--	--	71.52	--	--	67.54	--	--	67.54
	Path Length Difference	--	--	0.28	--	--	0.09	--	--	0.27	--	--	0.01	--	--	0.28	--	--	0.09
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70
Corrections	Speed Correction	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70
	Distance Correction	--	--	-4.32	--	--	-4.32	--	--	-4.57	--	--	-4.57	--	--	-4.32	--	--	-4.32
	Angle of View Correction	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07	--	--	-14.80	--	--	-11.07
	Facade Correction	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50
	Track Wear Correction	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00
	Turnout Correction	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00
	Slab Track Correction	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00
	Reflection Correction	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50
	Barrier Correction	--	--	-13.95	--	--	-10.50	--	--	-13.73	--	--	-6.42	--	--	-13.95	--	--	-10.50
	Lmax of the Segment	--	--	52.54	--	--	59.71	--	--	52.51	--	--	63.54	--	--	52.54	--	--	59.71
	SEL of the Segment	--	--	59.94	--	--	67.11	--	--	59.91	--	--	70.94	--	--	59.94	--	--	67.11
SEL of the single passBy		67.87						71.27						67.87					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	47.08						50.48						35.32					
	Leq (30min), (23:00-7:00)	46.11						49.51						35.32					
	Lmax (23:00-7:00)	59.71						63.54						59.71					
	Leq (30min), (All day)	44.79						48.19						35.32					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	52.21																	
	Leq (30min), (23:00-7:00)	51.26																	
	Lmax (23:00-7:00)	66.16																	
	Leq (30min), (All day)	49.98																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_3 (G/F)						U4_3 (G/F)						U4_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55
	Angles of view	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--
	Barrier to Source Horizontal Distance, m	--	--	55.81	--	49.33	--	--	--	59.81	--	53.33	--	--	--	55.81	--	49.33	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	65.72	--	65.72	65.72	--	--	65.72	--	65.72	65.72	--	--	65.72	--	65.72	65.72
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	34.46	54.61	--	--	29.23	--	38.46	58.61	--	--	25.23	--	34.46	54.61
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	12.71	--	19.19	65.72	--	--	12.71	--	19.19	65.72	--	--	12.71	--	19.19	65.72
	Dominate Barrier to Source Distance, m	--	--	55.81	--	49.33	2.80	--	--	59.81	--	53.33	6.80	--	--	55.81	--	49.33	2.80
	Slant Distance - barrier top to source, m	--	--	56.42	--	50.03	2.97	--	--	60.38	--	53.98	6.87	--	--	56.42	--	50.03	2.97
	Slant Distance - barrier top to receiver, m	--	--	14.27	--	20.25	65.72	--	--	14.27	--	20.25	65.72	--	--	14.27	--	20.25	65.72
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	1.85	--	1.85	1.85	--	--	1.85	--	1.85	1.85	--	--	1.85	--	1.85	1.85
	Receiver to Source Horizontal Distance, m	--	--	68.52	--	68.52	68.52	--	--	72.52	--	72.52	72.52	--	--	68.52	--	68.52	68.52
	Receiver to Source Slant Distance, m	--	--	68.54	--	68.54	68.54	--	--	72.54	--	72.54	72.54	--	--	68.54	--	68.54	68.54
	Path Length Difference	--	--	2.15	--	1.74	0.15	--	--	2.11	--	1.69	0.06	--	--	2.15	--	1.74	0.15
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.38	--	-4.38	-4.38	--	--	-4.63	--	-4.63	-4.63	--	--	-4.38	--	-4.38	-4.38
	Angle of View Correction	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-20.50	--	-19.79	-12.10	--	--	-20.44	--	-19.70	-9.41	--	--	-20.50	--	-19.79	-12.10
	Lmax of the Segment	--	--	40.84	--	45.62	56.18	--	--	40.66	--	45.47	58.62	--	--	40.84	--	45.62	56.18
	SEL of the Segment	--	--	48.24	--	53.02	63.58	--	--	48.06	--	52.87	66.02	--	--	48.24	--	53.02	63.58
SEL of the single passBy		64.06						66.29						64.06					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	43.27						45.50						31.51					
	Leq (30min), (23:00-7:00)	42.30						44.53						31.51					
	Lmax (23:00-7:00)	56.18						58.62						56.18					
	Leq (30min), (All day)	40.98						43.21						31.51					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.65																	
	Leq (30min), (23:00-7:00)	46.70																	
	Lmax (23:00-7:00)	61.93																	
	Leq (30min), (All day)	45.43																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_3 (1/F)						U4_3 (1/F)						U4_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--
	Barrier to Source Horizontal Distance, m	--	--	55.81	--	49.33	--	--	--	59.81	--	53.33	--	--	--	55.81	--	49.33	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	65.72	--	65.72	65.72	--	--	65.72	--	65.72	65.72	--	--	65.72	--	65.72	65.72
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	34.46	54.61	--	--	29.23	--	38.46	58.61	--	--	25.23	--	34.46	54.61
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	12.71	--	19.19	65.72	--	--	12.71	--	19.19	65.72	--	--	12.71	--	19.19	65.72
	Dominate Barrier to Source Distance, m	--	--	55.81	--	49.33	2.80	--	--	59.81	--	53.33	6.80	--	--	55.81	--	49.33	2.80
	Slant Distance - barrier top to source, m	--	--	56.42	--	50.03	2.97	--	--	60.38	--	53.98	6.87	--	--	56.42	--	50.03	2.97
	Slant Distance - barrier top to receiver, m	--	--	13.27	--	19.56	65.81	--	--	13.27	--	19.56	65.81	--	--	13.27	--	19.56	65.81
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53	--	--	4.53	--	4.53	4.53
	Receiver to Source Horizontal Distance, m	--	--	68.52	--	68.52	68.52	--	--	72.52	--	72.52	72.52	--	--	68.52	--	68.52	68.52
	Receiver to Source Slant Distance, m	--	--	68.67	--	68.67	68.67	--	--	72.66	--	72.66	72.66	--	--	68.67	--	68.67	68.67
	Path Length Difference	--	--	1.02	--	0.92	0.12	--	--	0.99	--	0.88	0.03	--	--	1.02	--	0.92	0.12
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.39	--	-4.39	-4.39	--	--	-4.63	--	-4.63	-4.63	--	--	-4.39	--	-4.39	-4.39
	Angle of View Correction	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-18.05	--	-17.70	-11.36	--	--	-17.94	--	-17.54	-7.94	--	--	-18.05	--	-17.70	-11.36
	Lmax of the Segment	--	--	43.28	--	47.71	56.91	--	--	43.15	--	47.62	60.08	--	--	43.28	--	47.71	56.91
	SEL of the Segment	--	--	50.68	--	55.11	64.31	--	--	50.55	--	55.02	67.48	--	--	50.68	--	55.11	64.31
SEL of the single passBy		64.97						67.81						64.97					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.18						47.01						32.42					
	Leq (30min), (23:00-7:00)	43.21						46.04						32.42					
	Lmax (23:00-7:00)	56.91						60.08						56.91					
	Leq (30min), (All day)	41.89						44.72						32.42					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.93																	
	Leq (30min), (23:00-7:00)	47.99																	
	Lmax (23:00-7:00)	63.01																	
	Leq (30min), (All day)	46.71																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_3 (2/F)						U4_3 (2/F)						U4_3 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93	30.93
	Angles of view	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00	--	--	2.00	--	6.00	26.00
	Angles of Orientation of the Segment	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00	--	--	43.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--	--	--	12.71	--	19.19	--
	Barrier to Source Horizontal Distance, m	--	--	55.81	--	49.33	--	--	--	59.81	--	53.33	--	--	--	55.81	--	49.33	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	65.72	--	65.72	65.72	--	--	65.72	--	65.72	65.72	--	--	65.72	--	65.72	65.72
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91	--	--	43.28	--	34.06	13.91
	Barrier to Source Horizontal Distance, m	--	--	25.23	--	34.46	54.61	--	--	29.23	--	38.46	58.61	--	--	25.23	--	34.46	54.61
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	12.71	--	19.19	65.72	--	--	12.71	--	19.19	65.72	--	--	12.71	--	19.19	65.72
	Dominate Barrier to Source Distance, m	--	--	55.81	--	49.33	2.80	--	--	59.81	--	53.33	6.80	--	--	55.81	--	49.33	2.80
	Slant Distance - barrier top to source, m	--	--	56.42	--	50.03	2.97	--	--	60.38	--	53.98	6.87	--	--	56.42	--	50.03	2.97
	Slant Distance - barrier top to receiver, m	--	--	12.76	--	19.22	66.01	--	--	12.76	--	19.22	66.01	--	--	12.76	--	19.22	66.01
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23	--	--	7.23	--	7.23	7.23
	Receiver to Source Horizontal Distance, m	--	--	68.52	--	68.52	68.52	--	--	72.52	--	72.52	72.52	--	--	68.52	--	68.52	68.52
	Receiver to Source Slant Distance, m	--	--	68.90	--	68.90	68.90	--	--	72.88	--	72.88	72.88	--	--	68.90	--	68.90	68.90
	Path Length Difference	--	--	0.29	--	0.35	0.09	--	--	0.27	--	0.32	0.01	--	--	0.29	--	0.35	0.09
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.40	--	-4.40	-4.40	--	--	-4.65	--	-4.65	-4.65	--	--	-4.40	--	-4.40	-4.40
	Angle of View Correction	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95	--	--	-19.88	--	-15.81	-12.95
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-13.95	--	-14.58	-10.55	--	--	-13.73	--	-14.29	-6.49	--	--	-13.95	--	-14.58	-10.55
	Lmax of the Segment	--	--	47.37	--	50.81	57.71	--	--	47.35	--	50.85	61.52	--	--	47.37	--	50.81	57.71
	SEL of the Segment	--	--	54.77	--	58.21	65.11	--	--	54.75	--	58.25	68.92	--	--	54.77	--	58.21	65.11
SEL of the single passBy		66.24						69.43						66.24					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.45						48.64						33.68					
	Leq (30min), (23:00-7:00)	44.48						47.67						33.68					
	Lmax (23:00-7:00)	57.71						61.52						57.71					
	Leq (30min), (All day)	43.16						46.35						33.68					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.43																	
	Leq (30min), (23:00-7:00)	49.49																	
	Lmax (23:00-7:00)	64.15																	
	Leq (30min), (All day)	48.21																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_4 (G/F)						U4_4 (G/F)						U4_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55
	Angles of view	--	14.00	--	--	--	--	--	14.00	--	--	--	--	--	14.00	--	--	--	--
	Angles of Orientation of the Segment	--	57.00	--	--	--	--	--	57.00	--	--	--	--	--	57.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	65.14	--	--	--	--	--	65.14	--	--	--	--	--	65.14	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	--	--	--	--	--	27.20	--	--	--	--	--	27.20	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	--	--	--	--	--	27.20	--	--	--	--	--	27.20	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.50	--	--	--	--	--	3.50	--	--	--	--	--	3.50	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Dominate Barrier to Source Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
	Slant Distance - barrier top to source, m	--	62.26	--	--	--	--	--	66.25	--	--	--	--	--	62.26	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	6.01	--	--	--	--	--	6.01	--	--	--	--	--	6.01	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.85	--	--	--	--	--	1.85	--	--	--	--	--	1.85	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	67.94	--	--	--	--	--	71.94	--	--	--	--	--	67.94	--	--	--	--
	Receiver to Source Slant Distance, m	--	67.96	--	--	--	--	--	71.96	--	--	--	--	--	67.96	--	--	--	--
	Path Length Difference	--	0.30	--	--	--	--	--	0.30	--	--	--	--	--	0.30	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-4.34	--	--	--	--	--	-4.59	--	--	--	--	--	-4.34	--	--	--	--
	Angle of View Correction	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-14.15	--	--	--	--	--	-14.10	--	--	--	--	--	-14.15	--	--	--	--
	Lmax of the Segment	--	53.46	--	--	--	--	--	53.26	--	--	--	--	--	53.46	--	--	--	--
	SEL of the Segment	--	60.86	--	--	--	--	--	60.66	--	--	--	--	--	60.86	--	--	--	--
SEL of the single passBy		60.86						60.66						60.86					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	40.07						39.87						28.31					
	Leq (30min), (23:00-7:00)	39.10						38.90						28.31					
	Lmax (23:00-7:00)	53.46						53.26						53.46					
	Leq (30min), (All day)	37.78						37.58						28.31					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	43.13																	
	Leq (30min), (23:00-7:00)	42.20																	
	Lmax (23:00-7:00)	58.17																	
	Leq (30min), (All day)	40.94																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_4 (1/F)						U4_4 (1/F)						U4_4 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23	28.23
	Angles of view	--	14.00	--	--	--	--	--	14.00	--	--	--	--	--	14.00	--	--	--	--
	Angles of Orientation of the Segment	--	57.00	--	--	--	--	--	57.00	--	--	--	--	--	57.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	65.14	--	--	--	--	--	65.14	--	--	--	--	--	65.14	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	--	--	--	--	--	27.20	--	--	--	--	--	27.20	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	5.78	--	--	--	--	--	5.78	--	--	--	--	--	5.78	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	62.16	--	--	--	--	--	66.16	--	--	--	--	--	62.16	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	65.14	--	--	--	--	--	65.14	--	--	--	--	--	65.14	--	--	--	--
	Dominate Barrier to Source Distance, m	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80	--	--	--	--
	Slant Distance - barrier top to source, m	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	65.24	--	--	--	--	--	65.24	--	--	--	--	--	65.24	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	4.53	--	--	--	--	--	4.53	--	--	--	--	--	4.53	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	67.94	--	--	--	--	--	71.94	--	--	--	--	--	67.94	--	--	--	--
	Receiver to Source Slant Distance, m	--	68.09	--	--	--	--	--	72.08	--	--	--	--	--	68.09	--	--	--	--
	Path Length Difference	--	0.12	--	--	--	--	--	0.03	--	--	--	--	--	0.12	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-4.35	--	--	--	--	--	-4.60	--	--	--	--	--	-4.35	--	--	--	--
	Angle of View Correction	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--	--	-9.65	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-11.35	--	--	--	--	--	-7.92	--	--	--	--	--	-11.35	--	--	--	--
	Lmax of the Segment	--	56.25	--	--	--	--	--	59.43	--	--	--	--	--	56.25	--	--	--	--
	SEL of the Segment	--	63.65	--	--	--	--	--	66.83	--	--	--	--	--	63.65	--	--	--	--
SEL of the single passBy		63.65						66.83						63.65					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	42.86						46.04						31.10					
	Leq (30min), (23:00-7:00)	41.89						45.07						31.10					
	Lmax (23:00-7:00)	56.25						59.43						56.25					
	Leq (30min), (All day)	40.57						43.75						31.10					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.84																	
	Leq (30min), (23:00-7:00)	46.89																	
	Lmax (23:00-7:00)	62.36																	
	Leq (30min), (All day)	45.62																	

