

HIGHWAYS DEPARTMENT
AGREEMENT NO CE 25/92

ENGINEERING INFRASTRUCTURE ON HUNG HOM BAY RECLAMATION
TRAFFIC NOISE ASSESSMENT AND MITIGATION MEASURES
AND
AIR QUALITY IMPACT ASSESSMENT OF THE
UNDERPASS ALONG HUNG HOM SOUTH ROAD

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Consultants in Environmental Sciences (Asia) Ltd

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**ENGINEERING INFRASTRUCTURE ON HUNG HOM BAY RECLAMATION
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AIR QUALITY IMPACT ASSESSMENT ON UNDERPASS ALONG
HUNG HOM SOUTH ROAD**

ADDENDUM NO. 1 TO FINAL REPORT

Addendum 1a:

Clause 3.8

- replace "as a result of increased traffic on Hung Hom South Road and reclamation roads" with "in the future"

Addendum 1b:

Clause 7.2(2)

- replace "either side" with "both sides"

Addendum 1c:

Clause 8.1.5(2)

- replace "either side" with "both sides"

Addendum 1d:

Clause 8.1.11

- replace "The estimated cost of the indirect technical remedies is approximately \$7.5M." with "The estimated cost of the indirect technical remedies, including flat surveys and administration, is approximately \$10M."

Addendum 1e:

Clause 8.1.11

- delete "(or financial compensation provided where flats already have adequate AC's)"

ENGINEERING INFRASTRUCTURE ON HUNG HOM BAY RECLAMATION

TRAFFIC NOISE ASSESSMENT AND MITIGATION

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1 INTRODUCTION

- 1.1 Maunsell Consultants Asia Ltd (MCAL) were appointed by Highways Department to carry out the detailed design and tender documentation for the Hung Hom Bypass, Princess Margaret Road Links and Hung Hom Bay reclamation roads. MCAL appointed MVA Asia Ltd (MVA) as sub-consultants to advise on traffic engineering aspects of the design, and CES (Asia) Ltd to advise on environmental issues including traffic noise assessment.
- 1.2 The Hung Hom Bay Reclamation is substantially complete, and will provide land for commercial, residential, open space and government uses. The roads associated with the reclamation are included on the latest Hung Hom Bay Reclamation Outline Development Plan (Plan No. D/K9A/2). (see figure 0.1)
- 1.3 The Hung Hom Bypass and Princess Margaret Road Link Preliminary Report Stage Study was completed in late 1992. Also included in the study were preliminary layouts of the access roads in the Hung Hom Bay Reclamation. An EIA under the chairmanship of EPD was carried out as part of the study. Effects of impacts from the access roads were considered to be small and was not affirmative at the time due to the SkyRail proposal in Hung Hom and Tsim Sha Tsui.
- 1.4 The detailed design of the local roads in the reclamation has now been firmed up consequent to the affirmation of land uses and ExCo's decision not to permit construction of the SkyRail proposal. As requested by EPD, it is necessary to carry out an additional traffic noise impact assessment study of the local roads taking into effect the HHBP and PMRL and review at the same time the impacts on the potentially sensitive areas on the reclamation.
- 1.5 An air quality impact assessment on the underpass to be provided along Hung Hom South Road has also been carried out and is included in the report.

2 DESCRIPTION OF ROADS

- 2.1 The HHBP is part of a proposed route to link East Tsim Sha Tsui with To Kwa Wan, Kowloon City and Kowloon Bay. It runs from Salisbury Road to Hung Hom Road. The roads in the reclamation are shown in Figures 0.1 and 0.2. The PMRL is part of a primary road system serving Hung Hom Bay. It links Princess Margaret Road with Chatham Road South, the Hung Hom Interchange and Hung Hom Bypass, including connections to the existing KCRC station podium and its extension. The two roads are designed for medium traffic capacity. The updated flow projections for 2011 are provided in Appendix 1. Local roads in Hung Hom Bay (which include Hung Hom South Road and roads in the reclamation) are district and local distributors designed to service developments and to improve traffic circulation in the Hung Hom area. Hung Hom South Road will be partly widened and extended onto the reclamation.

3 SENSITIVE RECEIVERS

- 3.1 The Hung Hom Bay reclamation is planned for commercial, residential, educational, open space and government/institution/community uses. The land to the west of PMRL is designated for a proposed development of the KCR freight yard with overhead commercial development. To the north east, the land is specified as a Comprehensive Development Area

(CDA). Directly to the east, adjacent to the HHBP, land is planned for commercial development, with an area for government use as a magistracy and a sewage pumping station. Further to the east, land is planned for a public housing site (under the private sector participation scheme (PSPS)), educational, open space, two government uses including community centre, indoor recreation hall and a clinic. On the waterfront to the south of the reclamation, the land is planned for commercial use to be developed as service apartments/hotel with bus, taxi and coach termini underneath. The proposed reclamation landuse is shown in Figure 0.1.

- 3.2 On the basis of the Hong Kong Planning Standards and Guidelines (HKPSG), the following potentially noise sensitive land uses on and around the reclamation have been studied:

Comprehensive Development Area (CDA)

- 3.3 The area is located at the north of the new reclamation adjacent to the PMRL. This area may be sensitive to traffic noise if there are proposals for residential development.

Primary School Site (E)

- 3.4 The site is south of the CDA site. It is approximately 100 m from the PMRL and 160 m from the HHBP.

Private Sector Participation Scheme Housing Area (PSPS)

- 3.5 The PSPS site covers a large area at the eastern part of the Hung Hom Bay reclamation, bordering the Whampoa Garden development. The ODP indicates that a podium is required to deck over the HHBP.

Waterfront Commercial Area

- 3.6 The area along the waterfront of the reclamation is planned for commercial use. Whilst commercial use is not normally considered sensitive to impacts from traffic noise, the ODP is annotated to indicate that this area should be used for hotel/service apartments. Requirements for bus, taxi and coach termini are also shown in this area.

Government Use (G)

- 3.7 The sites near the Hung Hom Interchange designated for the Magistracy and the site adjacent to the PSPS site for clinic and community centre are sensitive to noise from the road network.

Whampoa Garden and Hung Hom Bay Centre

- 3.8 Blocks facing Hung Hom South Road will be exposed to increased traffic noise as a result of increased traffic on Hung Hom South Road and reclamation roads. Monitoring undertaken for the original HHBP and PMRL EIA indicated that existing noise levels may be up to 78 dB(A) at facades facing Hung Hom South Road. Further monitoring was undertaken which confirmed potentially high noise levels in this area. Locations are shown in Figures 0.3 and 0.4.

- 3.9 Monitoring at Whampoa Garden was undertaken during the peak morning and evening traffic flow periods. In general the existing noise levels to the south of Whampoa Garden are below

the HKPSG 70 dB(A) criteria, but noise levels at the central and northern parts of the development potentially exceed HKPSG limits.

- 3.10 Monitoring undertaken on the podium at Whampoa Garden indicated lower received noise levels at the higher levels. The maximum measured level was 74.1 dB(A), measured adjacent to the junction of HHBP and Hung Hom South Road.

4 NOISE ASSESSMENT CRITERIA

- 4.1 There are currently no statutory controls to limit impacts from road traffic noise. However, the Hong Kong Planning Standards and Guidelines (HKPSG) provide criteria which are shown in Table 1.

Table 1 Summary of Noise Standards (from HKPSG)

Receiver	Road Traffic L_{A10} (Peak Hour), dB(A)
Dwelling	70
Hotel and Hostels	70
Offices	70
Technical Institute or School	65

Note : These standards apply to receivers that rely on open windows for ventilation

5 ASSESSMENT METHODOLOGY

- 5.1 Calculations have been carried out using the UK Department of Transport *Calculation of Road Traffic Noise* (CRTN), which is accepted by EPD for use in Hong Kong.
- 5.2 The traffic flow projections as used for the previous assessment have been updated; the new flows are given in Appendix 1. Traffic composition on individual road links follows that used for the previous assessment, as these data are still considered applicable. A summary of the heavy goods vehicle (HGV) percentage and PCU/vehicle conversion factors is provided in Table 2 for reference. The traffic speed for the elevated road sections is assumed to be 50 km/h, and the speed on ground level sections is taken as 30 km/h. HHBP and PMRL road sections were assumed to be paved with a noise reducing surface.

Table 2 Traffic Flow HGV Percentage and PCU/Vehicle Conversion Factors

Road	PM Peak Hour	
	% Heavy Goods Vehicles	PCU/Veh Factor
HHBP	24	1.2
PMRL	17	1.2
Hung Hom Wan Street	27	1.3
Ground Level Reclamation Roads (east-west)	37	1.4
Ground Level Reclamation Roads (north-south)	28	1.3

- 5.3 The CRTN standard traffic noise assessment methodology does not account for the possible portal noise effects at the ends of the podium covering the PSPS development site. However, the purpose of this Study is to provide further noise mitigation measures to those already endorsed through the original HHBP and PMRL EIA. The podium and portal design will be the responsibility of the PSPS site developer. It will be required for the developer to investigate the issue of portal noise during design of the podium and associated structures, and to ensure that the traffic noise outside the portal is not increased due to portal noise effects. If portal noise is found to be significant, it may be necessary to line the walls of the enclosed road with absorbing panels for the last section near the portal. Requirement to mitigate is included in the conditions of the land grant for the site.
- 5.4 At the proposed Hung Hom South Road underpass near Whampoa Garden, the roadway will be flanked on both sides by a retaining wall. The eastern retaining wall acts as a noise barrier for Whampoa Garden facades. To minimise the possibility of sound being reflected back and forth between the eastern and western retaining walls resulting in a reverberant build up of sound energy, it is recommended that the walls be provided with a noise absorbing lining.

