


LEIGHTON
禮頓



Contract No. HY/2009/18
Central – Wan Chai Bypass – Central Interchange


Noise Management Plan

Reviewed by:



Anfernee Chow
Environmental Officer

Approved by:



Brian Gillon
Site Agent

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If you have any enquiry relating to this plan, please contact the Environmental Officer.

Revision History and Plan Approval

Revision	Date	Prepared by:	Reviewed by:	Approved by:	Updated Sections
00	21 FEB 11	Dennis Yu	Anfernee Chow	Brian Gillon	-
01	24 FEB 11	Dennis Yu	Anfernee Chow	Brian Gillon	-

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Introduction

This Noise Management Plan shows the layout plans, details and explanatory statements for the noise mitigation measures to include the use of movable / temporary noise barriers, the use of quiet powered mechanical equipments and the adoption of multiple-phase construction schedules, where appropriate, to be implemented to mitigate the noise impact arising from the construction of the Central-Wan Chai Bypass – Central Interchange Project (hereafter as “the Project”) to the vicinity of the site. Layout plans showing the site boundary are attached in *Appendix A*.

1 Identification of Noise Sensitive Receivers

With reference to Tables 4.5, 4.6 & 4.7 and Figures 4.1.1 & 4.1.2 of the Environmental Impact Assessment Report for Central – Wan Chai Bypass and Island Eastern Corridor Link (EIA-057/2001) (hereafter as “the EIA Report”), three noise sensitive receivers have been identified for the Project. The areas, locations and uses of these noise sensitive receivers (NSRs) are listed in Table 1.1 below.

Table 1.1 Noise Sensitive Receivers

NSR	Area	Location	Use
N1	Sheung Wan	Korea Centre	Residential
N2	Central	City Hall	Performing Arts Centre
N3	Central	PLA Headquarters	Others (Militray)

The layout plan (extracted from the EIA Report) showing the location of noise sensitive receivers is attached in *Appendix B*.

2 Noise Impact on NSRs

2.1 Noise Impact on Korea Centre (N1)

In accordance with the findings in the EIA report, there would be potential construction noise impact on N1. The adverse noise impact generated from the course of construction would likely to be partially screened by the existing noise tolerant structures (Harbour Building and Wing On Centre) which are located between the project site and N1. In order to minimise the construction noise impact on N1, mitigation measures were still recommended to be implemented during the construction stage.

2.2 Noise Impact on City Hall (N2) and PLA Headquarters (N3)

With reference to the findings in the EIA report, the noise impact on N3 would be dominantly due to CRIII project. In addition, N2 is provided with central air conditioning and noise insulated facilities and the shielding from the noise tolerant structures (General Post Office and Two International Finance Centre) located between the project site and N2. Hence, the noise impact on N2 and N3 is anticipated to be minimal.

3 Mitigation of Noise from Construction Works

In order to minimise the construction noise impacts at the affected NSRs, the following mitigation measures would be implemented during construction stage.

3.1 Adoption of Quieter PMEs

Quieter PMEs would be adopted with reference to the recommendation in the EIA report to reduce the noise generated from construction works, and would be reviewed with the on-going EM&A results. In addition, detailed plant schedule would be proposed in corresponding method statement and submitted to the Engineer.

3.2 Adoption of Good Site Practices

In addition to the mitigation measures mentioned above, the following good site practices would be adopted during the entire construction period:

- Only well-maintained plant would be operated on-site and plant would be serviced regularly during the construction programme.
- Silencers or mufflers on construction equipment would be utilised whenever necessary and would be properly maintained during the construction programme.
- Mobile plant, if any, would be sited as far away from NSRs as possible.
- Machines and plant (such as trucks) that may be in intermittent use would be shut down between work periods or would be throttled down to a minimum.
- Plant known to emit noise strongly in one direction would, where possible, be orientated so that the noise is directed away from the nearby NSRs.
- Material stockpiles and other structures would be effectively utilised, where practicable, in screening noise from on-site construction activities.