Detailed Calculation of Railway Noise Level

Receiver Name		U4_5 (G/F)						U4_5 (G/F)						U4_5 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55	25.55
	Angles of view	--	121.00	9.00	4.00	5.00	--	--	121.00	9.00	4.00	5.00	--	--	121.00	9.00	4.00	5.00	--
	Angles of Orientation of the Segment	--	72.00	39.00	45.00	31.00	--	--	72.00	39.00	45.00	31.00	--	--	72.00	39.00	45.00	31.00	--
Source	Train Speed (km/h)	--	120.00	120.00	120.00	120.00	--	--	120.00	120.00	120.00	120.00	--	--	120.00	120.00	120.00	120.00	--
	Railway Height, mpd	--	23.70	23.70	23.70	23.70	--	--	23.70	23.70	23.70	23.70	--	--	23.70	23.70	23.70	23.70	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	16.02	--	30.49	--	--	--	16.02	--	30.49	--	--	--	16.02	--	30.49	--
	Barrier to Source Horizontal Distance, m	--	--	45.46	--	30.99	--	--	--	49.46	--	34.99	--	--	--	45.46	--	30.99	--
Railway Barrier	Barrier Height, mpd	--	24.70	24.70	24.70	24.70	--	--	24.70	24.70	24.70	24.70	--	--	24.70	24.70	24.70	24.70	--
	Barrier to Receiver Horizontal Distance, m	--	58.68	58.68	58.68	58.68	--	--	58.68	58.68	58.68	58.68	--	--	58.68	58.68	58.68	58.68	--
	Barrier to Source Horizontal Distance, m	--	2.80	2.80	2.80	2.80	--	--	6.80	6.80	6.80	6.80	--	--	2.80	2.80	2.80	2.80	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	26.20	26.20	26.20	--	--	27.20	26.20	26.20	26.20	--	--	27.20	26.20	26.20	26.20	--
	Barrier to Receiver Horizontal Distance, m	--	0.74	36.69	36.82	30.09	--	--	0.74	36.69	36.82	30.09	--	--	0.74	36.69	36.82	30.09	--
	Barrier to Source Horizontal Distance, m	--	60.74	24.79	24.66	31.39	--	--	64.74	28.79	28.66	35.39	--	--	60.74	24.79	24.66	31.39	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	32.03	24.70	32.03	--	--	27.20	32.03	24.70	32.03	--	--	27.20	32.03	24.70	32.03	--
	Barrier Relative Height to the railway ground, m	--	3.50	8.33	1.00	8.33	--	--	3.50	8.33	1.00	8.33	--	--	3.50	8.33	1.00	8.33	--
	Dominate Barrier to Receiver Distance, m	--	0.74	16.02	58.68	30.49	--	--	0.74	16.02	58.68	30.49	--	--	0.74	16.02	58.68	30.49	--
	Dominate Barrier to Source Distance, m	--	60.74	45.46	2.80	30.99	--	--	64.74	49.46	6.80	34.99	--	--	60.74	45.46	2.80	30.99	--
	Slant Distance - barrier top to source, m	--	60.84	46.22	2.97	32.09	--	--	64.84	50.16	6.87	35.96	--	--	60.84	46.22	2.97	32.09	--
	Slant Distance - barrier top to receiver, m	--	1.81	17.28	58.69	31.17	--	--	1.81	17.28	58.69	31.17	--	--	1.81	17.28	58.69	31.17	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	1.85	1.85	1.85	1.85	--	--	1.85	1.85	1.85	1.85	--	--	1.85	1.85	1.85	1.85	--
	Receiver to Source Horizontal Distance, m	--	61.48	61.48	61.48	61.48	--	--	65.48	65.48	65.48	65.48	--	--	61.48	61.48	61.48	61.48	--
	Receiver to Source Slant Distance, m	--	61.51	61.51	61.51	61.51	--	--	65.51	65.51	65.51	65.51	--	--	61.51	61.51	61.51	61.51	--
	Path Length Difference	--	1.14	1.99	0.15	1.75	--	--	1.14	1.93	0.05	1.63	--	--	1.14	1.99	0.15	1.75	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	75.30	75.30	75.30	--	--	75.30	75.30	75.30	75.30	--	--	75.30	75.30	75.30	75.30	--
	Reference SEL (25m setback&130kph)	--	82.70	82.70	82.70	82.70	--	--	82.70	82.70	82.70	82.70	--	--	82.70	82.70	82.70	82.70	--
Corrections	Speed Correction	--	-0.70	-0.70	-0.70	-0.70	--	--	-0.70	-0.70	-0.70	-0.70	--	--	-0.70	-0.70	-0.70	-0.70	--
	Distance Correction	--	-3.91	-3.91	-3.91	-3.91	--	--	-4.18	-4.18	-4.18	-4.18	--	--	-3.91	-3.91	-3.91	-3.91	--
	Angle of View Correction	--	-0.52	-14.05	-16.56	-18.34	--	--	-0.52	-14.05	-16.56	-18.34	--	--	-0.52	-14.05	-16.56	-18.34	--
	Facade Correction	--	2.50	2.50	2.50	2.50	--	--	2.50	2.50	2.50	2.50	--	--	2.50	2.50	2.50	2.50	--
	Track Wear Correction	--	3.00	3.00	3.00	3.00	--	--	3.00	3.00	3.00	3.00	--	--	3.00	3.00	3.00	3.00	--
	Turnout Correction	--	4.00	4.00	4.00	4.00	--	--	4.00	4.00	4.00	4.00	--	--	4.00	4.00	4.00	4.00	--
	Slab Track Correction	--	0.00	0.00	0.00	0.00	--	--	0.00	0.00	0.00	0.00	--	--	0.00	0.00	0.00	0.00	--
	Reflection Correction	--	1.50	1.50	1.50	1.50	--	--	1.50	1.50	1.50	1.50	--	--	1.50	1.50	1.50	1.50	--
	Barrier Correction	--	-18.40	-20.24	-12.06	-19.82	--	--	-18.39	-20.14	-9.33	-19.58	--	--	-18.40	-20.24	-12.06	-19.82	--
	Lmax of the Segment	--	62.77	47.41	53.08	43.54	--	--	62.51	47.23	55.53	43.50	--	--	62.77	47.41	53.08	43.54	--
	SEL of the Segment	--	70.17	54.81	60.48	50.94	--	--	69.91	54.63	62.93	50.90	--	--	70.17	54.81	60.48	50.94	--
SEL of the single passBy		70.77						70.86						70.77					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	49.98						50.06						38.22					
	Leq (30min), (23:00-7:00)	49.01						49.09						38.22					
	Lmax (23:00-7:00)	62.77						62.51						62.77					
	Leq (30min), (All day)	47.69						47.77						38.22					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	53.17																	
	Leq (30min), (23:00-7:00)	52.24																	
	Lmax (23:00-7:00)	67.46																	
	Leq (30min), (All day)	50.98																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_1 (1/F)						U5_1 (1/F)						U5_1 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43
	Angles of view	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00
	Angles of Orientation of the Segment	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--
	Barrier to Source Horizontal Distance, m	--	--	62.62	--	49.18	--	--	--	66.62	--	53.18	--	--	--	62.62	--	49.18	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	70.03	--	70.03	70.03	--	--	70.03	--	70.03	70.03	--	--	70.03	--	70.03	70.03
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	34.39	57.15	--	--	29.18	--	38.39	61.15	--	--	25.18	--	34.39	57.15
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	10.21	--	23.65	70.03	--	--	10.21	--	23.65	70.03	--	--	10.21	--	23.65	70.03
	Dominate Barrier to Source Distance, m	--	--	62.62	--	49.18	2.80	--	--	66.62	--	53.18	6.80	--	--	62.62	--	49.18	2.80
	Slant Distance - barrier top to source, m	--	--	63.17	--	49.88	2.97	--	--	67.14	--	53.83	6.87	--	--	63.17	--	49.88	2.97
	Slant Distance - barrier top to receiver, m	--	--	10.83	--	23.92	70.13	--	--	10.83	--	23.92	70.13	--	--	10.83	--	23.92	70.13
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	4.73	--	4.73	4.73	--	--	4.73	--	4.73	4.73	--	--	4.73	--	4.73	4.73
	Receiver to Source Horizontal Distance, m	--	--	72.83	--	72.83	72.83	--	--	76.83	--	76.83	76.83	--	--	72.83	--	72.83	72.83
	Receiver to Source Slant Distance, m	--	--	72.98	--	72.98	72.98	--	--	76.97	--	76.97	76.97	--	--	72.98	--	72.98	72.98
	Path Length Difference	--	--	1.01	--	0.82	0.12	--	--	0.99	--	0.78	0.03	--	--	1.01	--	0.82	0.12
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.65	--	-4.65	-4.65	--	--	-4.88	--	-4.88	-4.88	--	--	-4.65	--	-4.65	-4.65
	Angle of View Correction	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-18.01	--	-17.32	-11.38	--	--	-17.93	--	-17.14	-7.97	--	--	-18.01	--	-17.32	-11.38
	Lmax of the Segment	--	--	47.98	--	47.03	56.44	--	--	47.83	--	46.98	59.62	--	--	47.98	--	47.03	56.44
	SEL of the Segment	--	--	55.38	--	54.43	63.84	--	--	55.23	--	54.38	67.02	--	--	55.38	--	54.43	63.84
SEL of the single passBy		64.83						67.51						64.83					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	44.04						46.72						32.28					
	Leq (30min), (23:00-7:00)	43.07						45.75						32.28					
	Lmax (23:00-7:00)	56.44						59.62						56.44					
	Leq (30min), (All day)	41.75						44.43						32.28					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.69																	
	Leq (30min), (23:00-7:00)	47.75																	
	Lmax (23:00-7:00)	62.54																	
	Leq (30min), (All day)	46.47																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_1 (2/F)						U5_1 (2/F)						U5_1 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13
	Angles of view	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00	--	--	6.00	--	5.00	25.00
	Angles of Orientation of the Segment	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00	--	--	44.00	--	39.00	24.00
Source	Train Speed (km/h)	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00	--	--	120.00	--	120.00	120.00
	Railway Height, mpd	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70	--	--	23.70	--	23.70	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--	--	--	32.03	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--	--	--	10.21	--	23.65	--
	Barrier to Source Horizontal Distance, m	--	--	62.62	--	49.18	--	--	--	66.62	--	53.18	--	--	--	62.62	--	49.18	--
Railway Barrier	Barrier Height, mpd	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70	--	--	24.70	--	24.70	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	70.03	--	70.03	70.03	--	--	70.03	--	70.03	70.03	--	--	70.03	--	70.03	70.03
	Barrier to Source Horizontal Distance, m	--	--	2.80	--	2.80	2.80	--	--	6.80	--	6.80	6.80	--	--	2.80	--	2.80	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20	--	--	26.20	--	26.20	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68	--	--	47.65	--	38.44	15.68
	Barrier to Source Horizontal Distance, m	--	--	25.18	--	34.39	57.15	--	--	29.18	--	38.39	61.15	--	--	25.18	--	34.39	57.15
Barrier (Adopted)	Barrier Height, mpd	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70	--	--	32.03	--	32.03	24.70
	Barrier Relative Height to the railway ground, m	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00	--	--	8.33	--	8.33	1.00
	Dominate Barrier to Receiver Distance, m	--	--	10.21	--	23.65	70.03	--	--	10.21	--	23.65	70.03	--	--	10.21	--	23.65	70.03
	Dominate Barrier to Source Distance, m	--	--	62.62	--	49.18	2.80	--	--	66.62	--	53.18	6.80	--	--	62.62	--	49.18	2.80
	Slant Distance - barrier top to source, m	--	--	63.17	--	49.88	2.97	--	--	67.14	--	53.83	6.87	--	--	63.17	--	49.88	2.97
	Slant Distance - barrier top to receiver, m	--	--	10.25	--	23.66	70.32	--	--	10.25	--	23.66	70.32	--	--	10.25	--	23.66	70.32
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	7.43	--	7.43	7.43	--	--	7.43	--	7.43	7.43	--	--	7.43	--	7.43	7.43
	Receiver to Source Horizontal Distance, m	--	--	72.83	--	72.83	72.83	--	--	76.83	--	76.83	76.83	--	--	72.83	--	72.83	72.83
	Receiver to Source Slant Distance, m	--	--	73.21	--	73.21	73.21	--	--	77.19	--	77.19	77.19	--	--	73.21	--	73.21	73.21
	Path Length Difference	--	--	0.21	--	0.34	0.09	--	--	0.20	--	0.31	0.01	--	--	0.21	--	0.34	0.09
Source strength	Reference Lmax (25m setback&130kph)	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30	--	--	75.30	--	75.30	75.30
	Reference SEL (25m setback&130kph)	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70	--	--	82.70	--	82.70	82.70
Corrections	Speed Correction	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70	--	--	-0.70	--	-0.70	-0.70
	Distance Correction	--	--	-4.67	--	-4.67	-4.67	--	--	-4.90	--	-4.90	-4.90	--	--	-4.67	--	-4.67	-4.67
	Angle of View Correction	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14	--	--	-14.95	--	-16.60	-13.14
	Facade Correction	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50	--	--	2.50	--	2.50	2.50
	Track Wear Correction	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00	--	--	3.00	--	3.00	3.00
	Turnout Correction	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00	--	--	4.00	--	4.00	4.00
	Slab Track Correction	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00	--	--	0.00	--	0.00	0.00
	Reflection Correction	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50	--	--	1.50	--	1.50	1.50
	Barrier Correction	--	--	-13.06	--	-14.49	-10.61	--	--	-12.87	--	-14.18	-6.59	--	--	-13.06	--	-14.49	-10.61
	Lmax of the Segment	--	--	52.92	--	49.84	57.19	--	--	52.89	--	49.93	60.98	--	--	52.92	--	49.84	57.19
	SEL of the Segment	--	--	60.32	--	57.24	64.59	--	--	60.29	--	57.33	68.38	--	--	60.32	--	57.24	64.59
SEL of the single passBy		66.52						69.29						66.52					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.72						48.50						33.96					
	Leq (30min), (23:00-7:00)	44.75						47.53						33.96					
	Lmax (23:00-7:00)	57.19						60.98						57.19					
	Leq (30min), (All day)	43.43						46.21						33.96					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	50.44																	
	Leq (30min), (23:00-7:00)	49.50																	
	Lmax (23:00-7:00)	63.62																	
	Leq (30min), (All day)	48.22																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_2 (1/F)						U5_2 (1/F)						U5_2 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43
	Angles of view	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
	Angles of Orientation of the Segment	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	71.02	--	--	--	--	--	71.02	--	--	--	--	--	71.02
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	15.47	--	--	--	--	--	15.47	--	--	--	--	--	15.47
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	58.35	--	--	--	--	--	62.35	--	--	--	--	--	58.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	71.02	--	--	--	--	--	71.02	--	--	--	--	--	71.02
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	71.12	--	--	--	--	--	71.12	--	--	--	--	--	71.12
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	4.73	--	--	--	--	--	4.73	--	--	--	--	--	4.73
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	73.82	--	--	--	--	--	77.82	--	--	--	--	--	73.82
	Receiver to Source Slant Distance, m	--	--	--	--	--	73.97	--	--	--	--	--	77.97	--	--	--	--	--	73.97
	Path Length Difference	--	--	--	--	--	0.12	--	--	--	--	--	0.03	--	--	--	--	--	0.12
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.71	--	--	--	--	--	-4.94	--	--	--	--	--	-4.71
	Angle of View Correction	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-11.39	--	--	--	--	--	-8.00	--	--	--	--	--	-11.39
	Lmax of the Segment	--	--	--	--	--	55.64	--	--	--	--	--	58.81	--	--	--	--	--	55.64
	SEL of the Segment	--	--	--	--	--	63.04	--	--	--	--	--	66.21	--	--	--	--	--	63.04
SEL of the single passBy		63.04						66.21						63.04					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	42.25						45.42						30.49					
	Leq (30min), (23:00-7:00)	41.28						44.45						30.49					
	Lmax (23:00-7:00)	55.64						58.81						55.64					
	Leq (30min), (All day)	39.96						43.13						30.49					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	47.22																	
	Leq (30min), (23:00-7:00)	46.27																	
	Lmax (23:00-7:00)	61.74																	
	Leq (30min), (All day)	44.99																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_2 (2/F)						U5_2 (2/F)						U5_2 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13
	Angles of view	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
	Angles of Orientation of the Segment	--	--	--	--	--	23.00	--	--	--	--	--	23.00	--	--	--	--	--	23.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	71.02	--	--	--	--	--	71.02	--	--	--	--	--	71.02
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	15.47	--	--	--	--	--	15.47	--	--	--	--	--	15.47
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	58.35	--	--	--	--	--	62.35	--	--	--	--	--	58.35
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	71.02	--	--	--	--	--	71.02	--	--	--	--	--	71.02
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	71.31	--	--	--	--	--	71.31	--	--	--	--	--	71.31
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	7.43	--	--	--	--	--	7.43	--	--	--	--	--	7.43
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	73.82	--	--	--	--	--	77.82	--	--	--	--	--	73.82
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.20	--	--	--	--	--	78.18	--	--	--	--	--	74.20
	Path Length Difference	--	--	--	--	--	0.09	--	--	--	--	--	0.01	--	--	--	--	--	0.09
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.72	--	--	--	--	--	-4.95	--	--	--	--	--	-4.72
	Angle of View Correction	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86	--	--	--	--	--	-13.86
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-10.64	--	--	--	--	--	-6.63	--	--	--	--	--	-10.64
	Lmax of the Segment	--	--	--	--	--	56.38	--	--	--	--	--	60.16	--	--	--	--	--	56.38
	SEL of the Segment	--	--	--	--	--	63.78	--	--	--	--	--	67.56	--	--	--	--	--	63.78
SEL of the single passBy		63.78						67.56						63.78					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	42.99						46.77						31.22					
	Leq (30min), (23:00-7:00)	42.02						45.80						31.22					
	Lmax (23:00-7:00)	56.38						60.16						56.38					
	Leq (30min), (All day)	40.70						44.48						31.22					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.37																	
	Leq (30min), (23:00-7:00)	47.42																	
	Lmax (23:00-7:00)	62.80																	
	Leq (30min), (All day)	46.14																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_3 (G/F)						U5_3 (G/F)						U5_3 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	--	--	--	--	19.00	--	--	--	--	--	19.00	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00	--	--	--	--	--	21.00	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	2.05	--	--	--	--	--	2.05	--	--	--	--	--	2.05
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72	--	--	--	--	--	78.72	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.74	--	--	--	--	--	78.74	--	--	--	--	--	74.74
	Path Length Difference	--	--	--	--	--	0.15	--	--	--	--	--	0.05	--	--	--	--	--	0.15
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.76	--	--	--	--	--	-4.98	--	--	--	--	--	-4.76
	Angle of View Correction	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-12.08	--	--	--	--	--	-9.37	--	--	--	--	--	-12.08
	Lmax of the Segment	--	--	--	--	--	53.29	--	--	--	--	--	55.78	--	--	--	--	--	53.29
	SEL of the Segment	--	--	--	--	--	60.69	--	--	--	--	--	63.18	--	--	--	--	--	60.69
SEL of the single passBy		60.69						63.18						60.69					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	39.90						42.39						28.14					
	Leq (30min), (23:00-7:00)	38.93						41.42						28.14					
	Lmax (23:00-7:00)	53.29						55.78						53.29					
	Leq (30min), (All day)	37.61						40.10						28.14					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	44.43																	
	Leq (30min), (23:00-7:00)	43.49																	
	Lmax (23:00-7:00)	59.06																	
	Leq (30min), (All day)	42.22																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_3 (1/F)						U5_3 (1/F)						U5_3 (1/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43	28.43
	Angles of view	--	--	--	--	--	19.00	--	--	--	--	--	19.00	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00	--	--	--	--	--	21.00	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	72.01	--	--	--	--	--	72.01	--	--	--	--	--	72.01
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	4.73	--	--	--	--	--	4.73	--	--	--	--	--	4.73
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72	--	--	--	--	--	78.72	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	74.87	--	--	--	--	--	78.86	--	--	--	--	--	74.87
	Path Length Difference	--	--	--	--	--	0.12	--	--	--	--	--	0.03	--	--	--	--	--	0.12
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.76	--	--	--	--	--	-4.99	--	--	--	--	--	-4.76
	Angle of View Correction	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-11.41	--	--	--	--	--	-8.02	--	--	--	--	--	-11.41
	Lmax of the Segment	--	--	--	--	--	53.96	--	--	--	--	--	57.12	--	--	--	--	--	53.96
	SEL of the Segment	--	--	--	--	--	61.36	--	--	--	--	--	64.52	--	--	--	--	--	61.36
SEL of the single passBy		61.36						64.52						61.36					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	40.57						43.73						28.81					
	Leq (30min), (23:00-7:00)	39.60						42.76						28.81					
	Lmax (23:00-7:00)	53.96						57.12						53.96					
	Leq (30min), (All day)	38.28						41.44						28.81					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	45.53																	
	Leq (30min), (23:00-7:00)	44.59																	
	Lmax (23:00-7:00)	60.06																	
	Leq (30min), (All day)	43.31																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_3 (2/F)						U5_3 (2/F)						U5_3 (2/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13	31.13
	Angles of view	--	--	--	--	--	19.00	--	--	--	--	--	19.00	--	--	--	--	--	19.00
	Angles of Orientation of the Segment	--	--	--	--	--	21.00	--	--	--	--	--	21.00	--	--	--	--	--	21.00
Source	Train Speed (km/h)	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00
	Railway Height, mpd	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
Barrier (Fencewall)	Barrier Height, mpd	--	--	--	--	--	26.20	--	--	--	--	--	26.20	--	--	--	--	--	26.20
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	13.63	--	--	--	--	--	13.63	--	--	--	--	--	13.63
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	61.09	--	--	--	--	--	65.09	--	--	--	--	--	61.09
Barrier (Adopted)	Barrier Height, mpd	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70
	Barrier Relative Height to the railway ground, m	--	--	--	--	--	1.00	--	--	--	--	--	1.00	--	--	--	--	--	1.00
	Dominate Barrier to Receiver Distance, m	--	--	--	--	--	71.92	--	--	--	--	--	71.92	--	--	--	--	--	71.92
	Dominate Barrier to Source Distance, m	--	--	--	--	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80
	Slant Distance - barrier top to source, m	--	--	--	--	--	2.97	--	--	--	--	--	6.87	--	--	--	--	--	2.97
	Slant Distance - barrier top to receiver, m	--	--	--	--	--	72.20	--	--	--	--	--	72.20	--	--	--	--	--	72.20
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	--	--	--	--	7.43	--	--	--	--	--	7.43	--	--	--	--	--	7.43
	Receiver to Source Horizontal Distance, m	--	--	--	--	--	74.72	--	--	--	--	--	78.72	--	--	--	--	--	74.72
	Receiver to Source Slant Distance, m	--	--	--	--	--	75.09	--	--	--	--	--	79.07	--	--	--	--	--	75.09
	Path Length Difference	--	--	--	--	--	0.09	--	--	--	--	--	0.01	--	--	--	--	--	0.09
Source strength	Reference Lmax (25m setback&130kph)	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30
	Reference SEL (25m setback&130kph)	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70
Corrections	Speed Correction	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70
	Distance Correction	--	--	--	--	--	-4.78	--	--	--	--	--	-5.00	--	--	--	--	--	-4.78
	Angle of View Correction	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47	--	--	--	--	--	-15.47
	Facade Correction	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50
	Track Wear Correction	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00
	Turnout Correction	--	--	--	--	--	4.00	--	--	--	--	--	4.00	--	--	--	--	--	4.00
	Slab Track Correction	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00
	Reflection Correction	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50
	Barrier Correction	--	--	--	--	--	-10.67	--	--	--	--	--	-6.67	--	--	--	--	--	-10.67
	Lmax of the Segment	--	--	--	--	--	54.69	--	--	--	--	--	58.46	--	--	--	--	--	54.69
	SEL of the Segment	--	--	--	--	--	62.09	--	--	--	--	--	65.86	--	--	--	--	--	62.09
SEL of the single passBy		62.09						65.86						62.09					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	41.30						45.07						29.54					
	Leq (30min), (23:00-7:00)	40.33						44.10						29.54					
	Lmax (23:00-7:00)	54.69						58.46						54.69					
	Leq (30min), (All day)	39.01						42.78						29.54					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	46.68																	
	Leq (30min), (23:00-7:00)	45.73																	
	Lmax (23:00-7:00)	61.11																	
	Leq (30min), (All day)	44.44																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_4 (G/F)						U5_4 (G/F)						U5_4 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	64.00	--	--	--	--	--	64.00	--	--	--	--	--	64.00	--	--	--	--
	Angles of Orientation of the Segment	--	46.00	--	--	--	--	--	46.00	--	--	--	--	--	46.00	--	--	--	--
Source	Train Speed (km/h)	--	120.00	--	--	--	--	--	120.00	--	--	--	--	--	120.00	--	--	--	--
	Railway Height, mpd	--	23.70	--	--	--	--	--	23.70	--	--	--	--	--	23.70	--	--	--	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Railway Barrier	Barrier Height, mpd	--	24.70	--	--	--	--	--	24.70	--	--	--	--	--	24.70	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	70.20	--	--	--	--	--	70.20	--	--	--	--	--	70.20	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	2.80	--	--	--	--	--	6.80	--	--	--	--	--	2.80	--	--	--	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	--	--	--	--	--	27.20	--	--	--	--	--	27.20	--	--	--	--
	Barrier to Receiver Horizontal Distance, m	--	4.87	--	--	--	--	--	4.87	--	--	--	--	--	4.87	--	--	--	--
	Barrier to Source Horizontal Distance, m	--	68.14	--	--	--	--	--	72.14	--	--	--	--	--	68.14	--	--	--	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	--	--	--	--	--	27.20	--	--	--	--	--	27.20	--	--	--	--
	Barrier Relative Height to the railway ground, m	--	3.50	--	--	--	--	--	3.50	--	--	--	--	--	3.50	--	--	--	--
	Dominate Barrier to Receiver Distance, m	--	4.87	--	--	--	--	--	4.87	--	--	--	--	--	4.87	--	--	--	--
	Dominate Barrier to Source Distance, m	--	68.14	--	--	--	--	--	72.14	--	--	--	--	--	68.14	--	--	--	--
	Slant Distance - barrier top to source, m	--	68.22	--	--	--	--	--	72.22	--	--	--	--	--	68.22	--	--	--	--
	Slant Distance - barrier top to receiver, m	--	5.08	--	--	--	--	--	5.08	--	--	--	--	--	5.08	--	--	--	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	2.05	--	--	--	--	--	2.05	--	--	--	--	--	2.05	--	--	--	--
	Receiver to Source Horizontal Distance, m	--	73.00	--	--	--	--	--	77.00	--	--	--	--	--	73.00	--	--	--	--
	Receiver to Source Slant Distance, m	--	73.03	--	--	--	--	--	77.03	--	--	--	--	--	73.03	--	--	--	--
	Path Length Difference	--	0.27	--	--	--	--	--	0.27	--	--	--	--	--	0.27	--	--	--	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	--	--	--	75.30	--	--	--	--	--	75.30	--	--	--	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	--	--	--	82.70	--	--	--	--	--	82.70	--	--	--	--
Corrections	Speed Correction	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--	--	-0.70	--	--	--	--
	Distance Correction	--	-4.66	--	--	--	--	--	-4.89	--	--	--	--	--	-4.66	--	--	--	--
	Angle of View Correction	--	-4.40	--	--	--	--	--	-4.40	--	--	--	--	--	-4.40	--	--	--	--
	Facade Correction	--	2.50	--	--	--	--	--	2.50	--	--	--	--	--	2.50	--	--	--	--
	Track Wear Correction	--	3.00	--	--	--	--	--	3.00	--	--	--	--	--	3.00	--	--	--	--
	Turnout Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Slab Track Correction	--	0.00	--	--	--	--	--	0.00	--	--	--	--	--	0.00	--	--	--	--
	Reflection Correction	--	1.50	--	--	--	--	--	1.50	--	--	--	--	--	1.50	--	--	--	--
	Barrier Correction	--	-13.81	--	--	--	--	--	-13.77	--	--	--	--	--	-13.81	--	--	--	--
	Lmax of the Segment	--	58.74	--	--	--	--	--	58.55	--	--	--	--	--	58.74	--	--	--	--
	SEL of the Segment	--	66.14	--	--	--	--	--	65.95	--	--	--	--	--	66.14	--	--	--	--
SEL of the single passBy		66.14						65.95						66.14					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	45.35						45.16						33.59					
	Leq (30min), (23:00-7:00)	44.38						44.19						33.59					
	Lmax (23:00-7:00)	58.74						58.55						58.74					
	Leq (30min), (All day)	43.06						42.87						33.59					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	48.41																	
	Leq (30min), (23:00-7:00)	47.48																	
	Lmax (23:00-7:00)	63.45																	
	Leq (30min), (All day)	46.22																	