6 TRAFFIC NOISE LEVELS ON THE RECLAMATION

6.1 Modelling

- 6.1.1 Prevailing noise levels were calculated at existing noise sensitive receivers. The maximum noise levels are as follows:
Lily Mansions 73.1 dB(A), Palm Mansions 73.2 dB(A), Willow Mansions 74.7 dB(A), Hung Hom Bay Centre 72.9 dB(A), Hung Hom South Road/Fuk Chi Street 75.4 dB(A).
- 6.1.2 In order to determine the constraints imposed on the reclamation, noise contours of $L_{10}(1 \text{ hr})$ in dB(A) were produced at heights of ground level, 20m, 40m and 60m for the year 2011. The contours include a facade effect, but because no building layout plans are available, it is not possible to include effects of self-shielding within the sensitive areas. However, on the basis of assumptions with regard to possible building height and extent, effects of shielding have been tested. The building locations are shown in Figure 0.5. The assumed heights were 30mPD for the building on the CDA, 65mPD for buildings adjacent to the HHBP, and 15m

sewage pumping station. All assessments of mitigation measures included the effects of buildings and podiums on the reclamation as the base case.

6.1.3 Contours were also produced to determine the impacts from the ground level local roads without the HHBP and PMRL.

6.1.4 Direct technical remedies for new roads have been proposed, with the aim of reducing traffic noise impacts to HKPSG standards as far as practical. New roads comprise the reclamation roads, Hung Hom Bypass, and the Princess Margaret Road Link.

6.1.5 A number of practical direct technical remedies as shown in Figure 0.6 were assessed, including:

- a) noise reducing surface on all roads, local roads as well as the Hung Hom Bypass and Princess Margaret Road Links (see Figures 3.1-3.4 for noise contours);
- b) noise reducing surface with a 3m barrier along the retaining wall of underpass (see Figures 4.1-4.4 for noise contours);
- c) noise reducing surface with a 3m barrier along the retaining wall of underpass and additional 3m barriers at the junction of bypass and Hung Hom South Road (see Figures 5.1-5.4 for noise contours);
- d) noise reducing surface with full cover over the underpass for the extent of the retaining wall (see Figures 6.1-6.4 for noise contours);
- e) 3m barrier along Road D (see Figures 5.1-5.4 for noise contours);
- f) noise reducing surface only on local roads with heavy traffic flows ie. Hung Hom South Road, Hung Hom Road, Road B and Road F to the junction with Road G. (see Figures 7.1-7.4 for noise contours);
- g) noise reducing surface only on local roads with heavy traffic flows with a 3m barrier along the retaining wall of underpass (see Figures 8.1-8.4 for noise contours).

6.1.6 Further measures were investigated, such as provision of a barrier along the eastern side of Hung Hom South Road. Such measures could not be implemented because of lack of space, or because breaks required for access to public transport facilities would substantially reduce the effectiveness of the measure. Barriers along podiums would be the responsibility of site owners.

6.2 *Results: Potential NSRs on Reclamation*

6.2.1 Noise contours at 20m intervals over the reclamation area are shown in figures 1.1 to 8.4. The contours indicate that a large part of the new reclamation will be subject to noise levels in excess of 70 dB(A). Noise levels over the whole site are typically in the range 74-80 dB(A) with no mitigation other than noise reducing surface on the HHBP and PMRL.

Considering the impact on potentially sensitive sites:

6.2.2 *Comprehensive Development Area (CDA)*

The site is subject to noise from the elevated Bypass and ground level roads to the west, Hung Hom South Road to the east and local Road B to the south. The ODP recommends a 60m setback from the Bypass for sensitive uses, and protection through provision of a non-noise sensitive building along this boundary. Noise levels up to 78 dB(A) may occur. The development of the site will be subject to planning control under the CDA zoning. Further measures for noise minimisation could form part of planning conditions.

The site benefits from provision of additional noise reducing surface on local roads, but other measures make little difference to noise levels.

6.2.3 *Primary School Site (E)*

This site is potentially exposed to noise levels up to 78 dB(A). This is considerably in excess of the planning guideline of 65 dB(A) for schools. The site would be difficult to protect with noise barriers, since they would have to be nearly as tall as the building itself. Hence building insulation may be required.

6.2.4 *Private Sector Participation Scheme Housing Area (PSPS)*

The PSPS site is potentially exposed to noise levels above 76 dB(A). The podium over the HHBP provides protection from the closest noise source. The site would require careful layout to minimise noise impact, and the use of buildings with non-noise sensitive facades may be required in some locations.

6.2.5 The provision of a 3m barrier along Road D does not have significant benefit in reducing noise levels at the PSPS site, as indicated in the contour plots.

6.2.6 *Waterfront Commercial Area*

This area is potentially exposed to noise levels up to 78 dB(A). However, the ODP shows this area will be used for hotel and serviced apartments. Buildings in this area should be provided with suitable glazing and ventilation to reduce the noise impact. These are normally provided as standard for hotel type use, and it is understood that heavy glazing will be provided anyway because of the wind loading on buildings at this location.

6.2.7 *Government Use (G)*

The sites designated for the Magistracy may be exposed to noise levels up to 80 dB(A), and the clinic and community centre site may be exposed to noise levels up to 76 dB(A). These facilities, in particular the magistracy, are likely to be provided with suitable glazing and ventilation.

6.2.8 Table 3 summarizes the effectiveness of mitigation options on the landuses at the Hung Hom Reclamation. Measures are compared to a base case with noise reducing surface on the HHBP and PMRL only (as recommended in the original HHBP and PMRL EIA), with buildings and podiums on the reclamation.

Table 3 Summary of Benefits of Mitigation Options

Measure	Site					
	CDA	School	PSPS	Water front	Clinic	Whampoa Garden
a	*	*	*	*	*	*
b	-	-	-	-	-	+
c	-	-	-	-	-	-
d	-	-	+	-	-	+
e	-	-	-	-	-	-
f	*	*	*	*	*	*
g	-	-	-	-	-	+
<p>* significant benefit (noticeable reduction in perceived noise level)</p> <p>+ marginal additional benefit</p> <p>- no particular benefit</p>						
<p>Summary of mitigation measures</p> <p>a) Noise reducing surface on all roads, local roads as well as the Hong Hom Bypass and Princess Margaret Road Links</p> <p>b) Noise reducing surface with a 3m barrier along the retaining wall of underpass</p> <p>c) Noise reducing surface with a 3m barrier along the retaining wall of underpass and additional 3m barriers at the junction of bypass and Hung Hom South Road</p> <p>d) Noise reducing surface with full cover over the underpass for the extent of the retaining wall</p> <p>e) 3m barrier along Road D</p> <p>f) Noise reducing surface only on local roads with heavy traffic flows</p> <p>g) Noise reducing surface only on local roads with heavy traffic flows with a 3m barrier along the retaining wall of underpass</p>						

6.3 Results: Existing NSRs in Whampoa Garden and Hung Hom Bay Centre

6.3.1 Existing residential blocks facing Hung Hom South Road may be exposed to noise levels above the HKPSG criteria following implementation of the local roads. However, the monitoring results for this study, and the original HHBP and PMRL EIA, both indicate that the worst affected areas are already subject to noise levels above the HKPSG criteria.

6.3.2 A number of mitigation options as described in Section 6.1.5 were tested for reducing noise in this location. It is evident that the major benefit would arise from provision of noise

reducing surface on the HHBP, PMRL, Hung Hom South Road, Road B, Hung Hom Road and Road F to the junction with Road G.

- 6.3.3 Provision of a barrier along the extent of the underpass ramp walls, combined with pervious surfacing, was found to provide further reductions of up to 4.5 dB(A) in noise levels of adjacent NSRs, particularly at lower floors. The effect of additional barriers at the junction between Hung Hom South Road and HHBP was tested, these would only reduce the numbers of flats meeting eligibility criteria for indirect mitigation by approximately 15. The provision of a full cover over the underpass ramps (total covered length of 100m) only resulted in reducing the numbers of flats meeting eligibility criteria by 12 when compared to mitigation option B. The 3m barrier tested along Road D makes no difference to noise levels at the existing receivers.
- 6.3.4 The use of a full cover over the underpass ramps offered little advantage over a 3m barrier. Furthermore, a full road cover would be visually intrusive, and would entail practical difficulties associated with tunnel safety requirements and potential air quality problems around the portals and ventilation exhaust stacks. The full cover has therefore not been recommended.
- 6.3.5 In view of the above findings, it is recommended that noise reducing surface is provided on Hung Hom Road from the podium to Tak On Street, Hung Hom South Road, Road F to the junction with Road G, and Road B (in addition to the pervious surfacing already recommended for the HHBP and PMRL). 3m high noise barriers along either side of the underpass ramp walls with absorptive linings should also be provided, (see Figure 0.8).
- 6.3.6 In the high-rise environment of the Hung Hom Reclamation and surrounding areas, absorptive surfaces on the underpass walls and barriers are recommended to absorb noise likely to be reflected.

There are three main types of absorptive systems:

- i *Hollow box system containing fibrous material:* These systems consist of a GRC or metal sheet over a fibrous batting resistant to ultraviolet degradation and moisture. The surface facing the traffic is perforated, to permit the transfer of acoustic energy into the interior fibrous material. If this is part of a barrier system, the outside barrier face should be solid to prevent noise energy from being transferred through the barrier. Existing proprietary systems include:
- rockwool slabs of 40 to 65 mm thickness, inside aluminum sheeting;
 - unspecified sound absorbing medium and air cavity, inside patterned glass reinforced concrete slabs;
 - mineral wool batting inside colour-finished galvanised steel panels;
 - mineral fibre of 20 mm thickness, inside aluminum alloy panels.
- ii *Open-texture porous systems:* This absorptive surface may be formed of several types of material, including a light porous concrete or, most commonly, compressed and bonded wood or fibre particles. If this is part of a barrier system, the absorptive material must usually be bonded to a solid backing to prevent sound transmission through the panel. Existing proprietary systems use a variety of porous surface materials, including wood aggregate concrete and sintered aluminum.

- iii *Systems incorporating resonant cavities:* The surface of the barrier facing traffic contains cavities which absorb sound. The frequency of the sound absorbed depends on the dimensions of the cavity, so that this kind of absorptive barrier can be tuned to absorb specific frequencies. Fibrous or foam filler may be used to line the cavities, thereby broadening the frequencies of the sound absorbed.

6.3.7 Monitored traffic noise spans the frequency spectrum, peaking at around 1000 Hz but sufficiently broad-banded that traffic noise is generally not considered tonal. Thus, absorptive barriers should be capable of reducing noise over a wide range of frequencies; good performance at frequencies between 100 and 5000 Hz is recommended. For this reason, the hollow-box or open-texture porous systems are recommended for use on the underpass walls.