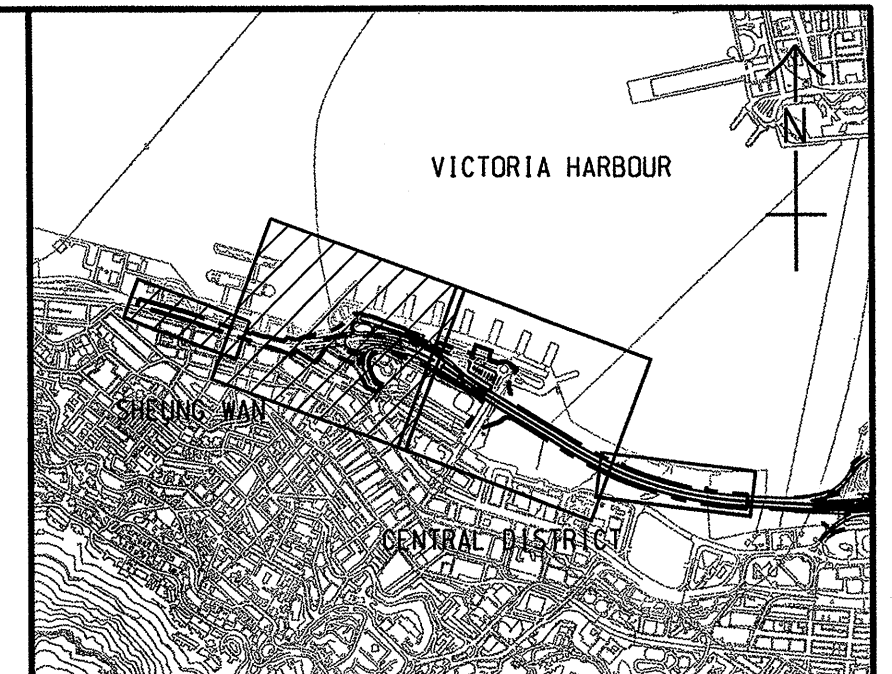
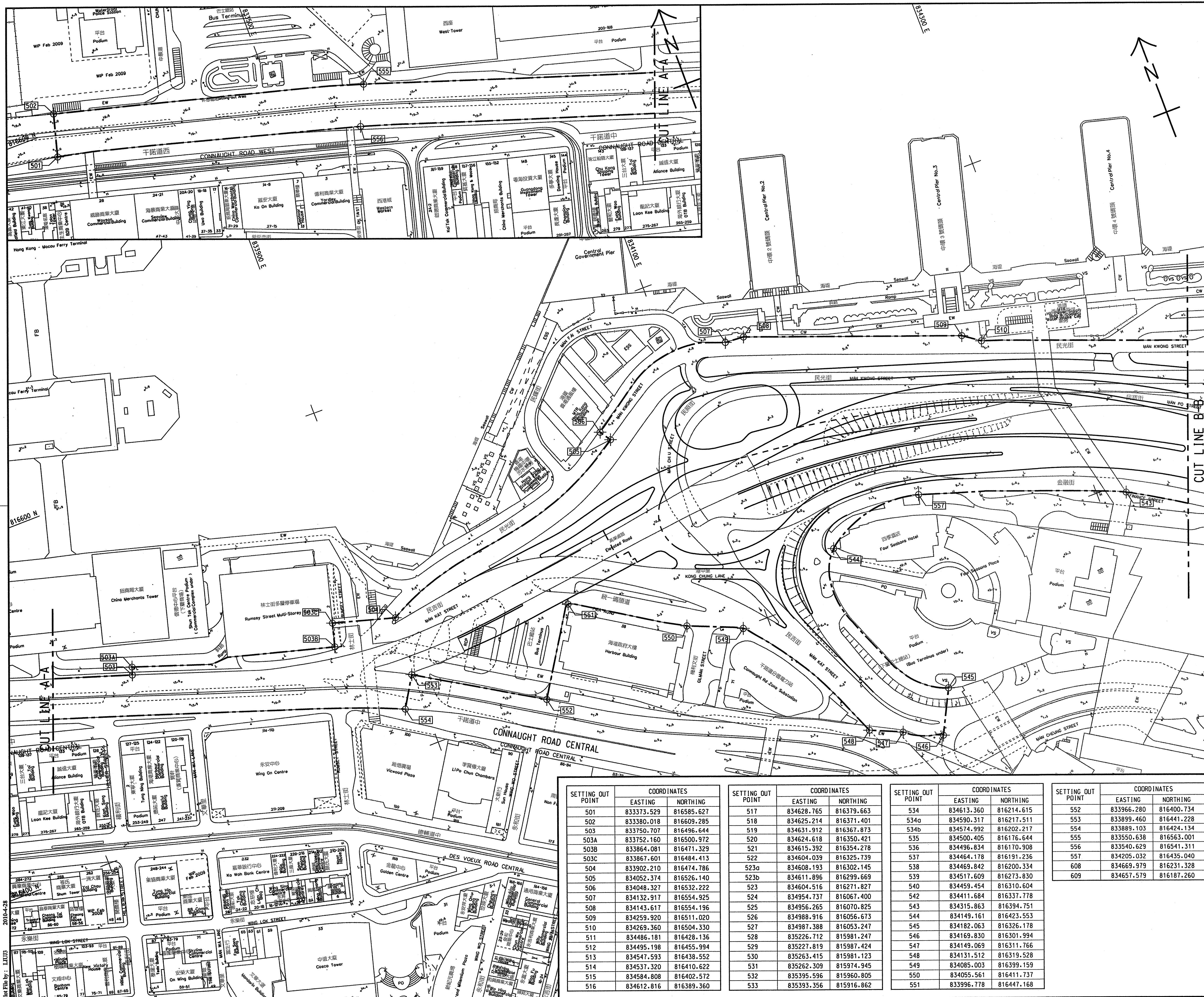
3.3 Liaison through Community Liaison Group