Detailed Calculation of Railway Noise Level

Receiver Name		U5_5 (G/F)						U5_5 (G/F)						U5_5 (G/F)					
Railway ID		Southbound (ERL)						Northbound (ERL)						Southbound (Intercity)					
Segment		01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)	01 (B1 with Building & Fin)	02 (B1 only)	03 (B2 with Building & Fin)	04 (B2 only)	05 (B3 with Building & Fin)	06 (B3 only)
Receiver	Receiver Height,mpd	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75	25.75
	Angles of view	--	134.00	--	--	19.00	--	--	134.00	--	--	19.00	--	--	134.00	--	--	19.00	--
	Angles of Orientation of the Segment	--	79.00	--	--	24.00	--	--	79.00	--	--	24.00	--	--	79.00	--	--	24.00	--
Source	Train Speed (km/h)	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--	--	120.00	--
	Railway Height, mpd	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--	--	23.70	--
Barrier (Fin & Building)	Barrier Height, mpd	--	--	--	--	32.03	--	--	--	--	--	32.03	--	--	--	--	--	32.03	--
	Barrier to Receiver Horizontal Distance, m	--	--	--	--	0.58	--	--	--	--	--	0.58	--	--	--	--	--	0.58	--
	Barrier to Source Horizontal Distance, m	--	--	--	--	65.95	--	--	--	--	--	69.95	--	--	--	--	--	65.95	--
Railway Barrier	Barrier Height, mpd	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--	--	24.70	--
	Barrier to Receiver Horizontal Distance, m	--	63.74	--	--	63.74	--	--	63.74	--	--	63.74	--	--	63.74	--	--	63.74	--
	Barrier to Source Horizontal Distance, m	--	2.80	--	--	2.80	--	--	6.80	--	--	6.80	--	--	2.80	--	--	2.80	--
Barrier (Fencewall)	Barrier Height, mpd	--	27.20	--	--	26.20	--	--	27.20	--	--	26.20	--	--	27.20	--	--	26.20	--
	Barrier to Receiver Horizontal Distance, m	--	0.58	--	--	22.22	--	--	0.58	--	--	22.22	--	--	0.58	--	--	22.22	--
	Barrier to Source Horizontal Distance, m	--	65.95	--	--	44.32	--	--	69.95	--	--	48.32	--	--	65.95	--	--	44.32	--
Barrier (Adopted)	Barrier Height, mpd	--	27.20	--	--	32.03	--	--	27.20	--	--	32.03	--	--	27.20	--	--	32.03	--
	Barrier Relative Height to the railway ground, m	--	3.50	--	--	8.33	--	--	3.50	--	--	8.33	--	--	3.50	--	--	8.33	--
	Dominate Barrier to Receiver Distance, m	--	0.58	--	--	0.58	--	--	0.58	--	--	0.58	--	--	0.58	--	--	0.58	--
	Dominate Barrier to Source Distance, m	--	65.95	--	--	65.95	--	--	69.95	--	--	69.95	--	--	65.95	--	--	65.95	--
	Slant Distance - barrier top to source, m	--	66.05	--	--	66.48	--	--	70.04	--	--	70.45	--	--	66.05	--	--	66.48	--
	Slant Distance - barrier top to receiver, m	--	1.56	--	--	6.31	--	--	1.56	--	--	6.31	--	--	1.56	--	--	6.31	--
Path Length Difference Calculation	Receiver Relative Height to the railway ground, m	--	2.05	--	--	2.05	--	--	2.05	--	--	2.05	--	--	2.05	--	--	2.05	--
	Receiver to Source Horizontal Distance, m	--	66.54	--	--	66.54	--	--	70.54	--	--	70.54	--	--	66.54	--	--	66.54	--
	Receiver to Source Slant Distance, m	--	66.57	--	--	66.57	--	--	70.57	--	--	70.57	--	--	66.57	--	--	66.57	--
	Path Length Difference	--	1.04	--	--	6.22	--	--	1.04	--	--	6.19	--	--	1.04	--	--	6.22	--
Source strength	Reference Lmax (25m setback&130kph)	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--	--	75.30	--
	Reference SEL (25m setback&130kph)	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--	--	82.70	--
Corrections	Speed Correction	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--	--	-0.70	--
	Distance Correction	--	-4.25	--	--	-4.25	--	--	-4.51	--	--	-4.51	--	--	-4.25	--	--	-4.25	--
	Angle of View Correction	--	-0.22	--	--	-14.44	--	--	-0.22	--	--	-14.44	--	--	-0.22	--	--	-14.44	--
	Facade Correction	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--	--	2.50	--
	Track Wear Correction	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--	--	3.00	--
	Turnout Correction	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--	--	4.00	--
	Slab Track Correction	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--	--	0.00	--
	Reflection Correction	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--	--	1.50	--
	Barrier Correction	--	-18.10	--	--	-21.00	--	--	-18.09	--	--	-21.00	--	--	-18.10	--	--	-21.00	--
	Lmax of the Segment	--	63.03	--	--	45.91	--	--	62.79	--	--	45.66	--	--	63.03	--	--	45.91	--
	SEL of the Segment	--	70.43	--	--	53.31	--	--	70.19	--	--	53.06	--	--	70.43	--	--	53.31	--
SEL of the single passBy		70.52						70.27						70.52					
Train Schedule & Correction	Train Frequency per 30 min. (7:00-2300)	15.00						15.00						1.00					
	Train Frequency per 30 min. (23:00-7:00)	12.00						12.00						1.00					
	Train Frequency per 30 min. (All day)	425.00						425.00						48.00					
	Train Frequency Correcrtion (7:00-2300)	11.76						11.76						0.00					
	Train Frequency Correcrtion (23:00-7:00)	10.79						10.79						0.00					
	Train Frequency Correcrtion (All day)	26.28						26.28						16.81					
Noise level at Receiver	Leq (30min), (7:00-2300)	49.72						49.48						37.96					
	Leq (30min), (23:00-7:00)	48.76						48.51						37.96					
	Lmax (23:00-7:00)	63.03						62.79						63.03					
	Leq (30min), (All day)	47.43						47.19						37.96					
Noise level at Receiver (overall)	Leq (30min), (7:00-2300)	52.76																	
	Leq (30min), (23:00-7:00)	51.83																	
	Lmax (23:00-7:00)	67.72																	
	Leq (30min), (All day)	50.57																	

Detailed Calculation of Railway Noise Level (Summary)

NSR	Unit	Floor	Day	Night	Night	All day
			Combined three tracks			
			Leq (30min), (7:00-2300)	Leq (30min), (23:00-7:00)	Lmax, (23:00-7:00)	Leq (30min), (All day)
			Predicted Railway Noise Level, dB(A)			
U1_1	U1	1/F	54	53	67	52
U1_2		G/F	53	52	65	50
U1_2		1/F	56	55	68	54
U1_3		G/F	37	36	52	35
U1_3		1/F	39	38	52	37
U1_4		G/F	53	55	69	54
U2_1	U2	1/F	45	44	56	43
U2_2		G/F	49	48	62	47
U2_2		1/F	49	48	63	47
U2_3		G/F	48	47	63	46
U2_3		1/F	50	49	64	48
U2_4		G/F	53	52	68	51
U3_1	U3	1/F	50	49	64	48
U3_2		G/F	47	47	62	45
U3_2		1/F	49	48	63	47
U3_3		G/F	41	40	55	39
U3_3		1/F	46	45	60	44
U3_4		G/F	53	52	67	51
U4_1	U4	1/F	51	50	64	49
U4_1		2/F	53	52	65	51
U4_2		1/F	51	50	65	49
U4_2		2/F	52	51	66	50
U4_3		G/F	48	47	62	45
U4_3		1/F	49	48	63	47
U4_3		2/F	50	49	64	48
U4_4		G/F	43	42	58	41
U4_4		1/F	48	47	62	46
U4_5		G/F	53	52	67	51
U5_1	U5	1/F	49	48	63	46
U5_1		2/F	50	49	64	48
U5_2		1/F	47	46	62	45
U5_2		2/F	48	47	63	46
U5_3		G/F	44	43	59	42
U5_3		1/F	46	45	60	43
U5_3		2/F	47	46	61	44
U5_4		G/F	48	47	63	46
U5_5		G/F	53	52	68	51
Criteria, dB(A)			**65**	**55**	**85**	**65**

Appendix VII –

MTRC's Reply for Train Schedule of East Rail Line Between Fanling & Tai Wo Stations

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Cinotech Consultants Limited
Room 1710, 17/F.,
Technology Park,
18 On Lai Street,
Shatin,
Hong Kong

Our ref: T&ESD/TS&SE/EnvE/L1057

Date: 28 SEP 2020

Attention: Mr. K S Lee

By Post and Fax
(Fax no.: 3107 1388)

Dear Mr. Lee,

Re: Enquiry of Train Schedule and Environmental Issue for East Rail Line between Fanling and Tai Wo Stations

We refer to your letter dated 14 August 2020 (ref.: CCL/IA19002/ks200814) (received on 2 September 2020) requesting operational information regarding East Rail Line (EAL).

Operational Headway of EAL

- The current daily EAL peak operating train frequency during the period of 07:00-23:00 hours is about twelve trains per 30 minutes per direction. For the period of 23:00-07:00 hours, the peak EAL train frequency is about nine trains per 30 minutes per direction.
- For the current schedule of Intercity Through Trains, please refer to the link below: *https://www.it3.mtr.com.hk/b2c/frmScheduleGuangdong.asp?strLang=Eng*
- For the future EAL operating train frequency, please refer to the latest Environmental Permit for the *Shatin to Central Link (SCL) – Mong Kok East to Hung Hom Section* available via the EPD website.

Rail Condition

Please be advised that there are changes of rail roughness after rail reprofiling works and/or other possible wheels/rails condition during railway operation, which may lead to noise fluctuations in operating cycles. By looking at some environmental impact assessment reports approved by the EPD, it is common that an additional rail correction factor is adopted to cater for the above possible rail condition variations for better planning purpose. We also considered that the assessment based on noise measurement data captured for only an hour in one single day may not be representative to model the worst rail condition in an operating cycle.

Besides, there is no plan on additional rail joint/crossing for the concerned rail section as of the date of this reply.

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

Our ref: T&ESD/TS&SE/EnvE/L1057
Date : 28 SEP 2020

Speed Profile

The current maximum train speed for the track section between Tai Wo Station and Fanling Station is 120 km/h. There is no plan of changing the maximum train speed as of the date of this reply.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Environmental Engineering Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan
Deputy General Manager – Train Services & Systems Engineering

Relevant Revised Interim Criteria for Consideration of
Application for NTEH/Small House in New Territories
(promulgated on 7.9.2007)

(a) sympathetic consideration may be given if not less than 50% of the proposed NTEH/Small House footprint falls within the village 'environs' ('VE') of a recognized village and there is a general shortage of land in meeting the demand for Small House development in the "Village Type Development" ("V") zone of the village;

(b) if more than 50% of the proposed NTEH/Small House footprint is located outside the 'VE', favourable consideration could be given if not less than 50% of the proposed NTEH/Small House footprint falls within the "V" zone, provided that there is a general shortage of land in meeting the demand for Small House development in the "V" zone and the other criteria can be satisfied;

(c) development of NTEH/Small House with more than 50% of the footprint outside both the 'VE' and the "V" zone would normally not be approved unless under very exceptional circumstances (e.g. the application site has a building status under the lease, or approving the application could help achieve certain planning objectives such as phasing out of obnoxious but legal existing uses);

(d) application for NTEH/Small House with previous planning permission lapsed will be considered on its own merits. In general, proposed development which is not in line with the criteria would normally not be allowed. However, sympathetic consideration may be given if there are specific circumstances to justify the cases, such as the site is an infill site among existing NTEHs/Small Houses, the processing of the Small House grant is already at an advance stage;

(e) if an application site involves more than one NTEH/Small House, application of the above criteria would be on individual NTEH/Small House basis;

(f) the proposed development should not frustrate the planning intention of the particular zone in which the application site is located;

(g) the proposed development should be compatible in terms of land use, scale, design and layout, with the surrounding area/development;

(h) the proposed development should not encroach onto the planned road network and should not cause adverse traffic, environmental, landscape, drainage, sewerage and geotechnical impacts on the surrounding areas. Any such potential impacts should be mitigated to the satisfaction of relevant Government departments;

(i) the proposed development, if located within water gathering grounds. should be able to be connected to existing or planned sewerage system in the area except, under very special circumstances (e.g. the application site has a building status under the lease or the applicant can demonstrate that the water quality within water gathering grounds will not be affected by the proposed development*);

(j) the provision of fire service installations and emergency vehicular access, if required, should be appropriate with the scale of the development and in compliance with relevant standards; and

(k) all other statutory or non-statutory requirements of relevant Government departments must be met. Depending on the specific land use zoning of the application site, other Town Planning Board guidelines should be observed, as appropriate.