6.3.8 The installation of 3-m noise barriers atop the underpass retaining wall will present an additional reflective surface for traffic noise from surface roads, since the barrier is placed next to Hung Hom Wan Street. In order to prevent reflection of noise from the outside of 3-m barriers, absorptive or dispersive outer surfaces should be provided.

7 DETERMINATION OF THE ELIGIBILITY FOR INDIRECT TECHNICAL REMEDIES

7.1 Where mitigation measures on new roads fail to adequately protect residential sensitive facades from traffic noise levels equal to or over the 70 dB(A) HKPSG standard, indirect technical remedies (in the form of adequate glazing and provision of air conditioning) have been recommended. For this study, the term new roads refers to new roads constructed on the reclamation, improved roads refers to Hung Hom South Road and existing roads refers to roads that will have no improvements to increase traffic capacity. These are shown in Figure 0.7. To determine the need for indirect technical remedies, the following criteria have been used:

- (a) the predicted overall noise level from the new roads, together with other traffic noise in the vicinity, must not be less than the HKPSG criteria (e.g., 70 dB(A) for residential premises);

[Note: levels rounded to the nearest 1 dB(A) for comparison purposes]

- (b) the predicted noise level is at least 1.0 dB(A) above the prevailing noise level (i.e., the total traffic noise level existing before the works to construct the road were commenced); and
- (c) the contribution to the increase in the noise level from the new road must be at least 1.0 dB(A).

7.2 For road improvement works along the improved Hung Hom South Road, only direct technical remedies have been considered. Mitigation measures were proposed that were capable of reducing the traffic noise impact as far as practical.

Direct technical remedies that will be implemented are:

- 1) Noise reducing surface for the extent as shown in Figure 0.8. This covers Hung Hom Road from the podium to Tak On Street, Hung Hom South Road, Road F to the junction with Road G, and Road B.

- 2) 3m high noise barriers along either side of the underpass ramp walls with absorptive linings to both the barriers and ramp walls.
- 7.3 Where direct technical remedies on new roads fail to adequately protect sensitive facades from traffic noise levels equal to or over the 70 dB(A) HKPSG standard, indirect technical remedies can be considered. Details of noise levels at receivers are provided in Appendix 2.
- 7.4 Facades in Hung Hom Bay Centre facing the reclamation are affected by noise from the new reclamation roads. However, facades that are set back from the edge of the podium either do not experience noise levels exceeding HKPSG standards, or do not experience noise levels greatly exceeding those resulting from existing traffic along Hung Hom South Road. Facades close to the edge of podium, which have a wide exposure to reclamation roads (particularly Road B), are more greatly affected by new roads, and are thus eligible for indirect technical remedies .

Table 4 Affected Noise Sensitive Facades: Hung Hom Bay Centre

Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria
HHB1-1	none	HHB3-3	3-8	HHB5-5	none
HHB1-2	2-14	HHB4-1	none	HHB6-1	none
HHB1-3	none	HHB4-2	1-14	HHB6-2	none
HHB1-4	none	HHB4-3	1-14	HHB6-3	none
HHB2-1	none	HHB4-4	1-10	HHB6-4	none
HHB2-2	4-13	HHB5-1	none	HHB6-5	none
HHB2-3	none	HHB5-2	none	HHB7-1	none
HHB3-1	none	HHB5-3	none	HHB7-2	none
HHB3-2	5-14	HHB5-4	none	HHB7-3	none

- 7.5 In Palm Mansions of Whampoa Garden, facades in Blocks 1 and 2 are generally subject to future traffic noise levels that do not greatly exceed existing levels. At Block 3, most facades facing Hung Hom Road or the reclamation will be eligible for indirect technical remedies, except those set well back from the podium edge. Similarly, facades in Blocks 4-6 which face the reclamation will be eligible for indirect technical remedies, except those shielded by other units in the same block and/or set well back from the edge of the podium.

Table 5 Affected Noise Sensitive Facades: Palm Mansions (Whampoa Garden)

Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria
PM 1-1	none	PM 3-7	1-16	PM 5-3	1-9
PM 1-2	none	PM 3-8	1-16	PM 5-4	4-16
PM 1-3	4-16	PM 3-9	1-16	PM 5-5	5-16
PM 1-4	none	PM 3-10	1-16	PM 5-6	none
PM 1-5	none	PM 3-11	none	PM 5-7	none
PM 1-6	none	PM 3-12	none	PM 5-8	none
PM 1-7	none	PM 3-13	none	PM 6-1	none
PM 1-8	none	PM 4-1	none	PM 6-2	none
PM 2-1	none	PM 4-2	none	PM 6-3	none
PM 2-2	none	PM 4-3	none	PM 6-4	5-16
PM 2-3	none	PM 4-4	5-16	PM 6-5	9-16
PM 3-1	none	PM 4-5	5-16	PM 6-6	none
PM 3-2	none	PM 4-6	4-16	PM 6-7	none
PM 3-3	none	PM 4-7	7-16	PM 6-8	none
PM 3-4	2-16	PM 4-8	5-16	PM 6-9	none
PM 3-5	1-16	PM 5-1	2-16	PM 6-10	none
PM 3-6	1-16	PM 5-2	2-6		

7.6 As with Palm Mansions blocks, facades in Willow Mansions Blocks 1 and 3 are generally subject to future traffic noise levels that do not greatly exceed existing levels, or (particularly at Block 1) are within HKPSG guidelines. At Blocks 6 to 8, facades that face the reclamation will be eligible for indirect technical remedies, except those shielded by other units in the same block and/or set well back from the edge of the podium. At Blocks 4 and 5, both the facades near the podium edge and those set back from the edge be eligible for indirect technical remedies at various levels, since they command a significant view of the new reclamation roads.

Table 6 Affected Noise Sensitive Facades: Willow Mansions (Whampoa Garden)

Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria
WM 1-All	none	WM 5-2	none	WM 7-5	5-16
WM 2-All	none	WM 5-3	none	WM 7-6	2
WM 3-1	none	WM 5-4	4-16	WM 7-7	none
WM 3-2	none	WM 5-5	3-16	WM 7-8	none
WM 3-3	3-16	WM 5-6	1-15	WM 8-1	none
WM 4-1	7-15	WM 5-7	2-7	WM 8-2	none
WM 4-2	none	WM 5-8	2-9	WM 8-3	3
WM 4-3	8-13	WM 6-1	none	WM 8-4	1-16
WM 4-4	1-16	WM 6-2	none	WM 8-5	1-16
WM 4-5	1-16	WM 6-3	6-16	WM 8-6	1-16
WM 4-6	1-16	WM 6-4	5-16	WM 8-7	1-16
WM 4-7	1-16	WM 6-5	5-16	WM 8-8	1-16
WM 4-8	1-16	WM 6-6	2-10	WM 8-9	1-16
WM 4-9	1-14	WM 6-7	none	WM 8-10	1-16
WM 4-10	3-8	WM 6-8	6-11	WM 8-11	none
WM 4-11	none	WM 7-1	8-16	WM 8-12	none
WM 4-12	none	WM 7-2	9-16	WM 8-13	none
WM 4-13	none	WM 7-3	2-16	WM 33	none
WM 5-1	9-10	WM 7-4	5-16		

7.7 At Lily Mansions, facades 4, 5 and 7 of Block 5 (see Figure A-1) are well exposed to the noise from traffic on new reclamation roads, and are thus eligible for indirect technical remedies. Block 1 has high 2011 facade noise levels where it faces Shung King Street, but these future noise levels do not greatly exceed existing noise levels. Block 6 is sufficiently far from new and existing roads that traffic noise levels do not exceed the HKPSG criterion of 70 dB(A).

Table 7 Affected Noise Sensitive Facades: Lily Mansions (Whampoa Garden)

Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria	Block and facade	Levels Meeting Eligibility Criteria
LM 1-1	none	LM 5-5	5-16	LM 6-2	none
LM 1-2	none	LM 5-6	none	LM 6-3	none
LM 1-3	none	LM 5-7	12-16	LM 6-4	none
LM 5-1	none	LM 5-8	none	LM 6-5	none
LM 5-2	none	LM 5-9	none	LM 6-6	none
LM 5-3	none	LM 5-10	none	LM 6-7	none
LM 5-4	1-16	LM 6-1	none	LM 6-8	none

A number of the residential facades bounded by Hung Hom South Road and Fuk Chi Street were tested for eligibility for indirect mitigation. Table 8 shows that no flats are eligible.

Table 8 Affected Noise Sensitive Facades: Hung Hom South Road/Fuk Chi Street

Facade	Levels Meeting Eligibility Criteria	Facade	Levels Meeting Eligibility Criteria	Facade	Levels Meeting Eligibility Criteria
A0-1	none	A0-4	none	A0-7	none
A0-2	none	A0-5	none	A0-8	none
A0-3	none	A0-6	none		