In accordance with the permit condition 2.4 of the Further Environmental Permit (Permit no.: FEP-05/364/2009/A), a Community Liaison Group (CLG) comprising representatives from the relevant concerned and affected parties, including owners' corporations, management offices, local committees and schools of affected areas, was set up, to facilitate communication, enquiries and complaints handling on all environmental issues, including the follow up on the implementation of remedial mitigation measures. A designated complaint hotline was also set up for the Project to address such concerns and complaints in an efficient manner.

4 Conclusion

The noise impacts to the affected NSRs were predicted to be lower than limit level. However, the adjacent CRIII project would also contribute noise impacts to the NSRs. In order to reduce the cumulative noise impacts to the NSRs, mitigation measures were recommended to be implemented during the construction of this Project.

Appendix A Site Layout Plans



KEY PLAN

SCALE A1 1 : 25000
A3 1 : 50000

NOTES:

1. ALL COORDINATES GIVEN IS ACCORDING TO HONG KONG (1980) GRID IN METRE.
2. COORDINATES TO BE VERIFIED WITH THE ENGINEER ON SITE.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRG. NO. 60095653/CI/1212.

LEGEND:

- SITE BOUNDARY
- ⊙ 501 SETTING OUT POINT

A	WORKING DRAWING	REVISED	10 OCT 10
-	TENDER DRAWING	ADAM BCC	10 APR 10
REV. NO.	DESCRIPTION	DATE	DATE
	PREPARED	CREATED	DATE