*i.e. the applicant can demonstrate that effluent discharge from the proposed development will be in compliance with the effluent standards as stipulated in the Water Pollution Control Ordinance Technical Memorandum

Previous Applications

Rejected Applications

Application No.	Proposed Development	Date of Consideration	Rejection Reasons
A/NE-KLH/556	Proposed 5 Houses (New Territories Exempted Houses)	2.11.2018	R1 - R3
A/NE-KLH/583	Proposed 5 Houses (New Territories Exempted Houses)	5.2.2021	R1, R3, R4

Rejection Reasons

R1. The proposed development is not in line with the planning intention of the "Agriculture" zone, which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong justification in the current submission for a departure from the planning intention.

R2. The proposed development does not comply with the Interim Criteria for Consideration of Application for New Territories Exempted House/Small House in New Territories in that the applicant fails to demonstrate that the proposed development located within the water gathering ground would be able to be connected to the existing or planned sewerage system and would not cause adverse impact on the water quality in the area.

R3. The proposed development would be subject to adverse noise impact generated by the East Rail nearby, and there is no information in the submission to demonstrate that the proposed development will be in compliance with the Noise Control Ordinance (Cap. 400).

R4. The site falls within the upper indirect water gathering grounds (WGG) and the applicant fails to demonstrate that the proposed development would cause no material increase in pollution effect to the WGG.

Appendix IV of RNTPC
Paper No. A/NE-KLH/608A

Similar Applications

Approved Applications

Application No.	Proposed Development	Date of Consideration
A/NE-KLH/245	Proposed House (New Territories Exempted House – Small House)	22.12.2000
A/NE-KLH/304	Proposed House (New Territories Exempted House – Small House)	21.2.2003
A/NE-KLH/339	Proposed House (New Territories Exempted House – Small House)	29.7.2005
A/NE-KLH/368	Proposed House (New Territories Exempted House – Small House)	18.4.2008
A/NE-KLH/378	Proposed House (New Territories Exempted House – Small House)	19.12.2008
A/NE-KLH/379	Proposed House (New Territories Exempted House – Small House)	19.12.2008
A/NE-KLH/403	Proposed House (New Territories Exempted House – Small House)	28.5.2010
A/NE-KLH/410	Proposed House (New Territories Exempted House – Small House)	30.7.2010
A/NE-KLH/459	Proposed House (New Territories Exempted House – Small House)	17.1.2014

Rejected Applications

Application No.	Proposed Development	Date of Consideration	Rejection Reasons
A/NE-KLH/300	Proposed House (New Territories Exempted House – Small House)	11.10.2002	R1
A/NE-KLH/312	Proposed House (New Territories Exempted House – Small House)	30.5.2003	R1
A/NE-KLH/404	Proposed 6 Houses (New Territories Exempted Houses)	11.6.2010	R2 – R6
A/NE-KLH/430	Proposed House (New Territories Exempted House – Small House)	8.7.2011	R1, R7
A/NE-KLH/439	Proposed House (New Territories Exempted House – Small House)	24.8.2012	R8
A/NE-KLH/443	Proposed House (New Territories Exempted House – Small House)	19.10.2012	R1, R7
A/NE-KLH/483	Proposed House (New Territories Exempted House – Small House)	1.9.2016 (Appeal dismissed)[#]	R1, R8
A/NE-KLH/544	Proposed House (New Territories Exempted House – Small House)	12.10.2018 on review	R1, R3, R8 – 10
A/NE-KLH/546	Proposed House (New Territories Exempted House – Small House)	4.5.2018	R1, R3, R9

[#] Appeal dismissed by Town Planning Appeal Board on 1.9.2016

Rejection Reasons

R1. The proposed development did not comply with the Interim Criteria in that it was not able to be connected to existing or planned sewerage system in the area. There was insufficient information in the submission to demonstrate that the proposed development, which was located within WGG, would not cause adverse impact on water quality in the area.

R2. There was no information in the submission to demonstrate that the existing trees within the application site which should be preserved as far as possible, would not be affected by the proposed

development.

R3. The application was not in line with the planning intention of the "Agriculture" ("AGR") zone, which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. No strong justifications had been provided in the submission for a departure from the planning intention.

R4. The approval of the proposed development would set an undesirable precedent for other similar applications within WGG in the New Territories and would lead to irreversible damage to the water quality of the WGGs in Kau Lung Hang and other areas in the New Territories.

R5. The proposed development would be subject to adverse noise impact generated by the East Rail nearby.

R6. The approval of the application would set an undesirable precedent for similar applications within the "AGR" zone, the cumulative effect of which would result in adverse impact on the traffic and rural landscape of the area.

R7. The proposed development did not comply with the Interim Criteria in that more than 50% of the footprint of the proposed Small House fell outside both the "V" zone and the village 'environs' of Yuen Leng, Kau Lung Hang Lo Wai and Kau Lung Hang San Wai, and it was uncertain whether the proposed Small House located within the WGG could be connected to the planned sewerage system in the area.

R8. The proposed development did not comply with the Interim Criteria in that the proposed Small House located within the WGG would not be able to be connected to the existing/planned sewerage system in the area as there was no fixed programme for implementation of such system at this juncture.

R9. Land was still available within the "V" zone of Yuen Leng, Kau Lung Hang San Wai and Kau Lung Hang Lo Wai which was primarily intended for Small House development. It was considered more appropriate to concentrate the proposed Small House development within "V" zone for more orderly development pattern, efficient use of land and provision of infrastructure and services.

R10. The proposed development would be subject to adverse noise impact generated by the East Rail nearby, and there was no information in the submission to demonstrate that the proposed development would be in compliance with the Noise Control Ordinance (Cap. 400).

Appendix V of RNTPC
Paper No. A/NE-KLH/608A

Detailed Comments from Environmental Protection Departments (EPD)
on the Noise Impact Assessment (NIA)

1. Item 1 of RtC: From the validation measurement result in Section 3.3.7 to Section 3.3.8 of the revised NIA report, the background corrected railway noise level is around 63-64 dB(A) with the train speed of 90 km/h without facade correction. The calculated railway noise level based on the measurement result will be even higher if the train speed is further increased to the design speed of 120km/h as given by MTRC and incorporate the facade correction. We noted that the barrier correction from the proposed architectural fins may be over-estimated without accounting for the diffraction at the side and bottom of the fins. It is doubtful that whether the proposed noise mitigation measures, i.e. architectural fins and building block layout, are effective to provide a noise reduction of at least 10 dB(A) to comply with the railway noise planning standard at night time.

2. Item 2 of RtC: A joint / turnout correction of 7.0 dB(A) is widely adopted in the previous approved Environmental Impact Assessment report for different railway projects and the quoted reference did not specify the classification of "long switch type track". We consider it is more appropriate to adopt a 7.0 dB(A) correction unless a strong justification for the type of joint, such as the definition of long switch joint, with appropriate reference are provided.

3. Section 1.3.2 and Section 3.1.2 (Item ii of our previous comment): As the uncommon building design of green house on 2/F of Unit 1-3 in the development may lead to the exceedance of railway noise criteria and trigger enforcement action under the Noise Control Ordinance if these floors are converted to noise sensitive uses in future, please provide the confirmation on the proposed building design with the relevant authorities, such as Lands Department, to confirm that it is not intended for noise sensitive uses and there is mechanism to ensure further application will be required if these floors are to be converted into noise sensitive uses in future. These confirmations should be recorded in the NIA.

4. Comments on the Road Traffic Noise Model:

   (i) Unknown noise barrier not mentioned in the NIA report is found in the noise model. Please clarify;

   (ii) The fins in the report are inconsistent with the noise model; and

   (iii) The result in Table 4-1 is inconsistent with the NSRs. For example, No NSRs are assigned for U2_1 on G/F and U3_5 but assessment results are tabulated. The assessment results for U2_1 on 1/F, U2_2 on G/F and U3_2 on G/F are missing in Table 4-1.

/

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220510-154844-01622
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 15:48:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/608
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Hing

意見詳情
Details of the Comment :

反對，住屋過於密集，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全、生活質數及生態環境。

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Objection for the planning application of A/NE-KLH/608
21/05/2022 01:45

From: [redacted]
To: tpbpd@pland.gov.hk
File Ref:

1 attachment
PDF
反對信.pdf

Dear sir,
I object for the planning application of A/NE-KLH/608.
An objection letter is attached with this mail. My contact phone no. is [redacted].
Please inform me the result after the final decision of the mentioned application is made.
Thanks for your help and best regards!
Lee Mei Yi

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會

城市規劃委員會主席及各會員：

反對在農地上興建 5 幢新界豁免管制屋宇
申請編號：A/NE-KLH/608
大埔元嶺村丈量約份第 9 約地段第 643B 號 A 分段餘段、第 643B 號 B 分段、第 643B 號餘段、第 644 號 A 分段、第 644 號 B 分段及第 644 號餘段

本人李美儀，身份證號碼 [redacted]，現居住於 [redacted]。於本年五月六日，從城市規劃委員會張貼的告示得知：有人向 貴會申請欲將上述地段的農地的原本用途改變作為興建 5 幢新界豁免管制屋宇。

本人現向 貴會提出反對該申請，理由如下：

(一) 該擬興建的 5 幢新界豁免管制屋宇會使本人及鄰居的生命及財物安全受到威脅。
該些屋宇會阻擋大型車輛(例如：消防車、救護車)到達本人及鄰居的居所，若遇到火災等緊急事故，消防車便不能夠到達我們的居所進行救援行動，使我們的生命及財物安全受到威脅。另外，我等居所與附近其他屋宇十分接近，而且亦有一些大樹會容易使火勢漫延，更有一些高壓電纜安掛在大樹附近，這增加了發生火警的可能性，而且一但發生火警而未能快速撲救，火勢定必會引致嚴重災難，故本人強烈反對該申請。

(二) 該擬興建的 5 幢新界豁免管制屋宇會使本人及鄰居的居住環境變差。
該些屋宇會嚴重阻礙陽光照射到本人及鄰居的居所，使環境變得陰暗潮濕，易生細菌，造成衞生問題，影響我等健康，亦不利防疫工作，亦使清潔後的衣服變得很難晒乾。
該些屋宇亦會嚴重影響我等居所的通風效能，該些屋宇把風擋住，會使我等猶如置身四面密封的大箱中，可以想像身處其中是何等難受，本人及家人皆有鼻敏感，對冷氣機噴出的冷氣感到敏感，會不停打噴嚏，十分不適，通風受阻對本人一家的影響更嚴重。

(三) 該擬興建的 5 幢新界豁免管制屋宇在興建時會發出嘈音，影響我等居住環境的寧靜。

(四) 該擬興建的 5 幢新界豁免管制屋宇在興建時會引致沙塵飛揚，污染環境，對我等的肺部健康造成一定程度的影響。

(五) 該擬興建的 5 幢新界豁免管制屋宇位於一條較窄的雙線行車的道路旁，在興建時會有很多大型車輛停泊於路旁及進出地盤，嚴重防礙其他駕駛人士及過路人士的視線，會引致交通意外，影響駕駛者和道路使用者的安全，亦會於繁忙時間造成交通阻塞。

基於上述原因，本人懇請 貴會否決上述申請，並將貴會的最終決定通知本人。本人的聯絡電話為[redacted]。本人的聯絡地址為[redacted]。

此致!

反對人：

李美儀

(李美儀)

二零二二年五月二十日

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&put

反對規劃申請(A/NE-KLH/608) - Siu Hon Kai
22/05/2022 14:39

From: [redacted]
To: tpbpd@pland.gov.hk
File Ref:

1 attachment

反對規劃申請(A-NE-KLH-608).pdf

致：城市規劃委員會;
本人蕭漢佳現附上 "反對規劃申請(A/NE-KLH/608)" 的信件(pdf檔案) , 給予你們考慮,
正本將會郵寄給你們。
此致!
蕭漢佳
2022年5月22日

寄:
香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會

標題: 反對新界大埔元嶺村的規劃申請 (編號: A/NE-KLH/608)

本人蕭漢佳是[redacted]業主，本人現居於[redacted]，身份證號碼[redacted]。現就 貴部門之通告 (編號: A/NE-KLH/608)，關於新界大埔元嶺村丈量約份第 9 約地段第 643B 號 A 分段餘段、第 643B 號 B 分段、第 643B 號餘段、第 644 號 A 分段、第 644 號 B 分段及第 644 號餘段 (在農地上興建 5 幢新界豁免管制屋宇)。本人就有關之規劃申請提出以下多項的反對理由:

(1) 本村的交通問題，由於直達本村的公共交通工具只有一條綠色小巴綫，該小巴綫一直未能解決及改善本村的公共交通問題，等侯車輛之時間很長及經常出現"排長龍"的情況及村民多次反映此等情況，惟至今仍未得到解決。而本村的對外交通經常塞車，原因是本村及附近村落的私家車使用率極高，引致本村的對外交通情況極不理想。再者，本人極為擔心影響緊急救援服務。因此，提出該項反對理由，並希望申請者向運輸署或專業顧問索取相關之數據。
(2) 本村的排污及衛生問題，參考 貴部門的文件(編號: TPB/A/NE-KLH/430)的 (c) 部份，指出 "本村沒有污水收集系統 ; 可能污染集水區的水質等等"，直至現在本村仍然未有污水收集系統。由於 貴部門上述之函件與這次申請者的規劃申請範圍鄰近，本村的化糞池也太多，所以本人極為擔心今次的規劃，將有很大機會構成衛生問題，因此，提出該項反對理由。
(3) 空氣流通及環境評估，參考 貴部門的文件(編號: TPB/A/NE-KLH/430)的 (d) 部份，該部份主要提及空氣流通 ; 有團體反對「農業」地段建屋及欠缺符合可持續發展原則的鄉村發展藍圖等等。上述的內容本人亦十分認同，而今次申請者之申請建屋的地帶也在旁邊，所以所涵蓋的內容是完全一模一樣的。因此，提出該項反對理由，並希望申請者作出空氣及環境評估報告。
(4) 鐵路附近的工程及施工問題，這項申請建屋之位置，極為接近港鐵之鐵路範圍，建屋之位置與港鐵東鐵綫的距離不足 20 米，基於鐵路及重大之公眾安全，建議必須徵詢香港鐵路有限公司之意見。
(5) 地底公眾設施問題，這項申請建屋之位置與公用道路相連，這項申請建屋之位置會否影響地底公眾設施 (例如: 街燈電纜，中華電力的地底電纜，電訊公司的設備，地下食水管，地渠及現有路面等等)，基於相關的安全，建議必須徵詢相關公司、機構及政府部門的意見。

(6) 擬建的小型屋宇少於 50%的覆蓋範圍，參考 貴部門的文件(編號: TPB/A/NE-KLH/430)的 (c) 部份，因為今次申請者的申請建屋位置也是少於 50%的覆蓋範圍。因此，提出該項反對理由。
(7) 在該地段中，經常發現各種珍貴稀有的生物出沒及繁殖等等，若在該地段建屋，會對附近的自然生態造成嚴重之影響及失衡。
(8) 由於本村的道路使用權十分複雜，經常引起糾紛、封路及村民經常求警協助等等，仍未能解決相關問題。因此，提出該項反對理由。
(9) 基於上述多項理由，本人對有關之規劃申請提出反對。

另外，在這次申請建屋之位置附近，在本人的記錄之中最少有兩次類似的申請也是否決的 (申請編號為: A/NE-KLH/430 及 A/NE-KLH/443)，而 貴部門也有函件給我，但 A/NE-KLH/443 之回函文件，本人遺失了，只能附上 A/NE-KLH/430 之回函文件，給予你們參考。

若有任何疑問，請隨時予本人聯絡，聯絡方法如下:

地址: [redacted]
電話: [redacted] 或 [redacted]
電郵: [redacted]

此信件包括以下附件:
- 城市規劃委員會張貼在元嶺村的通告 (申請編號: A/NE-KLH/608)
- 城市規劃委員會函件 (編號: TPB/A/NE-KLH/430)
- Appendix II of RNTPC Paper No. A/NE-KLH/548

~ 完 ~

此致!

蕭漢佳

二零二二年五月廿二日

副本給: [redacted] 附近之居民 (由 e-mail 或 WhatsApp 傳送)

規劃申請
PLANNING APPLICATION

申請編號 Application No.	A/NE-KLH/608
地點 Location （見下圖 See Plan Below）	新界大埔元嶺村丈量約份第9約地段第643B號A分段餘段、第643B號B分段餘段、第643B號餘段、第644號A分段、第644號B分段及第644號餘段 Lots 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B and 644 RP in D.D. 9, Yuen Leng Village, Tai Po, New Territories
地帶及圖則 Zoning and Plan	「農業」 "Agriculture" 九龍坑分區計劃大綱核准圖編號S/NE-KLH/11 Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11
建議 Proposal	擬建5幢屋宇（新界豁免管制屋宇） Proposed 5 Houses (New Territories Exempted Houses)

任何人士均可就這宗申請提出意見，有關意見必須於２０２２年５月２７日或之前，以專人送遞或郵遞（香港北角渣華道３３３號北角政府合署１５樓）、傳真（２８７７ ０２４５或２５２２ ８４２６）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2022.

詳情 Particulars

1. 這是根據《城市規劃條例》（下稱「條例」）第16條提出的申請。
This is an application made under section 16 of the Town Planning Ordinance (the Ordinance).

2. 在城市規劃委員會（下稱「委員會」）就這宗申請作出考慮前，登入委員會的網頁（https://www.info.gov.hk/tpb/tc/plan_application/A_NE-KLH_608.html 或掃描本通告的「二維碼」）及到下列地點查閱這宗申請。
Until the application has been considered by the Town Planning Board (the Board), the application is available for public inspection on the Board's website (https://www.info.gov.hk/tpb/en/plan_application/A_NE-KLH_608.html or scanning the QR code in this Notice) and at the following locations.

規劃署規劃資料查詢處 Planning Enquiry Counters, Planning Department
（熱線 Hotline：2231 5000）
香港北角渣華道３３３號北角政府合署１７樓
17/F, North Point Government Offices, 333 Java Road, North Point, H.K.
新界沙田上禾輋路１號沙田政府合署１４樓
14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, N.T.

3. 就這宗申請向委員會提出的意見，均會供公眾查閱。
All comments made to the Board will be available for public inspection under the Ordinance.

個人資料聲明 Statement on Personal Data
委員會就根據這段所收到的個人資料向委員會委員及政府部門，以及就這個及相關的城市規劃委員會規劃指引的制定作以下用途：
(a) 處理這宗申請，包括在委員會的網頁及其公眾查閱處，同時公布所提出意見人士（下稱「提意見人」）的姓名或公司名稱；及
(b) 方便提意見人與委員會秘書處及政府部門之間進行溝通。
The personal data submitted to the Board in any comment will be used by the Secretary of the Board and Government departments for the following purposes:
(a) the processing of this application which includes making available the name of the person making the comment (hereafter known as "commenter") for public inspection when making available the comment for public inspection; and
(b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments.
In accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines,

重要備註 Important Notes：

(1) 委員會考慮有關規劃申請的日期（上載於委員會的網頁（https://www.info.gov.hk/tpb/）），考慮結果，以及委員會作出的會議（進行商議的部分）文件內容摘要（如載有關文件），會在委員會秘書處（地址：香港北角渣華道333號北角政府合署15樓，傳真：2877 0245或2522 8426，電郵：tpbpd@pland.gov.hk）及規劃署各規劃資料查詢處公開供市民查閱。
The tentative date of the Board to consider the application, the decision of the Board, and the gist of discussion at the meeting (if the relevant paper is available) will be made to the public for inspection at the Secretariat of the Board (Address: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong, Fax: 2877 0245 or 2522 8426, e-mail: tpbpd@pland.gov.hk) and the Planning Enquiry Counters of the Planning Department (Address: 231) soon after the Public Viewing Period on the day of meeting. Details can be obtained on the Board's website.