8 CONCLUSIONS AND SUMMARY OF MITIGATION EFFECTIVENESS

8.1 On the basis of the assessment, the following conclusions are made:

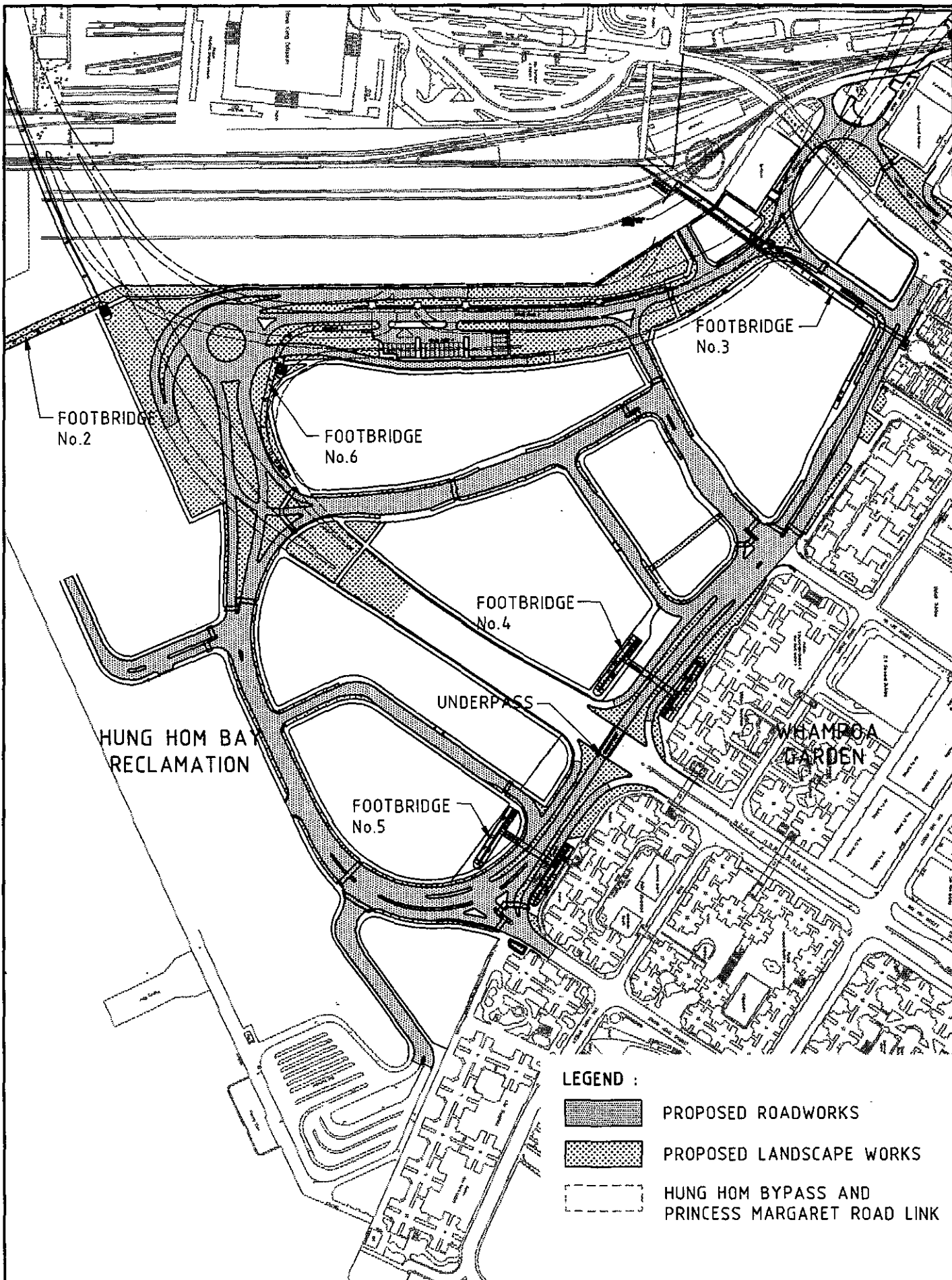
8.1.1 Traffic noise levels are higher than predicted from the original HHBP and PMRL EIA. In terms of noise generation, the traffic flows on the local roads are high.


8.1.2 Areas such as Whampoa Garden will be subject to noise in excess of the HKPSG criteria as a result of local traffic alone.

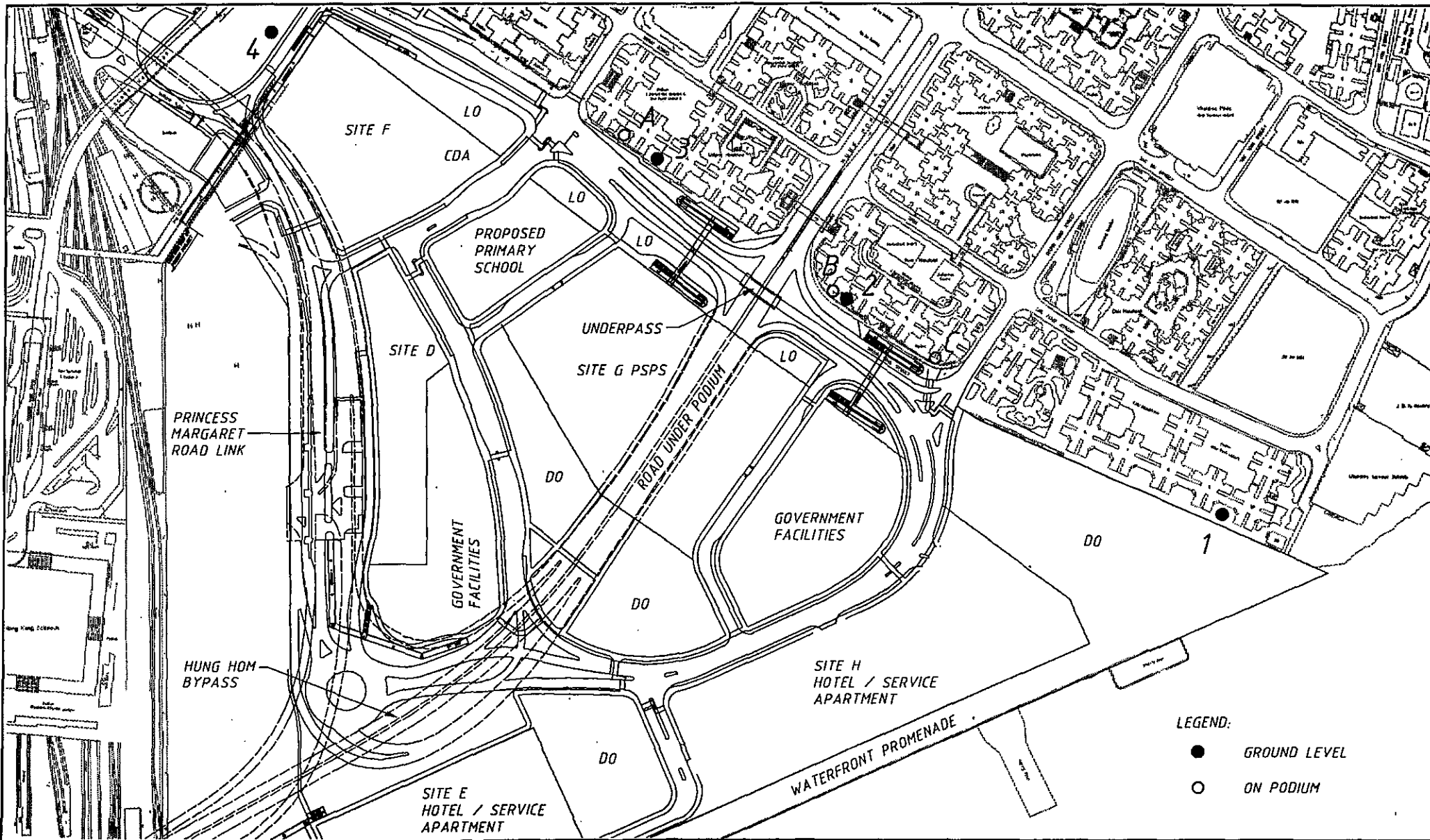
8.1.3 At the planning and development stage of the sites on the reclamation, special requirements such as the adoption of non-sensitive building facades should be considered. The use of such

measures can be controlled through land administration and planning application procedures. This would apply to the CDA, waterfront and PSPS sites.

- 8.1.4 The primary school site will be subject to high noise levels, and could only be protected through a tall barrier around the site (which would have to be almost as high as the building). It is recommended that, should this site be required for educational use, the school building is insulated against traffic noise.
- 8.1.5 On the basis of the predicted noise levels, the recommended mitigation option is:
- 1) Noise reducing surface for the extent as shown in Figure 0.8. This covers Hung Hom Road from the podium to Tak On Street, Hung Hom South Road, Road F to the junction with Road G, and Road B.
 - 2) 3m high noise barriers along either side of the underpass ramp walls with absorptive surface on both the barriers and underpass ramp walls.
- 8.1.6 Portal noise will be mitigated during the design of the podium. A land grant condition has been included to ensure that the future developer mitigates traffic noise from this source.
- 8.1.7 Where it is shown that residents are subject to increase in noise levels as a result of this scheme, in accordance with ExCo criteria, indirect technical remedies can be considered where practicable direct technical mitigation solutions are exhausted. The need for indirect noise mitigation at sensitive facades in Hung Hom Bay Centre and Whampoa Garden is discussed in the preceding section, and the details are presented in the Appendix 2.
- 8.1.8 For the year 2011, with no mitigation on the local roads, the total number of flats which exceed the HKPSG criteria of 70 dB(A) is estimated to be approximately 1200
- 8.1.9 With provision of mitigation, the total number of flats which exceed the HKPSG criteria is estimated to reduce to approximately 1000.
- 8.1.10 In accordance with the the ExCo directive on Equitable Redress for Persons Exposed to Increased Noise Resulting for the Use of New Roads and subject to ExCo approval, approximately 500 eligible dwellings in the Whampoa Garden and Hung Hom Bay Centre have been identified for indirect technical remedies in the form of window improvements and provision of air-conditioners.
- 8.1.11 The estimated cost of the indirect technical remedies is approximately \$7.5M. This assumes that air-conditioner (AC) units will be required in all eligible flats (or financial compensation provided where flats already have adequate AC's). As the properties along Hung Hom South Road which are eligible for indirect technical remedies are modern, it is anticipated that window improvements and improvements to electricity supplies for the air conditioners would not generally be required.
- 8.1.12 Further study is needed into establishing exact locations and addresses of the eligible flats, along with issues such as adequacy of electricity supply and services to accommodate additional A/C units in the affected blocks.