Highways Department 路政署
Major Works Project Management Office

CENTRAL - WAN CHAI BYPASS AND IEC LINK

PWP ITEM NO. **579 TH**
工務計劃項目編號

CENTRAL - WAN CHAI BYPASS - CENTRAL INTERCHANGE

LIMIT OF SITE BOUNDARY SETTING OUT PLAN

SHEET 1 OF 2



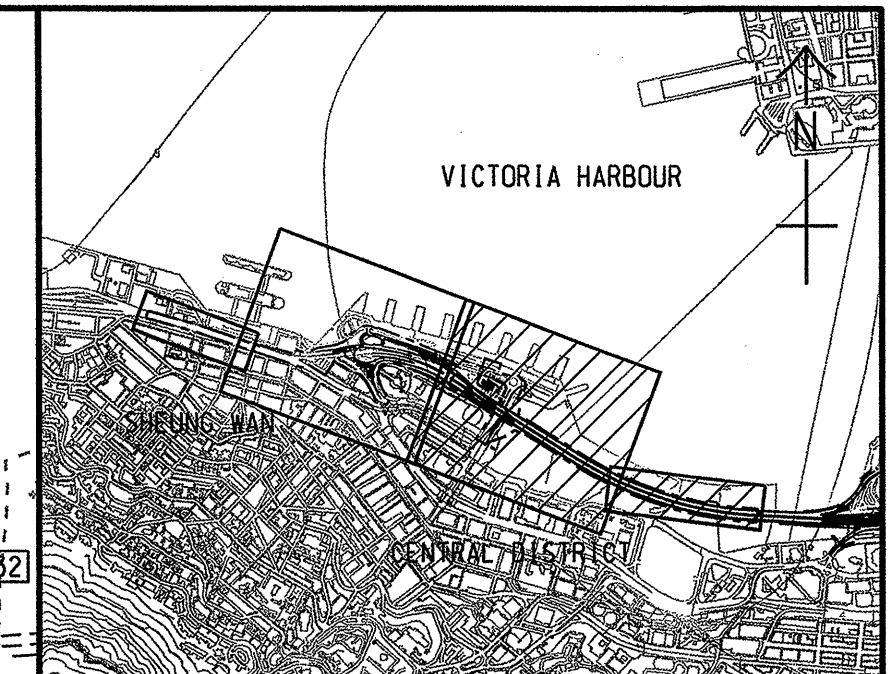
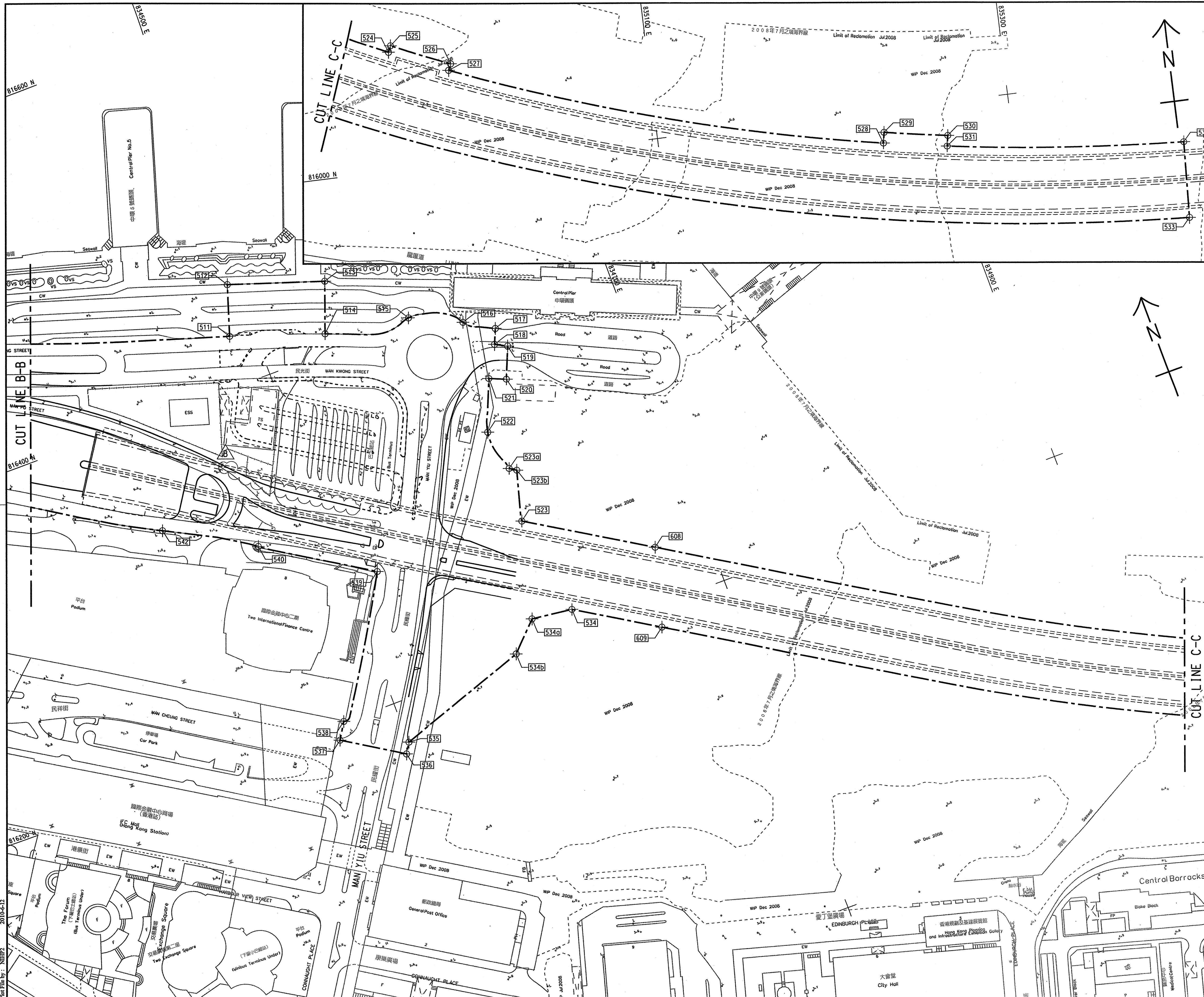
DRGNO. **60095653/CI/1211 A**
圖紙編號