(2) 任何人在委員會考慮有關申請的會議上，有權親自或由代表在會議席上陳述意見。委員會秘書會在會議舉行前通知提意見人有關會議的日期、時間及地點。
Any person has the right to present his comment in person or by representative at the meeting of the Board to consider the application. The Secretary of the Board will inform the commenter of the date, time and venue of the meeting.

(3) 任何人在委員會考慮有關申請的會議上，有權親自或由代表在會議席上陳述意見。委員會秘書會在會議舉行前通知提意見人有關會議的日期、時間及地點。
Any person has the right to present his comment in person or by representative at the meeting of the Board to consider the application. The Secretary of the Board will inform the commenter of the date, time and venue of the meeting.

位置圖 Location Plan

（只作識別用 for identification purpose only）



城市規劃委員會
2022年5月6日
Town Planning Board
6 May 2022

規劃申請
PLANNING APPLICATION

申請編號 Application No.	A/NE-KLH/608
地點 Location （見下圖 See Plan Below）	新界大埔元洲村丈量約份第9約地段第643B號A分段餘段、第643B號B分段、第643B號餘段、第644號A分段、第644號B分段及第644號餘段 Lots 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B and 644 RP in D.D. 9, Yuen Leng Village, Tai Po, New Territories
地帶及圖則 Zoning and Plan	「農業」 "Agriculture" 九龍坑分區計劃大綱核准圖編號S/NE-KLH/11 Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11
建議 Proposal	擬建5幢屋宇（新界豁免管制屋宇） Proposed 5 Houses (New Territories Exempted Houses)

任何人士均可就這宗申請提出意見，有關意見必須於２０２２年５月２７日或之前，以專人送遞或郵遞（香港北角渣華道３３３號北角政府合署１５樓）、傳真（2877 0245或2522 8426）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2022.

詳情 Particulars

1. 這是根據《城市規劃條例》（下稱「條例」）第16條提出的申請。
This is an application made under section 16 of the Town Planning Ordinance (the Ordinance).

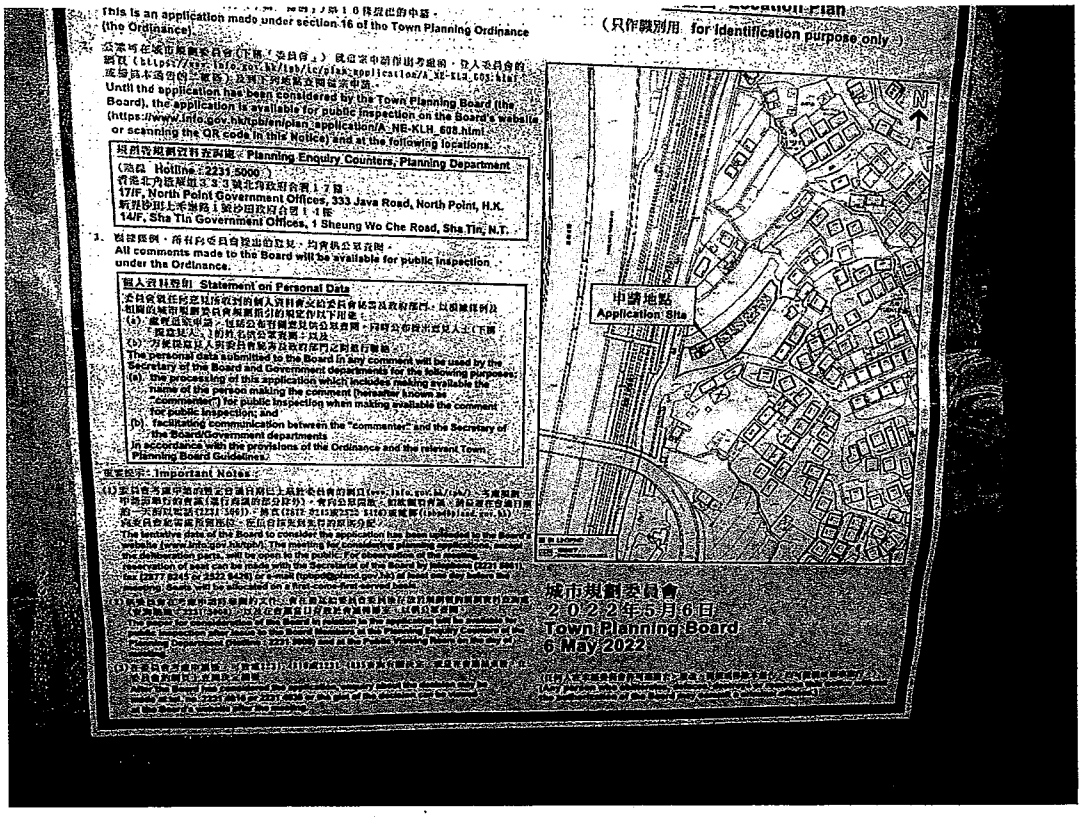
2. 在城市規劃委員會（下稱「委員會」）就這項申請作出考慮前，收入委員會的資料（https://app.info.gov.hk/tpb/tc/plan_application/A_NE-KLH_608.html）或掃描本通告的二維碼）及列明的查閱地點查閱。
Until the application has been considered by the Town Planning Board (the Board), the application is available for public inspection on the Board's website (https://www.info.gov.hk/tpb/en/plan_application/A_NE-KLH_608.html or scanning the QR code in this Notice) and at the following locations.

規劃資料查詢處 Planning Enquiry Counters, Planning Department

位置圖 Location Plan

（只作識別用 for identification purpose only）





城市規劃委員會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 252 28426
電　話 Tel: 2231 4835

來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/A/NE-KLH/430

郵遞函件

敬啓者：

就規劃申請編號 A/NE-KLH/430 而提交的意見

你就標題規劃申請提出的意見，已載於相關的城市規劃委員會（下稱「城規會」）文件之內，並連同該申請一併提交城規會，供城規會在2011年7月8日舉行的會議上考慮。城規會在考慮所有相關規劃因素及就該申請提出的所有意見後，決定拒絕這宗規劃申請。有關城規會的決定詳情，請參考夾附的會議記錄。

城市規劃委員會秘書
（陸貽琦 貽琦陸 代行）

2012年 3月 9日

LL/d

摘錄自鄉郊及新市鎮規劃小組委員會二零一一年七月八日舉行的第444次獲通過的會議記錄

[公開會議(限於簡介和提問部分)]

A/NE-KLH/430 擬在劃爲「農業」地帶的大埔九龍坑元嶺村第9約地段第650號A分段及第650號B分段餘段興建屋宇(新界豁免管制屋宇—小型屋宇)(鄉郊及新市鎮規劃小組委員會文件第A/NE-KLH/430號)

簡介和提問部分

57. 沙田、大埔及北區規劃專員許惠強先生簡介這宗申請，並按文件詳載的內容陳述下列事宜：

(a) 申請的背景；

(b) 擬建的屋宇(新界豁免管制屋宇—小型屋宇)；

(c) 政府部門的意見——大埔地政專員不支持這宗申請，因爲擬建的小型屋宇少於50%的覆蓋範圍在圍繞元嶺村的「鄉村範圍」內。環境保護署署長(下稱「環保署署長」)不支持這宗申請，因爲現時並無確實的時間表，訂明何時會落實鋪設已計劃的元嶺村污水收集系統，故此，未能確定位於集水區內的申請地點能否接駁該區這個已計劃鋪設的污水收集系統。擬建的小型屋宇排放的污水可能會污染集水區的水質。水務署總工程師／發展(2)亦反對這宗申請，因爲擬建的小型屋宇是否能接駁污水渠仍有疑問。渠務署總工程師／顧問工程管理表示，元嶺村擬議污水收集計劃的憲報公告在二零一零年十月二十九日取消，而現時並無確實的時間表，訂明何時會落實元嶺村的擬議鄉村污水收集系統工程，不過，渠務署總工程師／顧問工程管理現正與村代表及當地村民保持緊密聯絡，以期元嶺村的污水收集計劃可重新刊憲；

(d) 當局在法定公布期內收到合共 10 份公眾意見書，都表示反對這宗申請。其中九份意見書(七份是內容劃一的信件)來自第 9 約地段第 653 號 C 分段、第 653 號 B 分段及第 653 號 A 分段的 199A 號、199B 號及 199C 號屋宇的居民／擁有人。他們擔心擬建的屋宇會阻塞地段第 650 號 A 分段上那條通往他們屋宇的現有通道，並會阻擾政府擬進行的污水收集系統工程，也會令他們不能享有在屋前泊車的方便，而且對該區的排水及排污設施、採光、空氣流通及風水造成不良的影響。餘下的一份意見書來自創建香港，反對這宗申請的理由是擬議的發展項目與申請地點所在的「農業」地帶並不協調，而且該區欠缺符合可持續發展原則的鄉村發展藍圖；以及

(e) 規劃署的意見——根據文件第 11 段所載的評估，規劃署不支持這宗申請。有關評估撮錄如下：

(i) 申請地點位於元嶺村西面邊緣，完全位於「農業」地帶內。漁農自然護理署署長對這宗申請沒有很大意見，因爲申請地點的復耕潛力不高。從景觀規劃的角度而言，當局並不反對這宗申請，因爲預計發展項目不會對現有景觀資源造成嚴重的負面影響；

(ii) 雖然如此，而元嶺、九龍坑老圍及新圍村的「鄉村式發展」地帶的土地亦不足以應付日後的小型屋宇需求，但擬建的小型屋宇仍不符合「評審新界豁免管制屋宇／小型屋宇發展規劃申請的臨時準則」(下稱「臨時準則」)，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村式發展」地帶及「鄉村範圍」外。大埔地政專員也基於相同理由而不支持這宗申請；

(iii) 申請人提及的兩宗同類申請(編號 A/NE-KLH/378 及 379)所涉的地點位於申請地點東北鄰，須留意的是，小組委員會於二零零八年十二月十九日批准該兩宗申請，是基於有關申請符合

「臨時準則」，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村範圍」內，而在有關的「鄉村式發展」地帶內，可用來發展小型屋宇的土地又普遍供不應求，而且擬建的小型屋宇可接駁該區已計劃鋪設的污水收集系統；以及

(iv) 申請地點位於集水區內，元嶺村擬議污水收集計劃的憲報公告在二零一零年十月二十九日取消，現時並無確實的時間表，訂明何時會落實元嶺村的擬議鄉村污水收集系統工程，故此，未能確定位於集水區的擬建小型屋宇能否接駁該區已計劃鋪設的污水收集系統。由於擬建的小型屋宇排放的污水可能會污染集水區的水質，故此環保署署長及水務署總工程師／發展(2)均不支持這宗申請。

58. 委員並無就這宗申請提出問題。

商議部分

59. 主席表示，擬建的小型屋宇不符合「臨時準則」。由於未能確定擬議的發展項目能否接駁該區已計劃鋪設的公共污水收集系統，因此該項目可能會對集水區的水質造成不良影響。經進一步商議後，小組委員會決定拒絕這宗申請。委員繼而審閱文件第 12.1 段所載的拒絕理由，並認爲理由恰當。有關理由是：

(a) 擬議的發展項目並不符合「評審新界豁免管制屋宇／小型屋宇發展規劃申請的臨時準則」，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村式發展」地帶及「鄉村範圍」外，而且未能確定位於集水區的擬建小型屋宇能否接駁該區已計劃鋪設的污水收集系統；以及

(b) 擬議的發展項目位於集水區內，未能確定能否接駁該區已計劃鋪設的污水收集系統。申請人未能在申請書內證明位於集水區內的擬議發展項目不會對該區的水質造成不良影響。

第16條申請編號A/NE-KTS/311 把劃爲「康樂」地帶的上水古洞南第100約地段第1618號(部分)、第1619號、第1620號(部分)及毗連政府土地作臨時「露天存放金屬用品」用途的規劃許可(申請編號A/NE-KTS/264)續期三年(公開會議)	在有附帶條件下批給臨時性質的許可，爲期三年，直至二零一四年七月十八日
第16條申請編號A/NE-LYT/437 擬在劃爲「農業」地帶的粉嶺嶺皮村第76約地段第1749號L分段、M分段、N分段、O分段、P分段、Q分段、R分段、S分段、T分段、U分段、V分段、W分段及餘段(部分)興建11幢屋宇(新界豁免管制屋宇－小型屋宇)(公開會議)	在有附帶條件下批准
第16條申請編號A/NE-PK/27(要求延期) 擬在劃爲「綠化地帶」的上水丙崗大隴第91約地段第2100號(部分)闢設宗教機構(包括靈灰安置所)(公開會議)	延期
第16條申請編號A/NE-TKL/363 擬在劃爲「露天貯物」地帶及顯示爲「道路」用地的坪輋第77約地段第887號、第890號A分段餘段、第890號餘段及第890號B分段闢設臨時貨倉存放傢俬(爲期三年)(公開會議)	在有附帶條件下批給臨時性質的許可，爲期三年
第16條申請編號A/ST/752 擬在劃爲「綠化地帶」及「住宅(乙類)」地帶的沙田九肚馬料村14號B屋的鄰近政府土地興建屋宇(新界豁免管制屋宇－小型屋宇)(公開會議)	拒絕
第16條申請編號A/NE-KLH/430 擬在劃爲「農業」地帶的大埔九龍坑元嶺村第9約地段第650號A分段及第650號B分段餘段興建屋宇(新界豁免管制屋宇－小型屋宇)(公開會議)	拒絕

Relevant Revised Interim Criteria for Consideration of Application for NTEH/Small House in New Territories (promulgated on 7.9.2007)

(a) sympathetic consideration may be given if not less than 50% of the proposed NTEH/Small House footprint falls within the village 'environs' ('VE') of a recognized village and there is a general shortage of land in meeting the demand for Small House development in the "Village Type Development" ("V") zone of the village;

(b) if more than 50% of the proposed NTEH/Small House footprint is located outside the 'VE', favourable consideration could be given if not less than 50% of the proposed NTEH/Small House footprint falls within the "V" zone, provided that there is a general shortage of land in meeting the demand for Small House development in the "V" zone and the other criteria can be satisfied;

(c) development of NTEH/Small House with more than 50% of the footprint outside both the 'VE' and the "V" zone would normally not be approved unless under very exceptional circumstances (e.g. the application site has a building status under the lease, or approving the application could help achieve certain planning objectives such as phasing out of obnoxious but legal existing uses);

(d) application for NTEH/Small House with previous planning permission lapsed will be considered on its own merits. In general, proposed development which is not in line with the criteria would normally not be allowed. However, sympathetic consideration may be given if there are specific circumstances to justify the cases, such as the site is an infill site among existing NTEHs/Small Houses, the processing of the Small House grant is already at an advance stage;

(e) an application site involves more than one NTEH/Small House, application of the above criteria would be on individual NTEH/Small House basis;

(f) the proposed development should not frustrate the planning intention of the particular zone in which the application site is located;

(g) the proposed development should be compatible in terms of land use, scale, design and layout, with the surrounding area/development;

(h) the proposed development should not encroach onto the planned road network and should not cause adverse traffic, environmental, landscape, drainage, sewerage and geotechnical impacts on the surrounding areas. Any such potential impacts should be mitigated to the satisfaction of relevant Government departments;

(i) the proposed development, if located within water gathering grounds, should be able to be connected to existing or planned sewerage system in the area except under very special circumstances (e.g. the application site has a building status under the lease or the applicant can demonstrate that the water quality within water gathering grounds will not be affected by the proposed development^);

(j) the provision of fire service installations and emergency vehicular access, if required, should be appropriate with the scale of the development and in compliance with relevant standards; and

(k) all other statutory or non-statutory requirements of relevant Government departments must be met. Depending on the specific land use zoning of the application site, other Town Planning Board guidelines should be observed, as appropriate.

^i.e. the applicant can demonstrate that effluent discharge from the proposed development will be in compliance with the effluent standards as stipulated in the Water Pollution Control Ordinance Technical Memorandum.

Application No.	Proposed Development	Date of Consideration	Rejection Reasons
A/NE-KLH/404	Proposed New Territories Exempted House (NTEH) (Small House)	11.6.2010	R4, R12 – R15
A/NE-KLH/430	Proposed New Territories Exempted House (NTEH) (Small House)	8.7.2011	R10, R16
A/NE-KLH/439	Proposed New Territories Exempted House (NTEH) (Small House)	24.8.2012	R9
A/NE-KLH/443	Proposed New Territories Exempted House (NTEH) (Small House)	19.10.2012	R10, R16
A/NE-KLH/444	Proposed House (New Territories Exempted House – Small House)	22.2.2013 on review	R9
A/NE-KLH/445	Proposed New Territories Exempted House (NTEH) (Small House)	22.2.2013 on review	R9
A/NE-KLH/455	Proposed House (New Territories Exempted House – Small House)	13.12.2013	R9
A/NE-KLH/478	Proposed House (New Territories Exempted House – Small House)	8.8.2014	R9, R10
A/NE-KLH/479	Proposed House (New Territories Exempted House – Small House)	8.8.2014	R9, R10
A/NE-KLH/483 [1]	Proposed House (New Territories Exempted House – Small House)	29.5.2015 on review	R9, R10
A/NE-KLH/484	Proposed House (New Territories Exempted House – Small House)	31.10.2014	R9

[1] subject of Town Planning Appeal No. 8 of 2015 which was dismissed by the Town Planning Appeal Board on 1.9.2016.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

A/NE-KLH/608 DD 9 Yuen Leng Village 5 Villas
25/05/2022 02:41

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

Dear TPB Members,

Rejected again 5 Feb 2021 for the same reasons.

It is inconceivable that there would be any significant change in circumstances in one year.

Members should again reject the application. The court ruling in Nov was very clear
"
The policy has always been subject to government discretion can cannot be an obstacle to effective land use.

Members should again reject the application.

Mary Mulvihill
From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Monday, 10 February 2020 4:05 AM CST
Subject: A/NE-KLH/583 DD 9 Yuen Leng Village

Dear TPB Members,

Rejected again on 2 Nov 2018. Members should scold applicant for wasting everyone's time with what is obviously a villa for sale development with so many negative issues.