TITLE : PWP ITEM No. 402CL : CAT B ENGINEERING INFRASTRUCTURE ON HUNG HOM BAY RECLAMATION 紅磡灣填海區基本建設工程	DRAWN BY T.P.	DATE 9.12.94	DRAWING No. FIGURE 0.2	SCALE 1 : 200
	APPROVED	DATE		
	OFFICE	 MAUNSELL CONSULTANTS ASIA LTD. 茂盛(亞洲)工程顧問有限公司		



NOISE MONITORING LOCATIONS : WHAMPOA GARDENS

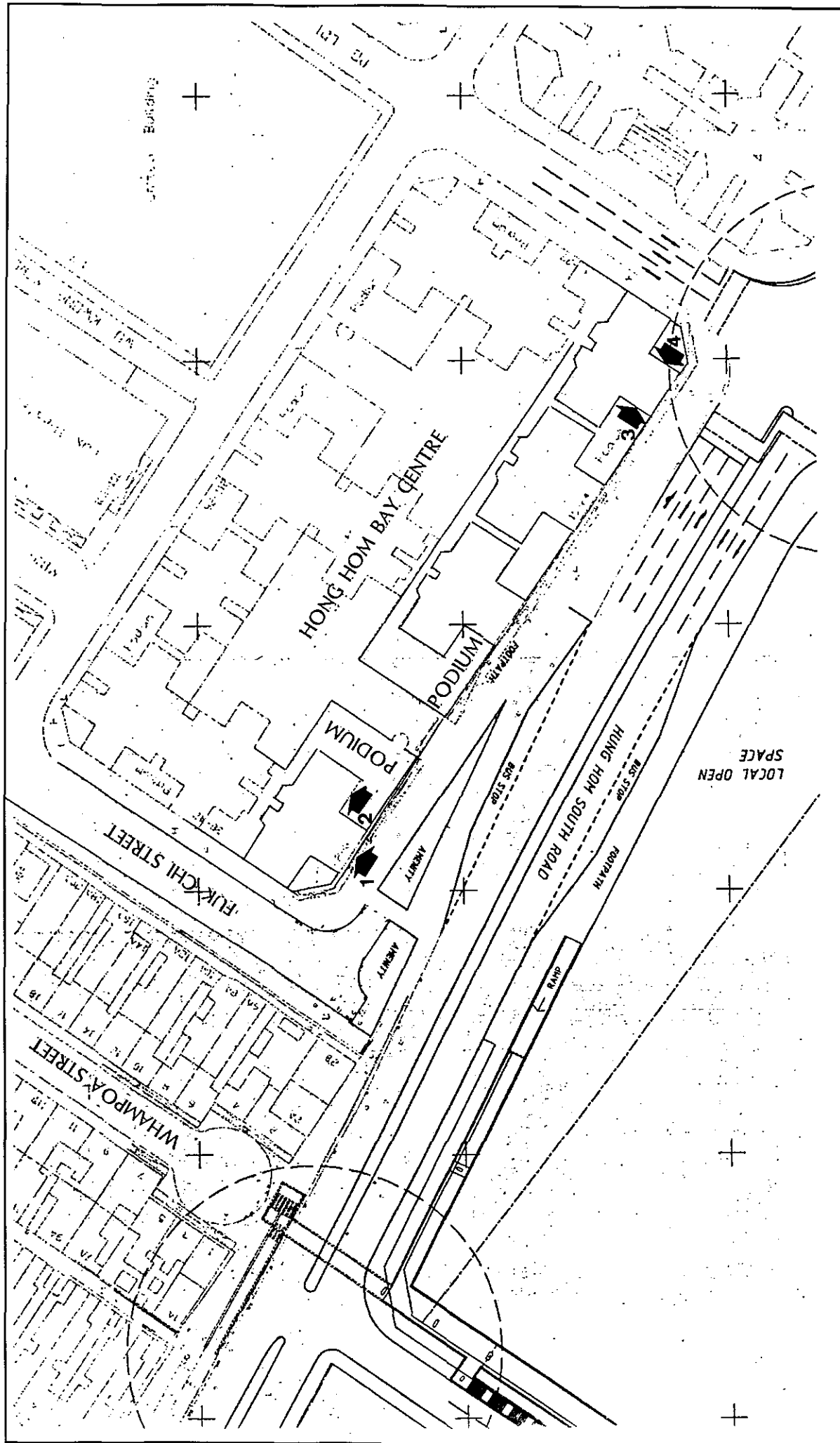
Fig. No. 03

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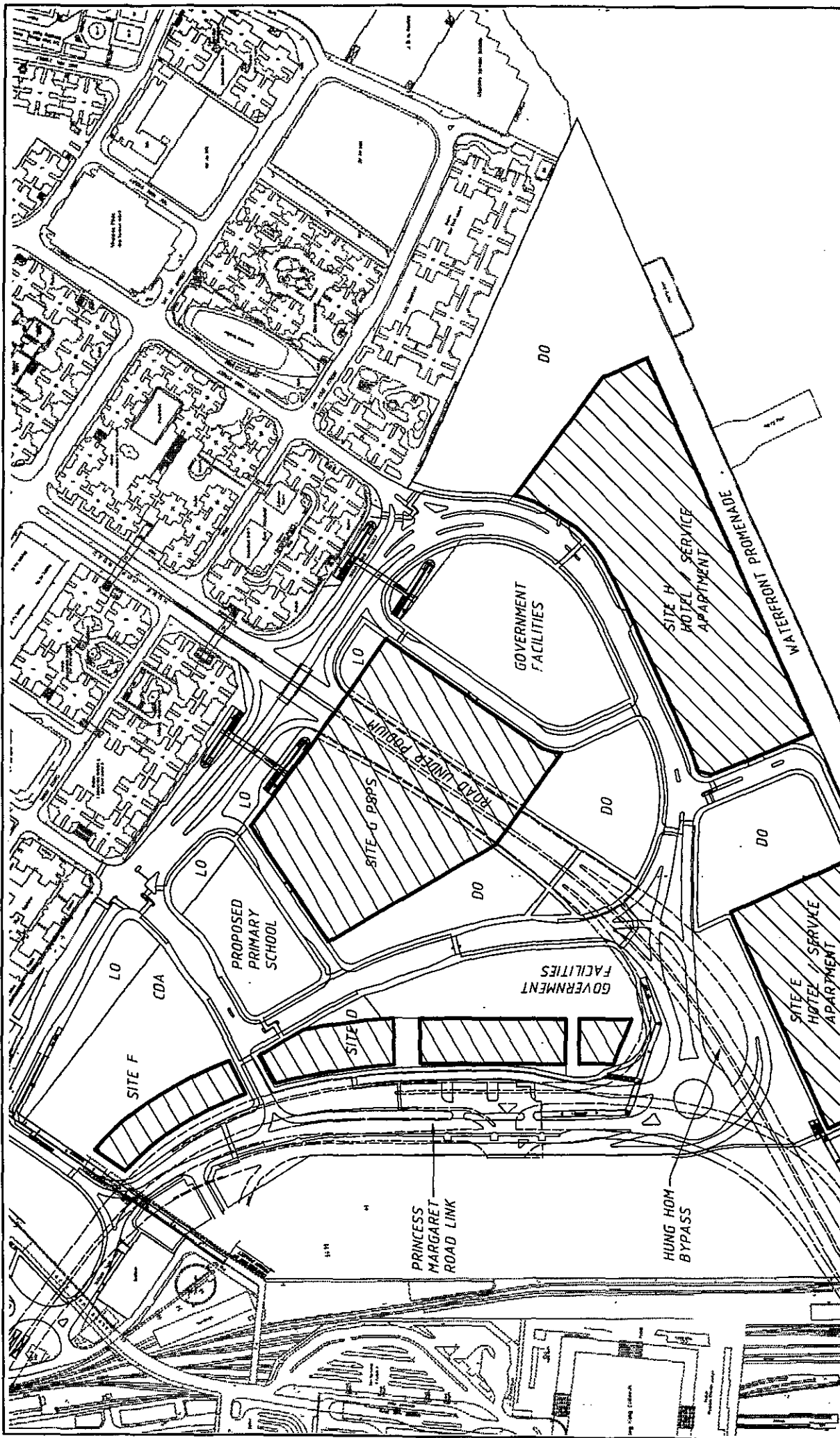
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NOISE MONITORING LOCATIONS - HUNG HOM BAY CENTRE