DESIGNED BY: VLMK CONTRACT NO.: HY/2009/18 P. DIR. APPROVED: CW

DRAWN BY: LJ STATUS: WORKING DRAWING

SCALE: A1 1 : 1000 A3 1 : 2000 DIMENSIONS ARE IN METRES COPYRIGHT RESERVED

SETTING OUT POINT	COORDINATES		SETTING OUT POINT	COORDINATES		SETTING OUT POINT	COORDINATES		SETTING OUT POINT	COORDINATES	
	EASTING	NORTHING		EASTING	NORTHING		EASTING	NORTHING		EASTING	NORTHING
501	833373.529	816585.627	517	834628.765	816379.663	534	834613.360	816214.615	552	833966.280	816400.734
502	833380.018	816609.285	518	834625.214	816371.401	534a	834590.317	816217.511	553	833899.460	816441.228
503	833750.707	816496.644	519	834631.912	816367.873	534b	834574.992	816202.217	554	833889.103	816424.134
503A	833752.160	816500.972	520	834624.618	816350.421	535	834500.405	816176.644	555	833550.638	816563.001
503B	833864.081	816471.329	521	834615.392	816354.278	536	834496.834	816170.908	556	833540.629	816541.311
503C	833867.601	816484.413	522	834604.039	816325.739	537	834464.178	816191.236	557	834205.032	816435.040
504	833902.210	816474.786	523a	834608.193	816302.145	538	834469.842	816200.334	608	834669.979	816231.328
505	834052.374	816526.140	523b	834611.896	816299.669	539	834517.609	816273.830	609	834657.579	816187.260
506	834048.327	816532.222	523	834604.516	816271.827	540	834459.454	816310.604			
507	834132.917	816554.925	524	834954.737	816067.400	542	834411.684	816337.778			
508	834143.617	816554.196	525	834956.265	816070.825	543	834315.863	816394.751			
509	834259.920	816511.020	526	834988.916	816056.673	544	834149.161	816423.553			
510	834269.360	816504.330	527	834987.388	816053.247	545	834182.063	816326.178			
511	834486.181	816428.136	528	835226.712	815981.247	546	834169.830	816301.994			
512	834495.198	816455.994	529	835227.819	815987.424	547	834149.069	816311.766			
513	834547.593	816438.552	530	835263.415	815981.123	548	834131.512	816319.528			
514	834537.320	816410.622	531	835262.309	815974.945	549	834085.003	816399.159			
515	834584.808	816402.572	532	835395.596	815960.805	550	834055.561	816411.737			
516	834612.816	816389.360	533	835393.356	815916.862	551	833996.778	816447.168			