The District Lands Officer/Tai Po (DLO/TP) objected to the application as the site fell entirely outside the village 'environs' ('VE') of Yuen Leng Village. The Director of Environmental Protection (DEP) did not support the application in that the applicant failed to demonstrate that the site falling within water gathering ground (WGG) would be able to be connected to existing/planned sewerage system in the area and that the proposed development would not be subject to significant railway noise impact. The Chief Engineer/Construction of Water Supplies Department (CE/C, WSD) objected to the application as the site was located within upper indirect WGG and was less than 30m away from the nearest water course. The Director of Agriculture, Fisheries and Conservation (DAFC) did not support the application as there were active agricultural activities in the vicinity. The Commissioner for Transport (C for T) had reservation on the application as such type of development should be confined within the "Village Type Development" ("V") zone as far as possible.

Even PlanD does not support the development.

It is quite clear that the application has no merit.

Mary Mulvihill

From: "[redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, October 2, 2018 1:25:29 AM
Subject: A/NE-KLH/556 DD 9 Yuen Leng

A/NE-KLH/556
Lots 644 S.A, 644 S.B, 644 RP, 643B S.A RP, 643B S.B and 643B RP in D.D. 9, Yuen Leng Village
Site area : About 1,217.7m²
Zoning : "Agriculture
Applied Development; 5 NET Houses

Dear TPB Members,

This application appears to be a villa development for sale rather than genuine homes for NT villagers. Note size of sites and parking facilities.

A recent application 544 has been deferred and another for development on GB 550 was rejected on 15 June. As with other recent applications one of the reasons:

land is still available within the "Village Type Development" ("V") zone of Yuen Leng, Kau Lung Hang San Wai and Kau Lung Hang Lo Wai which is primarily intended for Small House development. It is considered more appropriate to concentrate the proposed Small House development within the "V" zone for a more orderly development pattern, efficient use of land and provision of infrastructures and service.
It is obvious that the same conditions are applicable to this application.

Mary Mulvihill

RECEIVED
25 MAY 2022
Town Planning Board

致：城市規劃委員會

申請編號 A/NE-KLH/608

LOTS 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B AND 644 RP IN D.D. 9, YUEN LENG VILLAGE, TAI PO, NEW TERRITORIES.

反對上述申請建屋

理由是車路及行人路構成交通大及車擁塞，車路及行人路太狹窄會對居民做成不便，同時元嶺村沒有污水渠。申請非原居民，發展商買丁種入申請，給村長每幢陳10萬元，5幢共給村長50萬元，同時每幢入村費要50萬元，以惹起注意，有可能有利益輸送。

此致！

株民：陳以成

[redacted]

25/05/2022

6

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Secretary, Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Our ref: T&ESD/E&IC/ES/EnvE/L1133

Date: 26 MAY 2022

By Post and Fax
(Fax no.: 2877 0245 / 2522 8426)

Dear Sir/Madam,

Comments on the Section 16 Planning Application regarding Proposed Five (5) Houses (New Territories Exempted Houses) at Lots 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B and 644 RP in D.D. 9, Yuen Leng Village, Tai Po, New Territories (Application No. A/NE-KLH/608)
Operational Railway Noise Concerns

The Corporation has, in general, no objection to the Section 16 Planning Application (Application No. A/NE-KLH/608) for the proposed five houses (New Territories Exempted Houses) at Lots 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B and 644 RP in D.D. 9, Yuen Leng Village, Tai Po, New Territories. As the proposed development is situated close to the MTR East Rail Line (EAL), noise from train operations could have a potential impact on any future occupants.

We understand that the applicant has already conducted a Noise Impact Assessment, including a Railway Noise Impact Assessment (RNIA), which will be reviewed by the Environmental Protection Department (EPD) to ensure full compliance with the statutory requirements. From the RNIA, we noticed that 2m-3m high fencing wall, fixed glazing and 2m-2.5m long architectural fins are the key mitigation measures of railway noise impact such that the predicted noise levels at some of the noise sensitive receivers are marginally within the noise limit. We wish to caution that the proposed development can be sensitive to air-borne noise from EAL especially the noise emitted from the nearby rail crossings, given that the closest house is approximately less than 30m away from the EAL. It is crucial for the development proponent and its consultant to ensure the proposed mitigation measures are fit-for-purpose so that the potential train noise issue can be satisfactorily addressed.

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
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MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Our ref: T&ESD/E&IC/ES/EnvE/L1133
Date: 26 MAY 2022

We have also noticed that some of the assumptions adopted may not be suitable to the situation and could result in an underestimation of the overall noise impact on the development site. We set out more specifically our comments and concerns as follows:

- It is recommended that the project proponent conducts noise measurement to collect more updated and specific on-site noise source data for the new 9-car trains for the noise assessment.
- For the correction factor for rail crossing adopted in the noise calculation, reference shall be made to the recent environmental impact assessment reports approved by the EPD, e.g. the Shatin to Central Link projects available via the EPD website.
- The provisions of fixed glazing are one of the rail noise mitigation measure for the development. However, the sound insulation properties required for the fixed glazing in order to achieve proper noise mitigation purpose were not identified within the RNIA.

Should approval be granted to the Section 16 Planning Application, we urge the Town Planning Board to include in the Planning Approval conditions requiring the development proponent to conduct noise assessment to evaluate the noise impacts from the EAL, as well as identify and incorporate all necessary noise mitigation measures at their own cost and to the satisfaction of the Director of Environmental Protection, to ensure that the future residents of the development will not be exposed to noise impacts from railway operations.

Should you have any queries, please feel free to contact our Acting Lead Environmental Manager Ms. Catherine Leung at 2993-4127.

Yours faithfully,

Chan Hing Keung
General Manager – Engineering & Innovation Centre

c.c Mr. TSANG Sai Wing, Terence - Assistant Director of EPD (Environmental Assessment)

Mr. LEE Chee Kwan - Principal Environmental Protection Officer (Assessment & Noise)

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

反對新界大埔元嶺村的規劃申請 (編號: A/NE-KLH/608)
26/05/2022 12:57

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

1 attachment

掃描.pdf

敬啟者：

你好! 這個是我對新界大埔元嶺村的規劃申請 (編號: A/NE-KLH/608)的意見，望 貴規劃會能參考 本人的意見。

謝謝。

李國華

[redacted]

寄:
香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會

標題: 反對新界大埔元嶺村的規劃申請 (編號: A/NE-KLH/608)

本人 李國華 是[redacted]之業主，本人現居於[redacted]，身份證號碼[redacted]。現就 貴部門之通告 (編號: A/NE-KLH/608)，關於新界大埔元嶺村丈量約份第 9 約地段第 643B 號 A 分段餘段、第 643B 號 B 分段、第 643B 號餘段、第 644 號 A 分段、第 644 號 B 分段及第 644 號餘段 (在農地上興建 5 幢新界豁免管制屋宇)。本人就有關之規劃申請提出以下多項的反對理由:

(1) 本村的交通問題，由於直達本村的公共交通工具只有一條綠色小巴綫，該小巴綫一直未能解決及改善本村的公共交通問題，等侯車輛之時間很長及經常出現 "排長龍"的情況及村民多次反映此等情況，惟至今仍未得到解決。而本村的對外交通經常塞車，原因是本村及附近村落的私家車使用率極高，引致本村的對外交通情況極不理想。再者，本人極為擔心影響緊急救援服務。因此，提出該項反對理由，並希望申請者向運輸署或專業顧問索取相關之數據。

(2) 本村的排污及衛生問題，參考 貴部門的文件(編號: TPB/A/NE-KLH/430)的 (c) 部份，指出 "本村沒有污水收集系統 ; 可能污染集水區的水質等等"，直至現在本村仍然未有污水收集系統。由於 貴部門上述之函件與這次申請者的規劃申請範圍鄰近，本村的化糞池也太多，所以本人極為擔心今次的規劃，將有很大機會構成衛生問題，因此，提出該項反對理由。

(3) 空氣流通及環境評估，參考 貴部門的文件(編號: TPB/A/NE-KLH/430)的 (d) 部份，該部份主要提及空氣流通 ; 有團體反對「農業」地段建屋及欠缺符合可持續發展原則的鄉村發展藍圖等等。上述的內容本人亦十分認同，而今次申請者之申請建屋的地帶也在旁邊，所以所涵蓋的內容是完全一模一樣的。因此，提出該項反對理由，並希望申請者作出空氣及環境評估報告。

(4) 鐵路附近的工程及施工問題，這項申請建屋之位置，極為接近港鐵之鐵路範圍，建屋之位置與港鐵東鐵綫的距離不足 10 米，基於鐵路及重大之公眾安全，建議必須徵詢香港鐵路有限公司之意見。

(5) 地底公眾設施問題，這項申請建屋之位置與公用道路相連，這項申請建屋之位置會否影響地底公眾設施 (例如: 街燈電纜，中華電力的地底電纜，電訊公司的設備，地下食水管，地渠及現有路面等等)，基於相關的安全，建議必須徵詢相關公司、機構及政府部門的意見。

(6) 擬建的小型屋宇少於 50%的覆蓋範圍，參考 貴部門的文件(編號: TPB/A/NE-KLH/430)的 (c) 部份，因為今次申請者的申請建屋位置也是少於 50%的覆蓋範圍。因此，提出該項反對理由。
(7) 在該地段中，經常發現各種珍貴希有的生物出沒及繁殖等等，若在該地段建屋，會對附近的自然生態造成嚴重之影響及失衡。
(8) 由於本村的道路使用權十分複雜，經常引起糾紛、封路及村民經常求警協助等等，仍未能解決相關問題。因此，提出該項反對理由。
(9) 基於上述多項理由，本人對有關之規劃申請提出反對。

另外，在這次申請建屋之位置附近，在本人的記錄之中最少有兩次類似的申請也是否決的 (申請編號為: A/NE-KLH/430 及 A/NE-KLH/443)，而 貴部份也有函件給我，但 A/NE-KLH/443 之回函文件，本人遺失了，只能附上 A/NE-KLH/430 之回函文件，給予你們參考。

若有任何疑問，請隨時予本人聯絡，聯絡方法如下:

地址: [redacted]
電話:
電郵:

此信件包括以下附件:
- 城市規劃委員會張貼在元嶺村的通告 (申請編號: A/NE-KLH/608)
- 城市規劃委員會函件 (編號: TPB/A/NE-KLH/430)
- Appendix II of RNTPC Paper No. A/NE-KLH/548

~ 完 ~

此致!

李國華

二零二二年五月廿一日

副本給: [redacted] (由 e-mail 或 WhatsApp 傳送)

規劃申請
PLANNING APPLICATION

申請編號 Application No.	A/NE-KLH/608
地點 Location （見下圖 See Plan Below）	新界大埔元嶺村丈量約份第9約地段第643B號A分段餘段、第643B號B分段、第643B號餘段、第644號A分段、第644號B分段及第644號餘段 Lots 643B S.A RP, 643B S.B, 643B RP, 644 S.A, 644 S.B and 644 RP in D.D. 9, Yuen Leng Village, Tai Po, New Territories
地帶及圖則 Zoning and Plan	「農業」 "Agriculture" 九龍坑分區計劃大綱核准圖編號S/NE-KLH/11 Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11
建議 Proposal	擬建5幢屋宇（新界豁免管制屋宇） Proposed 5 Houses (New Territories Exempted Houses)

任何人士均可就這宗申請提出意見，有關意見必須於２０２２年5月２７日或之前，以專人送遞或郵遞（香港北角渣華道３３３號北角政府合署１５樓）、傳真（2877 0245或2522 8426）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2022.

詳情 Particulars

1. 這是根據《城市規劃條例》（下稱「條例」）第１６條作出的申請。
This is an application made under section 16 of the Town Planning Ordinance (the Ordinance).

2. 公眾可在城市規劃委員會（下稱「委員會」）就上述申請作出考慮前，登入委員會的網頁（https://www.info.gov.hk/tpb/tc/plan_application/A_NE-KLH_608.html 或掃描本通告的二維碼）及到下列地點查閱這宗申請。
Until the application has been considered by the Town Planning Board (the Board), the application is available for public inspection on the Board's website (https://www.info.gov.hk/tpb/en/plan_application/A_NE-KLH_608.html or scanning the QR code in this Notice) and at the following locations.

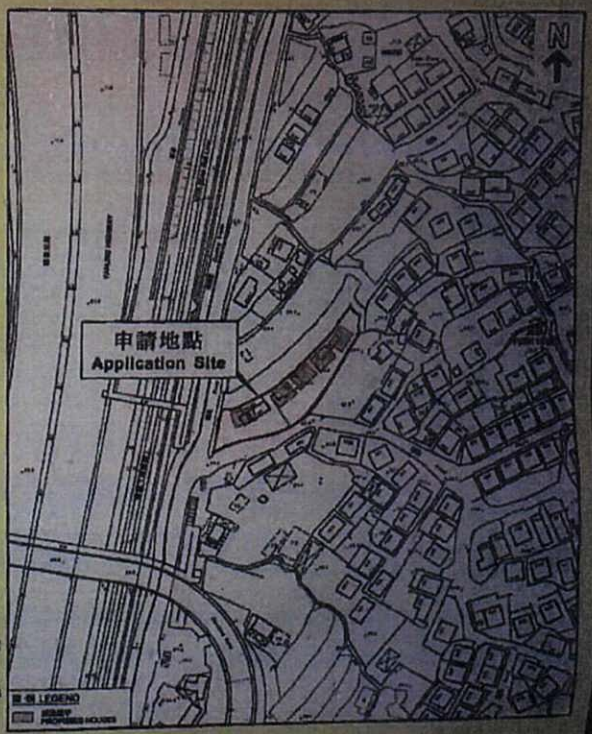
規劃署規劃資料查詢處 Planning Enquiry Counters, Planning Department
（熱線 Hotline：2231 5000）
香港北角渣華道３３３號北角政府合署１７樓
17/F, North Point Government Offices, 333 Java Road, North Point, H.K.
新界沙田上禾輋路１號沙田政府合署１４樓
14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, N.T.

3. 根據條例，所有向委員會提出的意見，均會供公眾查閱。
All comments made to the Board will be available for public inspection under the Ordinance.

個人資料聲明 Statement on Personal Data
委員會就任何意見所收到的個人資料會交給委員會秘書及政府部門，以根據條例及相關的城市規劃委員會規劃指引的規定作以下用途：
(a) 處理這宗申請，包括公布有關意見供公眾查閱，同時公布提出意見人士（下稱「提意見人」）的姓名供公眾查閱；以及
(b) 方便提意見人與委員會秘書及政府部門之間進行聯絡。
The personal data submitted to the Board in any comment will be used by the Secretary of the Board and Government departments for the following purposes:
(a) the processing of this application which includes making available the name of the person making the comment (hereafter known as "commenter") for public inspection when making available the comment for public inspection; and
(b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments
in accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines.

重要提示 Important Notes：
(1) 委員會考慮申請的暫定會議日期已上載於委員會的網頁（www.info.gov.hk/tpb/），考慮規劃申請而舉行的會議（進行商議的部分除外），會向公眾開放。如欲觀看會議，請於擬在會議日期的一天前以電話（2231 5061）、傳真（2877 0245或2522 8426）或電郵（tpbpd@pland.gov.hk）向委員會秘書處預留座位，座位會按先到先得的原則分配。
The tentative date of the Board to consider the application has been uploaded to the Board's website (www.info.gov.hk/tpb/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis.
(2) 供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處（查詢熱線：2231 5000），以及在會議當日存放於會議秘書處，以供公眾查閱。
The paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline：2231 5000) and at the Public Viewing Room on the day of meeting.
(3) 在委員會考慮申請後，可致電2231 4810或2231 4835查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。
After the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.

位置圖 Location Plan
（只作識別用 for identification purpose only）



城市規劃委員會
２０２２年5月6日
Town Planning Board
6 May 2022

(任何人在未經委員會許可而擅公、塗改、損壞或移除本通告，即可能犯刑事罪行。
(Any person who obliterates, defaces, destroys or removes this notice without the authorization of the Board may commit a criminal offence.)

摘錄自鄉郊及新市鎮規劃小組委員會二零一一年七月八日舉行的第444次獲通過的會議記錄

[公開會議(限於簡介和提問部分)]

A/NE-KLH/430 擬在劃爲「農業」地帶的大埔九龍坑元嶺村第9約地段第650號A分段及第650號B分段餘段興建屋宇(新界豁免管制屋宇－小型屋宇)(鄉郊及新市鎮規劃小組委員會文件第A/NE-KLH/430號)

簡介和提問部分

57. 沙田、大埔及北區規劃專員許惠強先生簡介這宗申請，並按文件詳載的內容陳述下列事宜：

(a) 申請的背景；

(b) 擬建的屋宇(新界豁免管制屋宇－小型屋宇)；

(c) 政府部門的意見——大埔地政專員不支持這宗申請，因爲擬建的小型屋宇少於50%的覆蓋範圍在圍繞元嶺村的「鄉村範圍」內。環境保護署署長(下稱「環保署署長」)不支持這宗申請，因爲現時並無確實的時間表，訂明何時會落實鋪設已計劃的元嶺村污水收集系統，故此，未能確定位於集水區內的申請地點能否接駁該區這個已計劃鋪設的污水收集系統。擬建的小型屋宇排放的污水可能會污染集水區的水質。水務署總工程師／發展(2)亦反對這宗申請，因爲擬建的小型屋宇是否能接駁污水渠仍有疑問。渠務署總工程師／顧問工程管理表示，元嶺村擬議污水收集計劃的憲報公告在二零一零年十月二十九日取消，而現時並無確實的時間表，訂明何時會落實元嶺村的擬議鄉村污水收集系統工程，不過，渠務署總工程師／顧問工程管理現正與村代表及當地村民保持緊密聯絡，以期元嶺村的污水收集計劃可重新刊憲；

(d) 當局在法定公布期內收到合共 10 份公眾意見書，都表示反對這宗申請。其中九份意見書(七份是內容劃一的信件)來自第 9 約地段第 653 號 C 分段、第 653 號 B 分段及第 653 號 A 分段的 199A 號、199B 號及 199C 號屋宇的居民／擁有人。他們擔心擬建的屋宇會阻塞地段第 650 號 A 分段上那條通往他們屋宇的現有通道，並會阻撓政府擬進行的污水收集系統工程，也會令他們不能享有在屋前泊車的方便，而且對該區的排水及排污設施、採光、空氣流通及風水造成不良的影響。餘下的一份意見書來自創建香港，反對這宗申請的理由是擬議的發展項目與申請地點所在的「農業」地帶並不協調，而且該區欠缺符合可持續發展原則的鄉村發展藍圖；以及

(e) 規劃署的意見——根據文件第 11 段所載的評估，規劃署不支持這宗申請。有關評估撮錄如下：

(i) 申請地點位於元嶺村西面邊緣，完全位於「農業」地帶內。漁農自然護理署署長對這宗申請沒有很大意見，因爲申請地點的復耕潛力不高。從景觀規劃的角度而言，當局並不反對這宗申請，因爲預計發展項目不會對現有景觀資源造成嚴重的負面影響；