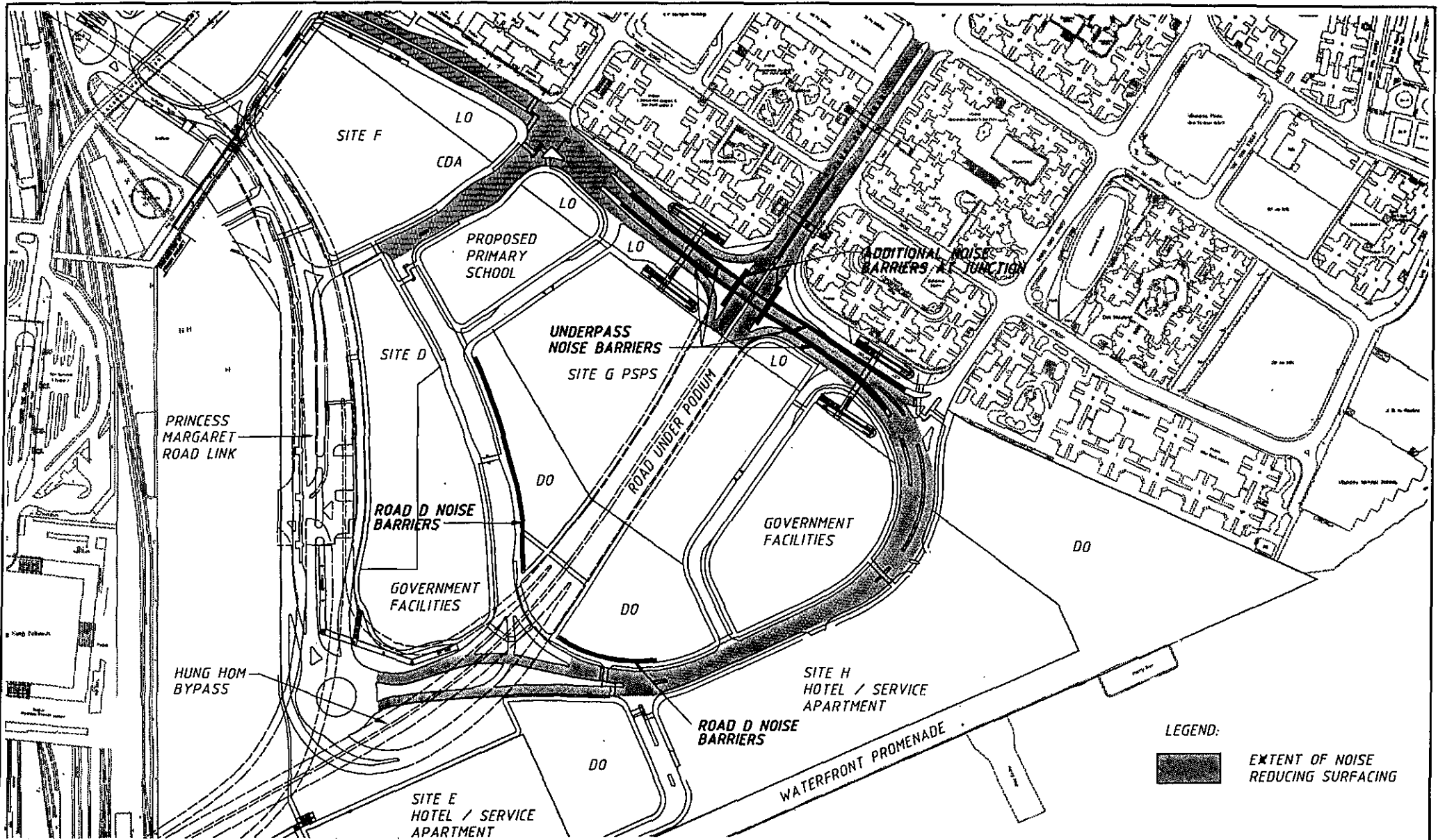
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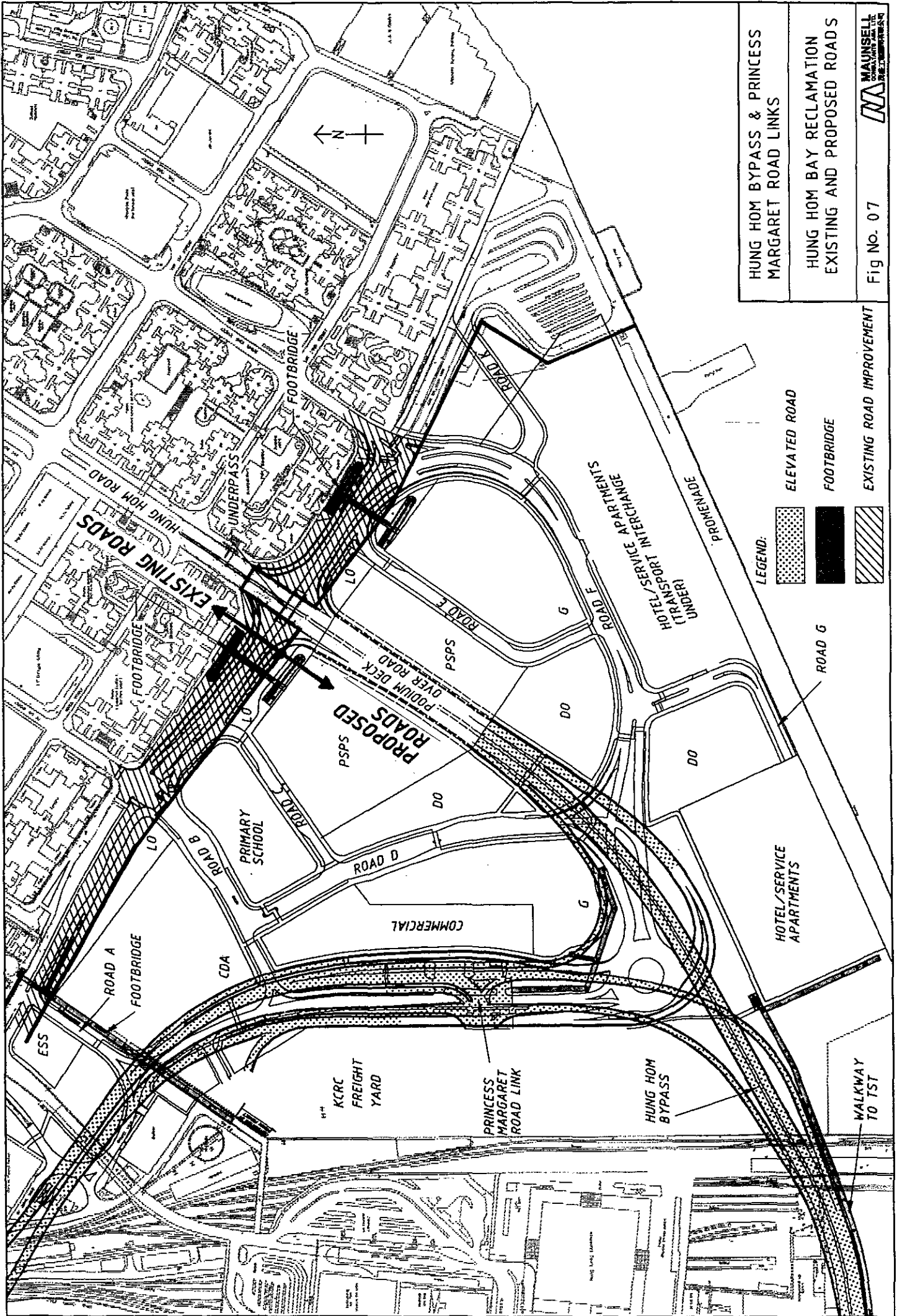
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Fig. No.	0.5
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LOCATIONS OF ASSUMED BUILDINGS AND PODIUMS



MITIGATION MEASURES TESTED

Fig. No. 0.6	Page No. F-3	 CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD
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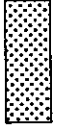




HUNG HOM BYPASS & PRINCESS MARGARET ROAD LINKS

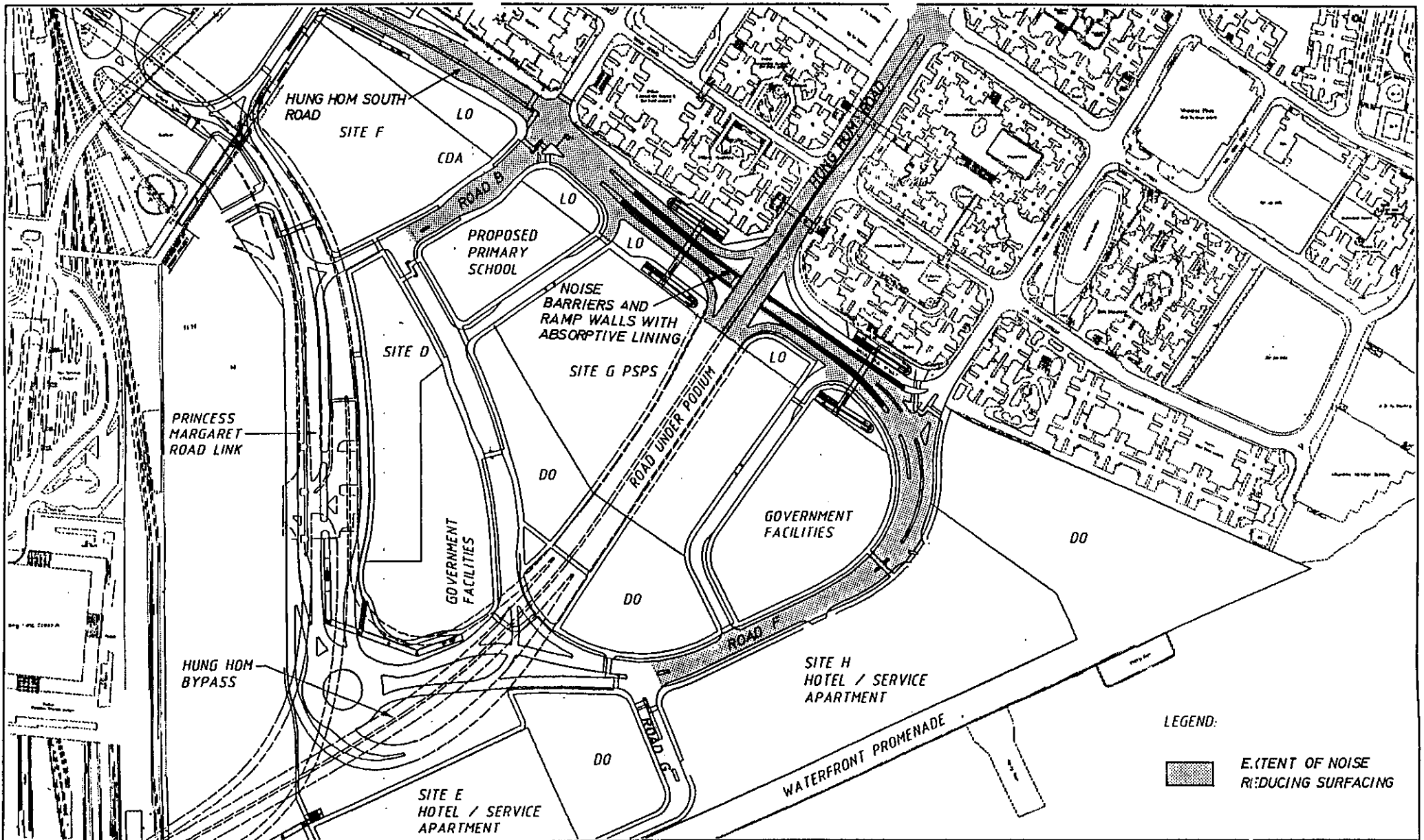
HUNG HOM BAY RECLAMATION EXISTING AND PROPOSED ROADS

Fig No. 07

LEGEND:

-  ELEVATED ROAD
-  FOOTBRIDGE
-  EXISTING ROAD IMPROVEMENT

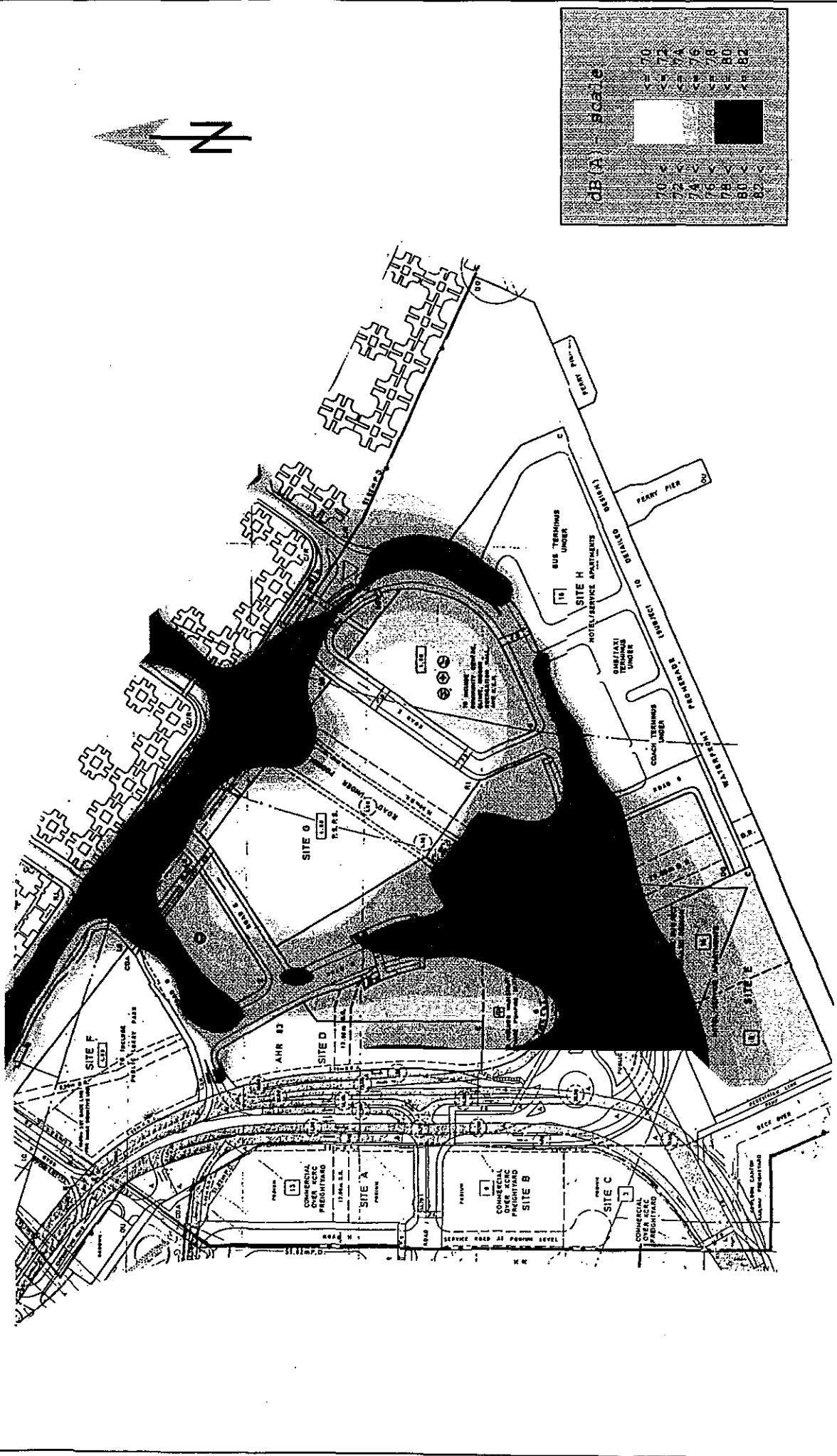


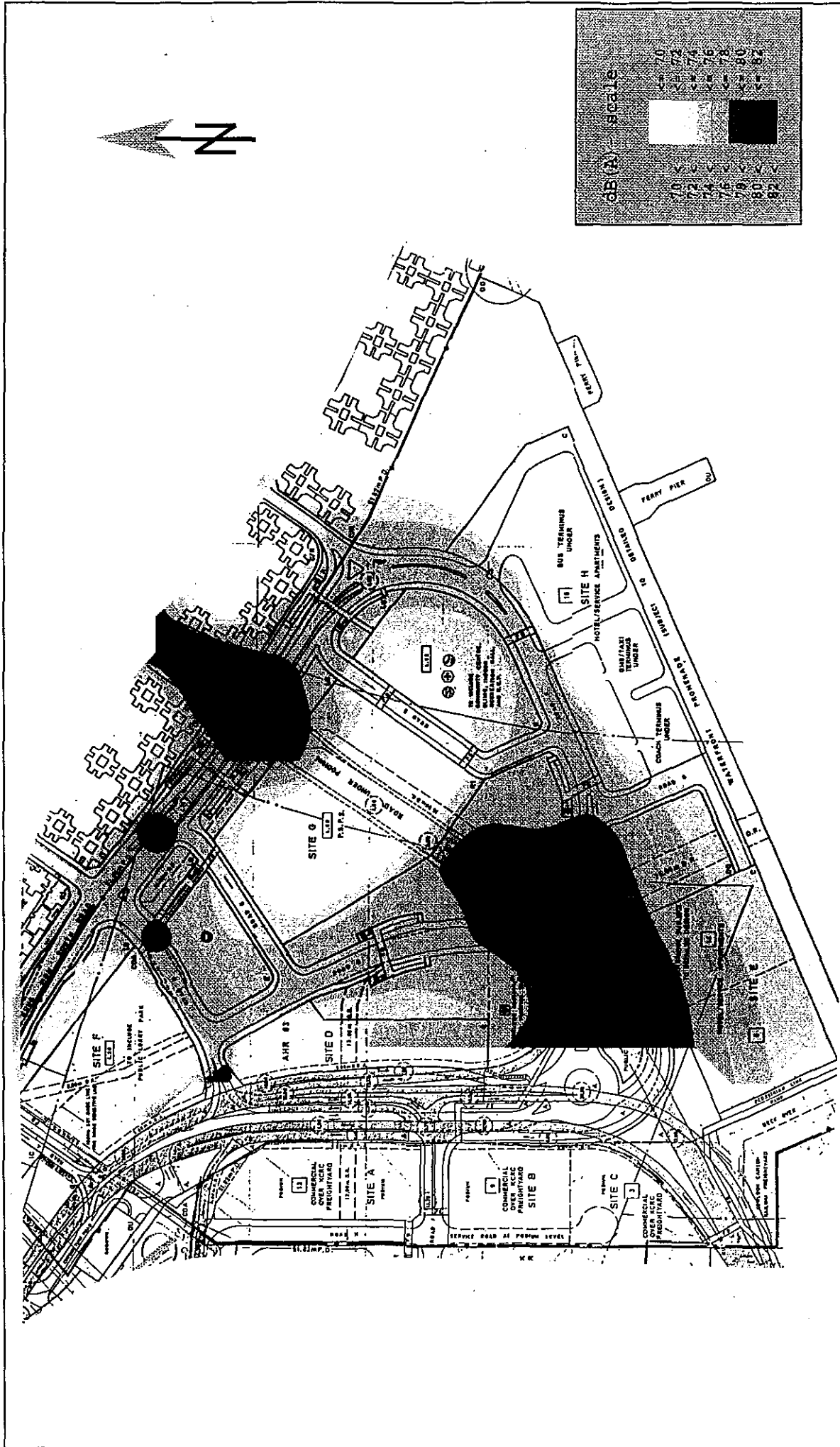


ACCESS ROADS IN HUNG HOM BAY RECLAMATION :
RECOMMENDED DIRECT NOISE MITIGATION MEASURES

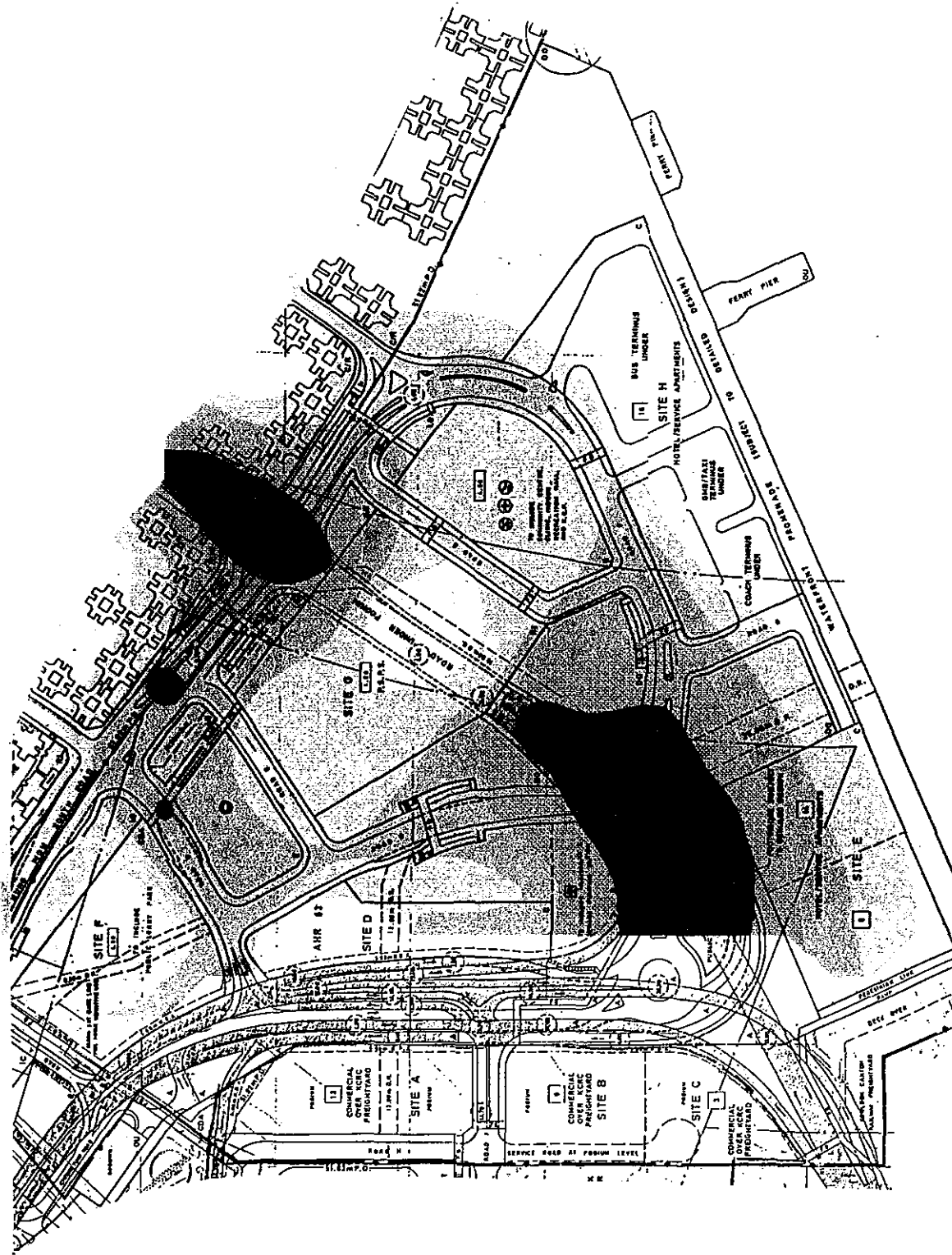
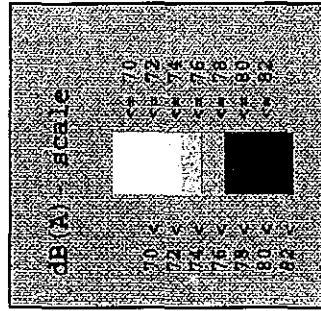
Figure 0.8