KEY PLAN
SCALE A1 1 : 25000
A3 1 : 50000

NOTE:

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRG. NO. 60095653/C1/1211.
- PUBLIC TRANSPORT INTERCHANGE (PTI) AND PAVEMENT AT MAN KWONG STREET AND MAN YIU STREET WILL BE CONSTRUCTED BY HYD'S TERM CONTRACTOR. THE CONTRACTOR SHALL CO-ORDINATE WITH HYD'S TERM CONTRACTOR IN ORDER TO FACILITATE THE CONSTRUCTION WORK.

LEGEND:

--- WORKS TO BE CONSTRUCTED BY OTHERS (Hyd's TERM CONTRACTOR)

REV.	DESCRIPTION	DATE
C	WORKING DRAWING	ACHAN BCC OCT 10
B	TENDER ADDENDUM NO. 2	ACHAN BCC JUN 10
A	TENDER ADDENDUM NO. 1	ACHAN BCC JUN 10
-	TENDER DRAWING	ACHAN BCC APR 10

Highways Department 路政署
Major Works Project Management Office

CENTRAL - WAN CHAI BYPASS AND IEC LINK

PWP ITEM NO. 579 TH
工務計劃項目編號

CENTRAL - WAN CHAI BYPASS - CENTRAL INTERCHANGE

LIMIT OF SITE BOUNDARY SETTING OUT PLAN

SHEET 2 OF 2



DRG.NO. 60095653/C1/1212C
圖紙編號

DESIGNED BY	CONTRACT NO.	P. DIR. APPROVED
VLMK	HY/2009/18	CW
DRAWN BY	STATUS	
LJ	WORKING DRAWING	
SCALE A1 1 : 1000 A3 1 : 2000		
DIMENSIONS ARE IN METRES		
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Plot File by: NHP2
2010-6-12

Appendix B Locations of Noise Sensitive Receivers



- Legend :
- N1 Noise Sensitive Receiver

BRIDGE SECTION OF
CENTRAL INTERCHANGE

TUNNEL
SECTION
OF CENTRAL
INTERCHANGE

CWB TUNNEL ENTRUSTED TO CRIII

CWB TUNNEL AND
SLIP ROADS
ENTRUSTED TO WDII

VICTORIA HARBOUR

N2

N3

N4

N5

SHEUNG WAN

CENTRAL

WAN CHAI

Highways Department 路政署
Major Works Project Management Office

CENTRAL - WAN CHAI BYPASS AND IEC LINK

LOCATIONS OF REPRESENTATIVE
NOISE SENSITIVE RECEIVERS

SHEET 1 OF 2

MAUNSELL CONSULTANTS ASIA LTD
茂盛亞洲工程顧問有限公司

DRG. NO. FIGURE 4.1.1

DESIGNED BY AN CONTRACT NO. DATE OF ISSUE
DRAWN BY EH STATUS MAY 2001
SCALE: 1:6500

REVISIONS AND METRES

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Maunsell