(ii) 雖然如此，而元嶺、九龍坑老圍及新圍村的「鄉村式發展」地帶的土地亦不足以應付日後的小型屋宇需求，但擬建的小型屋宇仍不符合「評審新界豁免管制屋宇／小型屋宇發展規劃申請的臨時準則」(下稱「臨時準則」)，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村式發展」地帶及「鄉村範圍」外。大埔地政專員也基於相同理由而不支持這宗申請；

(iii) 申請人提及的兩宗同類申請(編號 A/NE-KLH/378 及 379)所涉的地點位於申請地點東北鄰，須留意的是，小組委員會於二零零八年十二月十九日批准該兩宗申請，是基於有關申請符合

「臨時準則」，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村範圍」內，而在有關的「鄉村式發展」地帶內，可用來發展小型屋宇的土地又普遍供不應求，而且擬建的小型屋宇可接駁該區已計劃鋪設的污水收集系統；以及

(iv) 申請地點位於集水區內，元嶺村擬議污水收集計劃的憲報公告在二零一零年十月二十九日取消，現時並無確實的時間表，訂明何時會落實元嶺村的擬議鄉村污水收集系統工程，故此，未能確定位於集水區的擬建小型屋宇能否接駁該區已計劃鋪設的污水收集系統。由於擬建的小型屋宇排放的污水可能會污染集水區的水質，故此環保署署長及水務署總工程師／發展(2)均不支持這宗申請。

58. 委員並無就這宗申請提出問題。

商議部分

59. 主席表示，擬建的小型屋宇不符合「臨時準則」。由於未能確定擬議的發展項目能否接駁該區已計劃鋪設的公共污水收集系統，因此該項目可能會對集水區的水質造成不良影響。經進一步商議後，小組委員會決定拒絕這宗申請。委員繼而審閱文件第 12.1 段所載的拒絕理由，並認爲理由恰當。有關理由是：

(a) 擬議的發展項目並不符合「評審新界豁免管制屋宇／小型屋宇發展規劃申請的臨時準則」，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村式發展」地帶及「鄉村範圍」外，而且未能確定位於集水區的擬建小型屋宇能否接駁該區已計劃鋪設的污水收集系統；以及

(b) 擬議的發展項目位於集水區內，未能確定能否接駁該區已計劃鋪設的污水收集系統。申請人未能在申請書內證明位於集水區內的擬議發展項目不會對該區的水質造成不良影響。

城市規劃委員會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 252 28426
電　話 Tel: 2231 4835

來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/A/NE-KLH/430

郵遞函件

敬啓者：

就規劃申請編號 A/NE-KLH/430 而提交的意見

你就標題規劃申請提出的意見，已載於相關的城市規劃委員會（下稱「城規會」）文件之內，並連同該申請一併提交城規會，供城規會在2011年7月8日舉行的會議上考慮。城規會在考慮所有相關規劃因素及就該申請提出的所有意見後，決定拒絕這宗規劃申請。有關城規會的決定詳情，請參考夾附的會議記錄。

城市規劃委員會秘書
（陸貽琦 代行）

2012年 3月 9日

LL/cl

摘錄自鄉郊及新市鎮規劃小組委員會二零一一年七月八日舉行的第444次獲通過的會議記錄

[公開會議(限於簡介和提問部分)]

A/NE-KLH/430 擬在劃爲「農業」地帶的大埔九龍坑元嶺村第9約地段第650號A分段及第650號B分段餘段興建屋宇(新界豁免管制屋宇—小型屋宇)
(鄉郊及新市鎮規劃小組委員會文件第A/NE-KLH/430號)

簡介和提問部分

57. 沙田、大埔及北區規劃專員許惠強先生簡介這宗申請，並按文件詳載的內容陳述下列事宜：

(a) 申請的背景；

(b) 擬建的屋宇(新界豁免管制屋宇—小型屋宇)；

(c) 政府部門的意見——大埔地政專員不支持這宗申請，因爲擬建的小型屋宇少於50%的覆蓋範圍在圍繞元嶺村的「鄉村範圍」內。環境保護署署長(下稱「環保署署長」)不支持這宗申請，因爲現時並無確實的時間表，訂明何時會落實鋪設已計劃的元嶺村污水收集系統，故此，未能確定位於集水區內的申請地點能否接駁該區這個已計劃鋪設的污水收集系統。擬建的小型屋宇排放的污水可能會污染集水區的水質。水務署總工程師／發展(2)亦反對這宗申請，因爲擬建的小型屋宇是否能接駁污水渠仍有疑問。渠務署總工程師／顧問工程管理表示，元嶺村擬議污水收集計劃的憲報公告在二零一零年十月二十九日取消，而現時並無確實的時間表，訂明何時會落實元嶺村的擬議鄉村污水收集系統工程，不過，渠務署總工程師／顧問工程管理現正與村代表及當地村民保持緊密聯絡，以期元嶺村的污水收集計劃可重新刊憲；

(d) 當局在法定公布期內收到合共 10 份公眾意見書，都表示反對這宗申請。其中九份意見書(七份是內容劃一的信件)來自第 9 約地段第 653 號 C 分段、第 653 號 B 分段及第 653 號 A 分段的 199A 號、199B 號及 199C 號屋宇的居民／擁有人，他們擔心擬建的屋宇會阻塞地段第 650 號 A 分段上那條通往他們屋宇的現有通道，並會阻擾政府擬進行的污水收集系統工程，也會令他們不能享有在屋前泊車的方便，而且對該區的排水及排污設施、採光、空氣流通及風水造成不良的影響。餘下的一份意見書來自創建香港，反對這宗申請的理由是擬議的發展項目與申請地點所在的「農業」地帶並不協調，而且該區欠缺符合可持續發展原則的鄉村發展藍圖；以及

(e) 規劃署的意見——根據文件第 11 段所載的評估，規劃署不支持這宗申請。有關評估撮錄如下：

(i) 申請地點位於元嶺村西面邊緣，完全位於「農業」地帶內。漁農自然護理署署長對這宗申請沒有很大意見，因爲申請地點的復耕潛力不高。從景觀規劃的角度而言，當局並不反對這宗申請，因爲預計發展項目不會對現有景觀資源造成嚴重的負面影響；

(ii) 雖然如此，而元嶺、九龍坑老圍及新圍村的「鄉村式發展」地帶的土地亦不足以應付日後的小型屋宇需求，但擬建的小型屋宇仍不符合「評審新界豁免管制屋宇／小型屋宇發展規劃申請的臨時準則」(下稱「臨時準則」)，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村式發展」地帶及「鄉村範圍」外。大埔地政專員也基於相同理由而不支持這宗申請；

(iii) 申請人提及的兩宗同類申請(編號 A/NE-KLH/378 及 379)所涉的地點位於申請地點東北鄰，須留意的是，小組委員會於二零零八年十二月十九日批准該兩宗申請，是基於有關申請符合

「臨時準則」，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村範圍」內，而在有關的「鄉村式發展」地帶內，可用來發展小型屋宇的土地又普遍供不應求，而且擬建的小型屋宇可接駁該區已計劃鋪設的污水收集系統；以及

(iv) 申請地點位於集水區內，元嶺村擬議污水收集計劃的憲報公告在二零一零年十月二十九日取消，現時並無確實的時間表，訂明何時會落實元嶺村的擬議鄉村污水收集系統工程，故此，未能確定位於集水區的擬建小型屋宇能否接駁該區已計劃鋪設的污水收集系統。由於擬建的小型屋宇排放的污水可能會污染集水區的水質，故此環保署署長及水務署總工程師／發展(2)均不支持這宗申請。

58. 委員並無就這宗申請提出問題。

商議部分

59. 主席表示，擬建的小型屋宇不符合「臨時準則」。由於未能確定擬議的發展項目能否接駁該區已計劃鋪設的公共污水收集系統，因此該項目可能會對集水區的水質造成不良影響。經進一步商議後，小組委員會決定拒絕這宗申請。委員繼而審閱文件第 12.1 段所載的拒絕理由，並認爲理由恰當。有關理由是：

(a) 擬議的發展項目並不符合「評審新界豁免管制屋宇／小型屋宇發展規劃申請的臨時準則」，因爲擬建的小型屋宇超過 50%的覆蓋範圍位於元嶺、九龍坑老圍及九龍坑新圍的「鄉村式發展」地帶及「鄉村範圍」外，而且未能確定位於集水區的擬建小型屋宇能否接駁該區已計劃鋪設的污水收集系統；以及

(b) 擬議的發展項目位於集水區內，未能確定能否接駁該區已計劃鋪設的污水收集系統。申請人未能在申請書內證明位於集水區內的擬議發展項目不會對該區的水質造成不良影響。

第16條申請編號A/NE-KTS/311 把劃爲「康樂」地帶的上水古洞南第100約地段第1618號(部分)、第1619號、第1620號(部分)及毗連政府土地作臨時「露天存放金屬用品」用途的規劃許可(申請編號A/NE-KTS/264)續期三年(公開會議)	在有附帶條件下批給臨時性質的許可，爲期三年，直至二零一四年七月十八日
第16條申請編號A/NE-LYT/437 擬在劃爲「農業」地帶的粉嶺嶺皮村第76約地段第1749號L分段、M分段、N分段、O分段、P分段、Q分段、R分段、S分段、T分段、U分段、V分段、W分段及餘段(部分)興建11幢屋宇(新界豁免管制屋宇－小型屋宇)(公開會議)	在有附帶條件下批准
第16條申請編號A/NE-PK/27(要求延期) 擬在劃爲「綠化地帶」的上水丙崗大龍第91約地段第2100號(部分)闢設宗教機構(包括靈灰安置所)(公開會議)	延期
第16條申請編號A/NE-TKL/363 擬在劃爲「露天貯物」地帶及顯示爲「道路」用地的坪輋第77約地段第887號、第890號A分段餘段、第890號餘段及第890號B分段闢設臨時貨倉存放傢俬(爲期三年)(公開會議)	在有附帶條件下批給臨時性質的許可，爲期三年
第16條申請編號A/ST/752 擬在劃爲「綠化地帶」及「住宅(乙類)」地帶的沙田九肚馬料村14號B屋的鄰近政府土地興建屋宇(新界豁免管制屋宇－小型屋宇)(公開會議)	拒絕
第16條申請編號A/NE-KLH/430 擬在劃爲「農業」地帶的大埔九龍坑元嶺村第9約地段第650號A分段及第650號B分段餘段興建屋宇(新界豁免管制屋宇－小型屋宇)(公開會議)	拒絕

10 SEP 201

申請編號 Application No. : A/NE-KLH/443

申請人提交的圖則、繪圖及報告書
Plans, Drawings and Reports Submitted by Applicant

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

有關資料是爲方便市民大眾參考而提供，對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

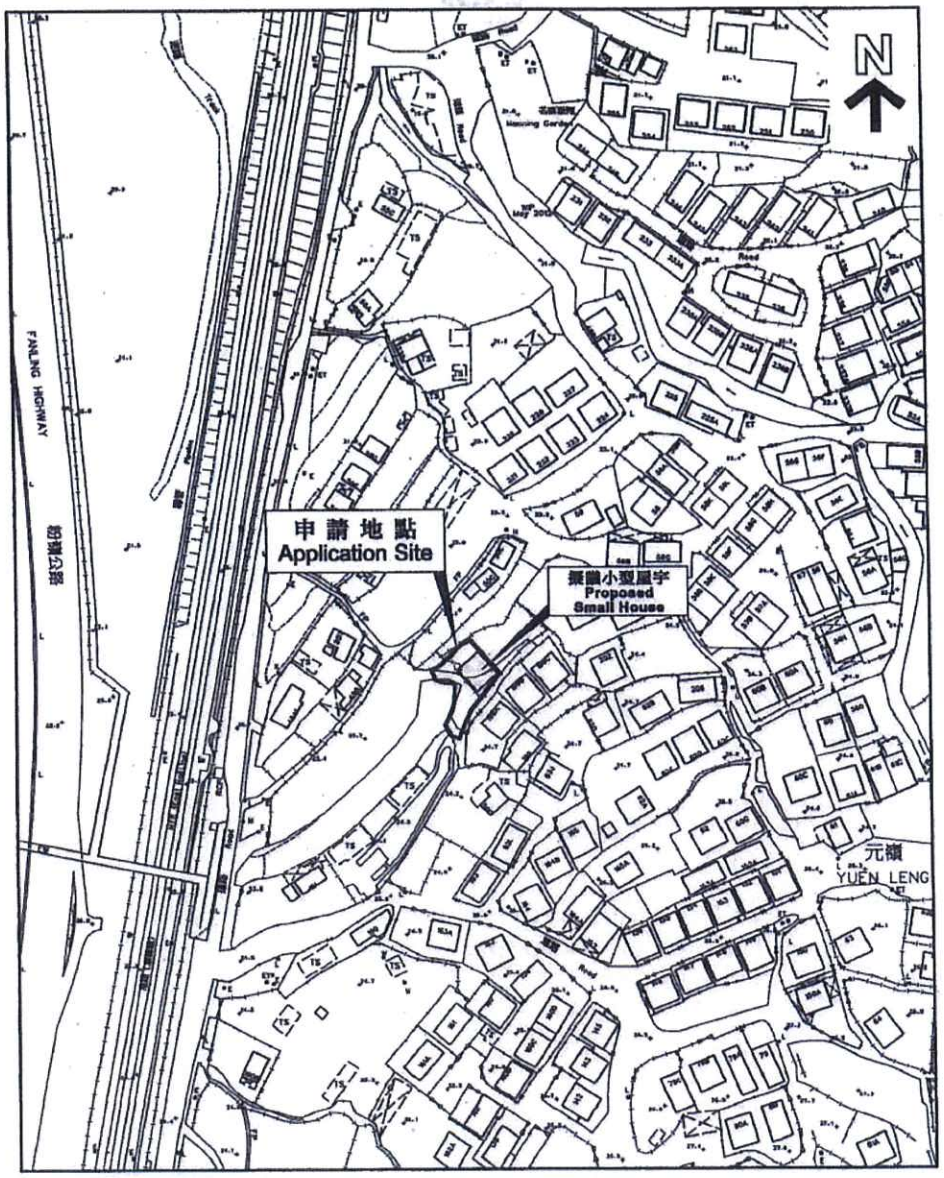
The information is provided for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission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

Broad Development Parameters of the Applied Use/Development
in respect of Application No. A/NE-KLH/443

(a) 申請編號 Application no.	A/NE-KLH/443			
(b) 位置／地址 Location/Address	大埔元嶺村丈量約份第 9 約地段第 650 號 A 分段及 B 分段餘段 Lots 650 s.A and s.B RP in D.D. 9, Yuen Leng, Tai Po			
(c) 地盤面積 Site area	約 About 284.00 平方米 m^2			
(d) 圖則 Plan	九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11 Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11			
(e) 地帶 Zoning	「農業」 "Agriculture"			
(f) 申請用途／發展 Applied Use/ Development	擬議屋宇（新界豁免管制屋宇-小型屋宇） Proposed House (New Territories Exempted House - Small House)			
(g) 總樓面面積及／或地積比率 Total floor area and/or plot ratio			平方米 m^2	地積比率 Plot ratio
	住用 Domestic		約 About 195.03	-
	非住用 Non-domestic		-	-
(h) 幢數 No. of block	住用 Domestic		1	
	非住用 Non-domestic		-	
	綜合用途 Composite		-	
(i) 建築物高度／層數 Building height/ No. of storeys	住用 Domestic		8.23 米 m - 米(主水平基準以上)mPD 3 層 storey(s)	
	非住用 Non-domestic		- 米 m - 米(主水平基準以上)mPD - 層 storey(s)	
	綜合用途 Composite		- 米 m - 米(主水平基準以上)mPD - 層 storey(s)	
(j) 上蓋面積 Site coverage	-			
(k) 單位數目 No. of units	-			
(l) 休憩用地 Open Space	- 私人 Private		- 平方米 m^2	
	- 公眾 Public		- 平方米 m^2	
(m) 停車位及上落客貨車位數目 No. of parking spaces and loading/ unloading spaces	-			

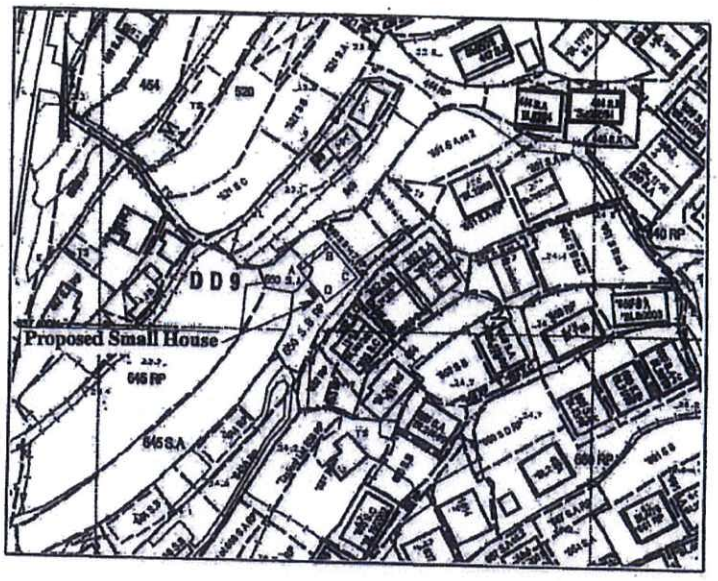
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A/NE-KLH/443


N
申請地點
Application Site
擬議小型屋宇
Proposed
Small House
FANLING HIGHWAY
粉嶺公路
元嶺
YUEN LENG

PROPOSED SMALL HOUSE

LOTS 650 S.A & 650 S.B RP IN D.D.9



SCALE 1 : 1000

Height of 3-storey small house : 8.230m

Proposed balcony (dimension: 7.870m x 1.220m)

Proposed location of septic tank

Area of proposed small house : 65.01 sq.m. (about)

Side	Bearing	Distance (m)	Northing	Easting	Point
A-B	48°00'00"	7.870	837411.855	834040.494	A
B-C	138°00'00"	8.260	837417.121	834046.343	B
C-D	228°00'00"	7.870	837410.983	834051.870	C
D-A	318°00'00"	8.260	837405.717	834046.021	D

Name of Applicant : Mr. IP Kwok Kin

申請編號 Application No. : A/NE-KLH/443

與申請地點／處所有關的先前申請
Previous Application Covering the Application Site/Premises

申請編號 Application No.	擬議用途／發展 Proposed Use/Development	城市規劃委員會的決定(日期) Decision of Town Planning Board (Date)
A/NE-KLH/430	擬議屋宇 (新界豁免管制屋宇 - 小型屋宇) Proposed House (New Territories Exempted House - Small House)	拒絕/不同意 Rejected / Not Agreed (8.7.2011)

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Broad Development Parameters of the Applied Use/Development in respect of Application No. A/NE-KLH/598
(Review under Section 17)
關乎申請編號 A/NE-KLH/598 的擬議用途/發展的概括發展規範
（根據第 17 條的覆核）

Revised broad development parameters in view of
the further information received on 7.12.2021
因應於 2021 年 12 月 7 日接獲的進一步資料而修訂的概括發展規範

