



- NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETER UNLESS OTHERWISE STATED.
 2. COORDINATES ARE BASED ON THE HONG KONG METRIC GRID (1960).
 3. LEVELS REFER TO PRINCIPAL DATUM (P.D.) UNLESS SHOWN OTHERWISE.
 4. ALL LEVELS SHOWN ON DRAWINGS ARE SUBJECT TO CONFIRMATION ON SITE.
 5. PROPOSED BARRIERS UNDER SCL (TAW - HUH) ARE NOT REQUIRED IF EXISTING RETAINING WALL ACHIEVES THE HEIGHT OF THE PROPOSED BARRIERS

- LEGEND**
- EXISTING TRACK ALIGNMENT
 - - - PROPOSED TRACK ALIGNMENT
 - - - PROPOSED GAZETTE BOUNDARY FOR RAILWAY DEVELOPMENT
 - - - PROPOSED HIK STATION
 - - - REGION WHERE MOL EXISTING WALL & SCL PROPOSED BARRIER OVERLAP

Section I.D.	Approximate Height of Existing Retaining Wall (m)	Height of Proposed Noise Barrier on top of Retaining Wall (m)	Remarks
S1.1	1	1	Refer to P1
S1.2	2	0	
S1.3	3	0	
S1.4	4	0	
S1.5	5	0	Refer to P5
S1.6	4	0	
S2.1	1.5	1.5	Refer to P3
S2.2	1.5	1.5	
S2.3	1.5	1.5	
S2.4	1.5	1.5	
S2.5	1.5	1.5	
S2.6	1.5	1.5	
S2.7	1.5	1.5	
S3.1	2	0	Refer to P2
S3.2	3	0	
S4	1	6	Refer to P4

Project Title / 工程名稱: Shatin to Central Link (SCL) - Tai Wai to Hung Hom Section / 沙田至中環綫 - 大圍至紅磡段

Environmental Permit No.: EP-438/2012/H / 環境許可證編號: EP-438/2012/H

Figure 9b / 圖九乙: Section between Tai Wai Station and Hin Keng Station – Location of Noise Barriers / 在大圍站與顯徑站之間的隔音屏障位置圖
 [This figure was prepared based on Drawing no.1102/PHIK/SWL/C10/302 in Appendix 8.19 of the SCL(TAW-HUH) EIA Report (No.: AEIAR-167/2012)]
 [本圖是根據沙田至中環綫-大圍至紅磡段環境影響評估報告(編號: AEIAR-167/2012) 附錄 8.19 的圖 1102/PHIK/SWL/C10/302 編制]