Application No. 申請編號	A/NE-KLH/598
Location/address 位置／地址	Lot 263 S.D ss.15 in D.D. 9, Kau Lung Hang Village, Tai Po, New Territories 新界大埔九龍坑村丈量約份第 9 約地段第 263 號 D 分段第 15 小分段
Site area 地盤面積	158 sq. m 平方米
Plan 圖則	Section 16 application 第 16 條申請 Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11 九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11
	Section 17 Review 第 17 條覆核 Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11 九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11
Zoning 地帶	Section 16 application 第 16 條申請 "Agriculture" and "Village Type Development" 「農業」及「鄉村式發展」
	Section 17 Review 第 17 條覆核 "Agriculture" and "Village Type Development" 「農業」及「鄉村式發展」
Applied use/ development 申請用途/發展	Proposed House (New Territories Exempted House - Small House) 擬議屋宇（新界豁免管制屋宇-小型屋宇）
Nature of Review 覆核性質	To review the refusal decision of the application 覆核拒絕申請的決定
Proposed Gross floor area 擬議總樓面面積	195.09 sq. m 平方米
Proposed No. of house(s) 擬議幢數	1
Proposed Building height/No. of storeys 擬議建築物高度／層數	Not more than 不多於 8.23 m 米
	3 Storey(s) 層

* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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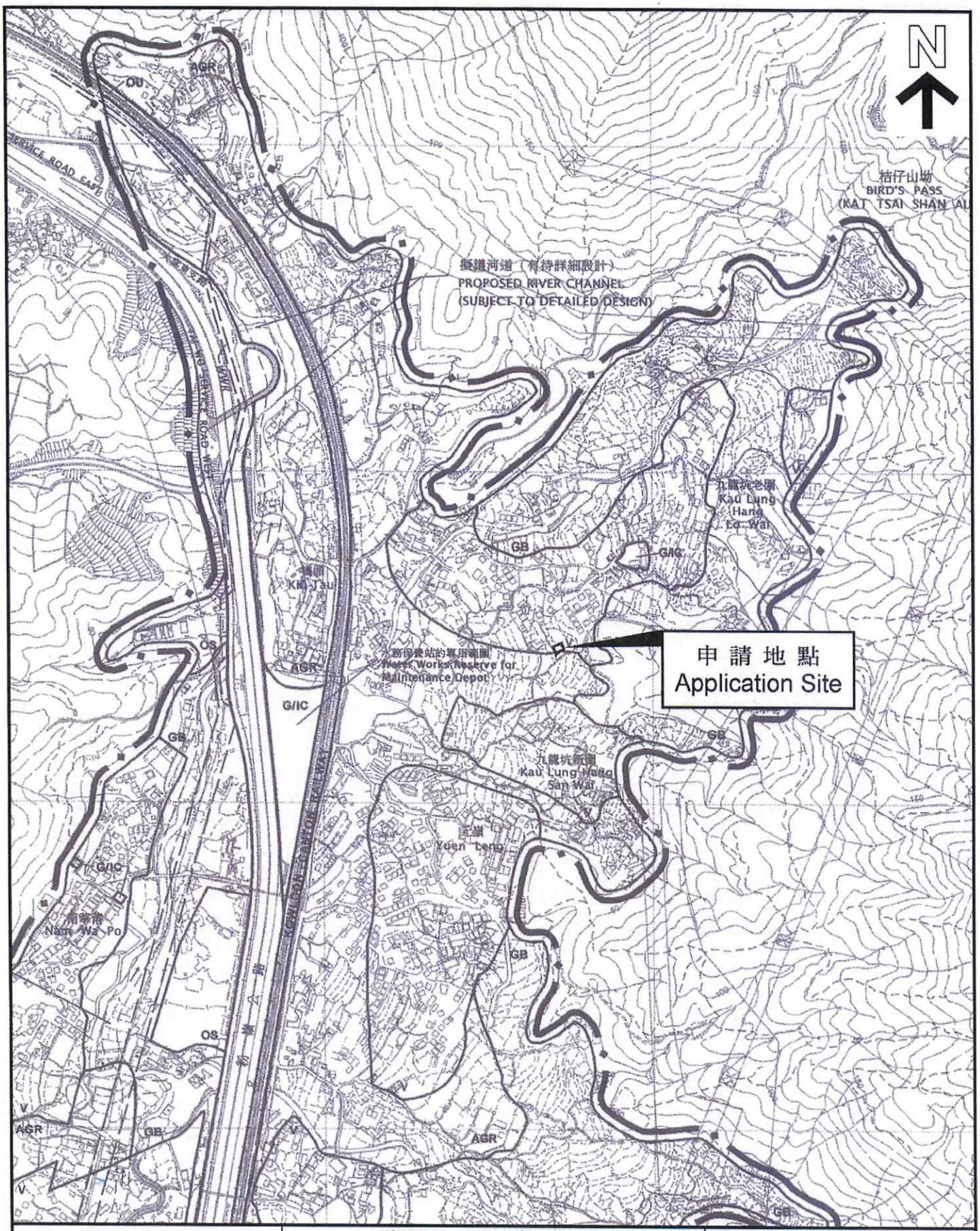
Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☐
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Reports 報告書		
Planning Statement / Justifications 規劃綱領 / 理據	☐	☐
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明） 城市規劃委員會於 2021 年 12 月 7 日及 12 月 10 日收到申請人的代理人信件，而 12 月 10 日的信件是用作澄清 12 月 7 日的信件背景資料 Letters from the applicant's representative received by the Town Planning Board on 7.12.2021 and 10.12.2021, in which letter dated 10.12.2021 was to provide clarification on the background information of the letter dated 7.12.2021	☑	☐

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

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

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



位置圖 LOCATION PLAN

（覆核申請 REVIEW APPLICATION）

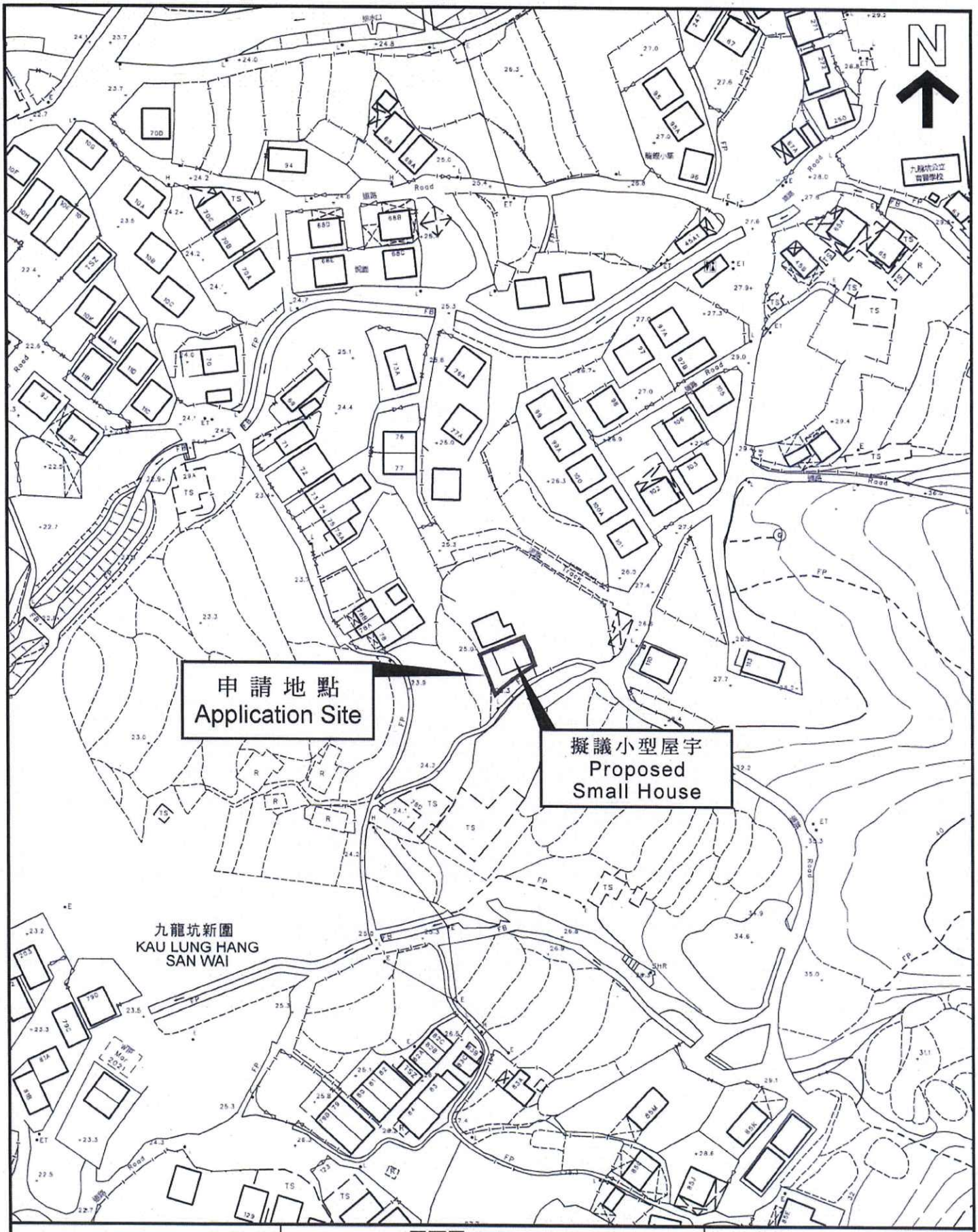
本摘要圖於2021年12月9日擬備，
所根據的資料為於2006年10月17日
核准的分區計劃大綱圖編號S/NE-KLH/11
EXTRACT PLAN PREPARED ON 9.12.2021
BASED ON OUTLINE ZONING PLAN
No. S/NE-KLH/11 APPROVED ON 17.10.2006

SCALE 1 : 7 500 比例尺

米 METRES 100 0 100 200 300 米 METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/NE-KLH/598



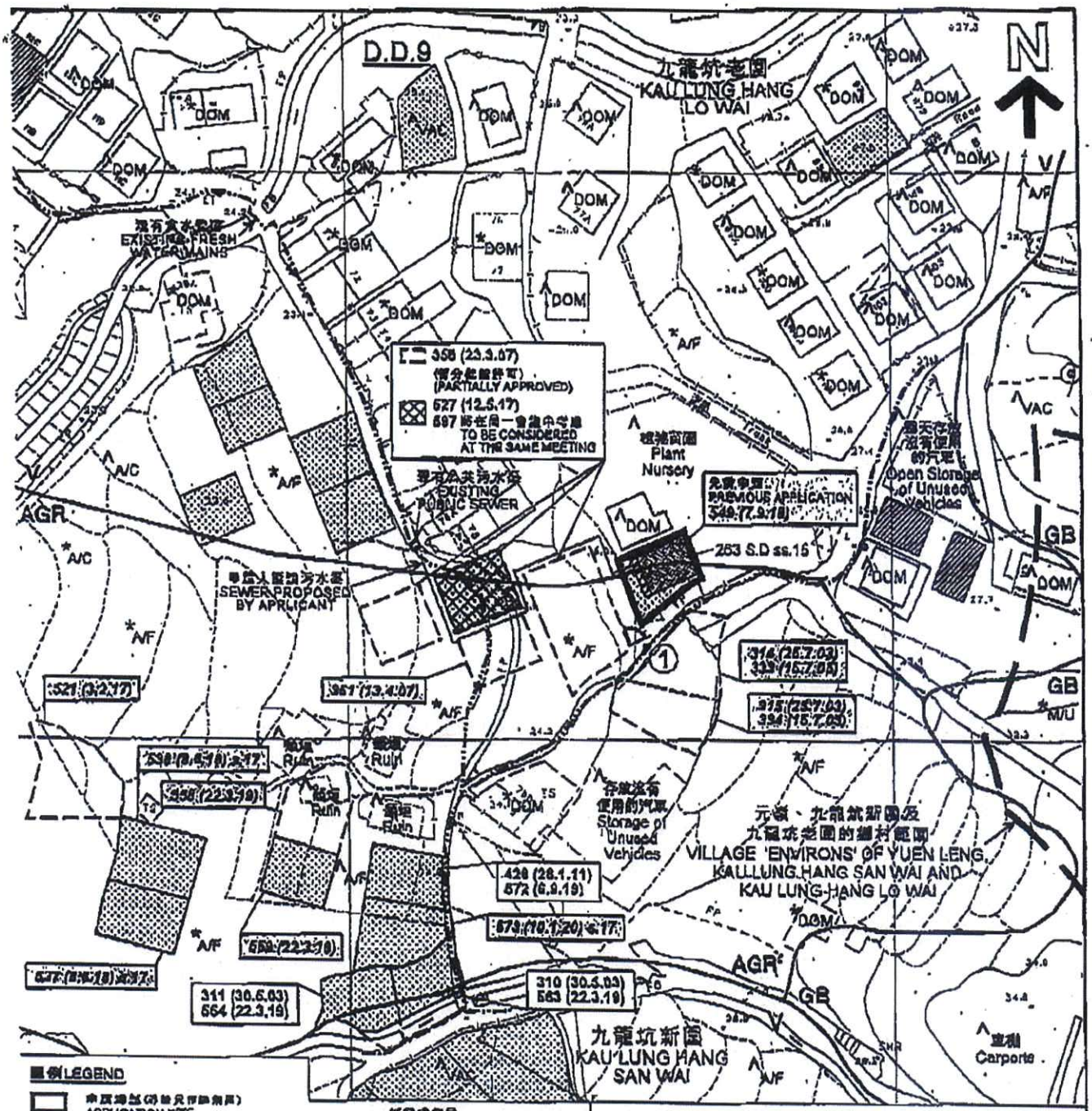
平面圖 SITE PLAN

（覆核申請 REVIEW APPLICATION）

本摘要圖於2021年12月9日擬備，
所根據的資料為測量圖編號
3-SW-18B及18D
EXTRACT PLAN PREPARED ON 9.12.2021
BASED ON SURVEY SHEETS No.
3-SW-18B & 18D

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/NE-KLH/598



圖例 LEGEND

- 申請地點(只作識別用途) APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 擬議屋宇 PROPOSED HOUSE
- 擬議露台 PROPOSED BALCONY
- 獲地政總署批准的小型屋宇政策/ 擬議新界丁屋屋宇申請 SMALL HOUSE GRANT/ NTEH REDEVELOPMENT APPLICATION APPROVED BY DLO
- 正在處理中的小型屋宇政策申請 SMALL HOUSE GRANT APPLICATION BEING PROCESSED
- ① 實地照片的觀看點 VIEWING POINT OF SITE PHOTO

V	鄉村式發展	VILLAGE TYPE DEVELOPMENT
AGR	農業	AGRICULTURE
GB	綠化地帶	GREEN BELT
A/C	常耕農地	ACTIVE AGRICULTURAL LAND
A/F	休耕農地	FALLOW AGRICULTURAL LAND
DOM	住用構築物	DOMESTIC STRUCTURE
MU	荒地	UNUSED LAND
VAC	空地	VACANT

註 Notes:

(1) 2021年8月11日繪製的土地用途 Land uses shown on this plan are in accordance with the land use survey conducted by the Planning Department on 11.8.2021

(2) ★土地用途與1991年12月17日繪製的土地用途一致 Indicates that the use is the same as that revealed by the land use survey conducted by the Planning Department on 17.12.1991

(3) A土地用途與1991年12月17日時測的土地用途有別 Indicates that the use is different from that revealed by the land use survey conducted by the Planning Department on 17.12.1991

- 獲城規會申覆 APPROVED APPLICATION (e.g. 199 (7.11.97))
- 被拒絕的申覆 REJECTED APPLICATION (e.g. 340 (14.6.96))
- 會議日期 DATE OF MEETING (e.g. 199 (7.11.97))
- 申請編號 APPLICATION NUMBER

本圖是根據2021年9月16日擬備，所根據的資料為測量圖編號 3-SW-18B及18D
EXTRACT PLAN PREPARED ON 16.9.2021 BASED ON SURVEY SHEETS No. 3-SW-18B & 18D

平面圖 SITE PLAN

擬議屋宇(新界豁免管制屋宇－小型屋宇)
新界大埔九龍坑丈量約份第9約地段第263號D分段第15小分段
PROPOSED HOUSE (NEW TERRITORIES EXEMPTED HOUSE - SMALL HOUSE)
LOT 263 S.D ss.15 IN D.D. 9, KAU LUNG HANG, TAI PO, N.T.

SCALE 1:1 000 比例尺

METRES 20 0 20 40 METRES 米

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. A/NE-KLH/598

圖 PLAN A-2a

申請編號 Application No.: A/NE-KLH/598
此頁摘自申請人提交的文件。

申請編號 Application No. : A/NE – KLH/598

與申請地點／處所有關的先前申請
Previous Applications Covering the Application Site/Premises

申請編號 Application No.	擬議用途／發展 Proposed Use/Development	城市規劃委員會的決定(日期) Decision of Town Planning Board (Date)
A/NE-KLH/549	擬議屋宇（新界豁免管制屋宇-小型屋宇） Proposed House (New Territories Exempted House – Small House)	拒絕/不同意 Rejected/Not agreed (07.09.2018)

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Recommended Advisory Clauses

(a) to note the comments of District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD) that should the application be approved by the Board, a land exchange would be required for the proposed residential development. If the application for land exchange is approved by LandsD in the capacity as landlord at his sole discretion, it will be subject to such terms and conditions including the payment of premium. In general, lease modification/land exchange for low rise residential development contains, inter alia, a standard "No exempt building" clause precluding the erection of NTEH under Cap. 121. There is no guarantee that approval to such land exchange will be given.

(b) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:

(i) there are DSD's public stormwater drains in this area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works;

(ii) the construction and maintenance responsibility of the proposed sewerage should be specified in the Sewerage Impact Assessment (SIA) for completeness. The SIA report needs to meet the full satisfaction of Sewerage Infrastructure Group of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. DSD's comments on the report are subject to views and agreement of EPD; and

(iii) for works to be undertaken outside the lot boundary, prior consent and agreement from LandsD and/or relevant private lot owners should be sought.

(c) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:

(i) the applicant is advised to provide new tree planting within the Site to mitigate the loss of the existing trees;

(ii) the applicant is advised to provide bollard or concrete barrier to protect the existing trees (T1, T2, T3 and T11) located near the car parking area; and

(iii) the approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The applicant shall seek approval for any proposed tree works from relevant departments prior to commencement of the works.

(d) to note the comments of the Commissioner for Transport (C for T) that:

(i) the applicant shall mark the dimension of the vehicular access on the plan; and

(ii) the applicant shall conduct swept path analysis for vehicles to manoeuvre to/from car parking spaces C2, C3 and C4.

(e) to note that the permission is only given to the development under application. If provision of an access road is required for the proposed development, the applicant should ensure that such access road (including any necessary filling/excavation of land) complies with the provisions of the relevant statutory plan and obtain planning permission from the Board where required before carrying out the road work.