NOISE CONTOURS IN dBA(A) AT GROUND LEVEL





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		Date	2.94
Fig. No. 1.2	Scale	NTS	
	NOISE CONTOURS IN dB(A) AT 20M		



NOISE CONTOURS IN dB(A) AT 40M

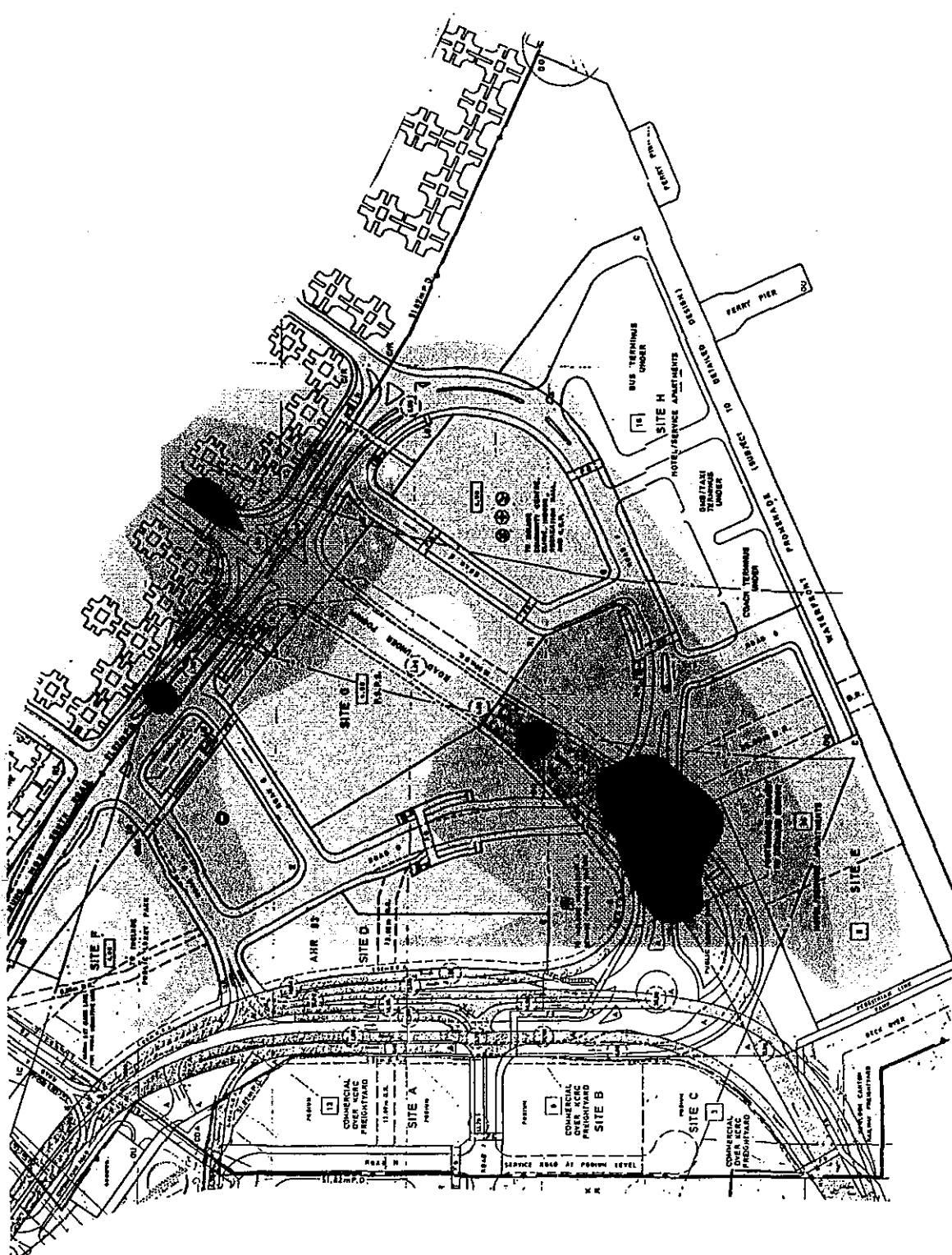
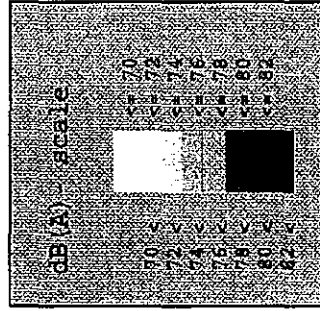
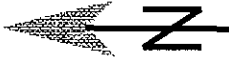
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Fig. No. **1.3**

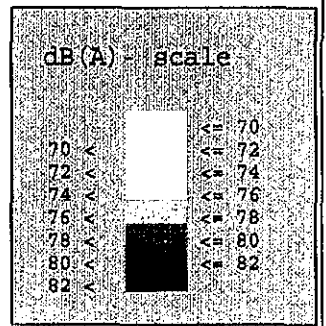
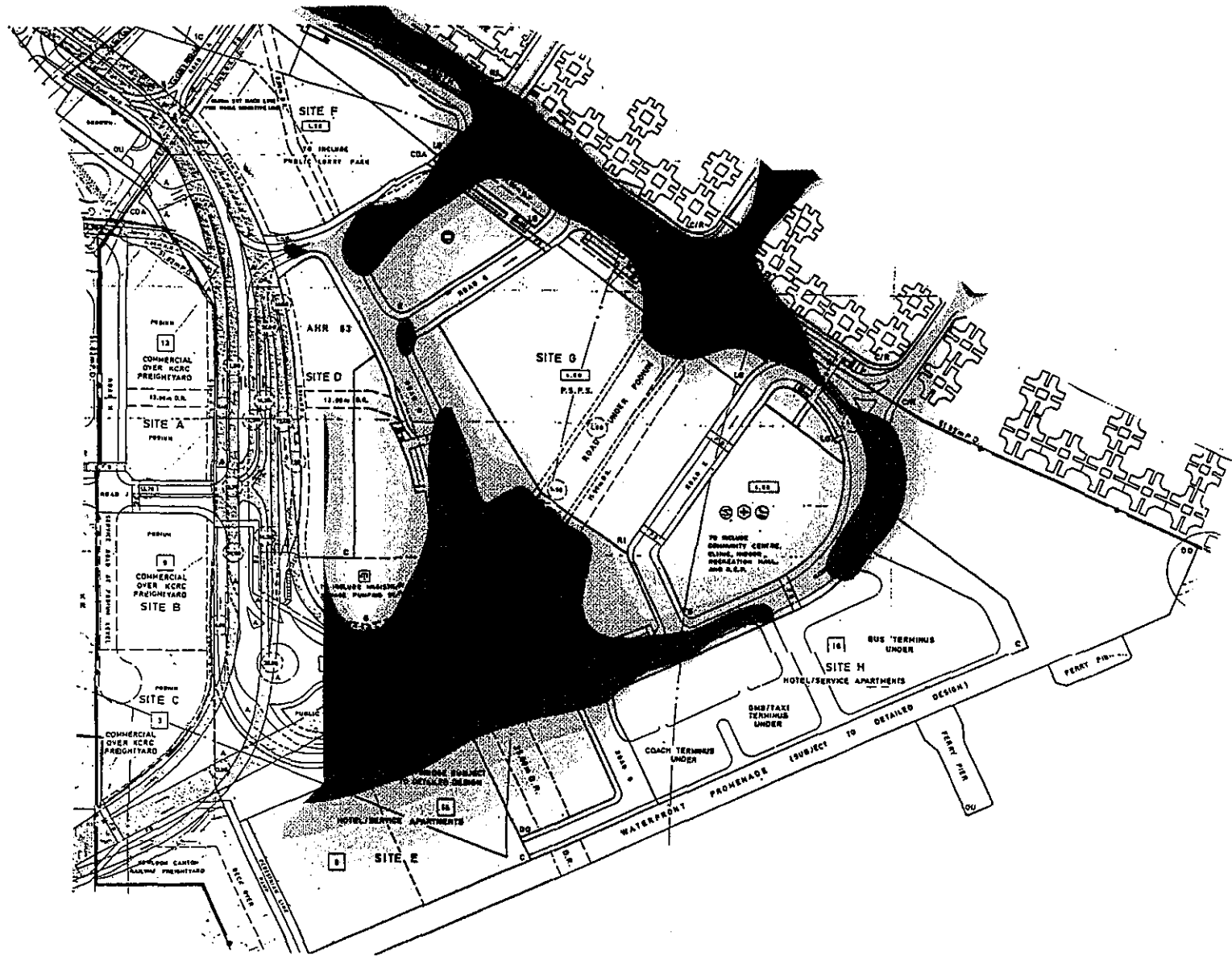
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Date **2.94**



NOISE CONTOURS IN dB(A) AT 60M



NOISE CONTOURS IN dB(A) AT GROUND LEVEL (LOCAL ROADS ONLY)

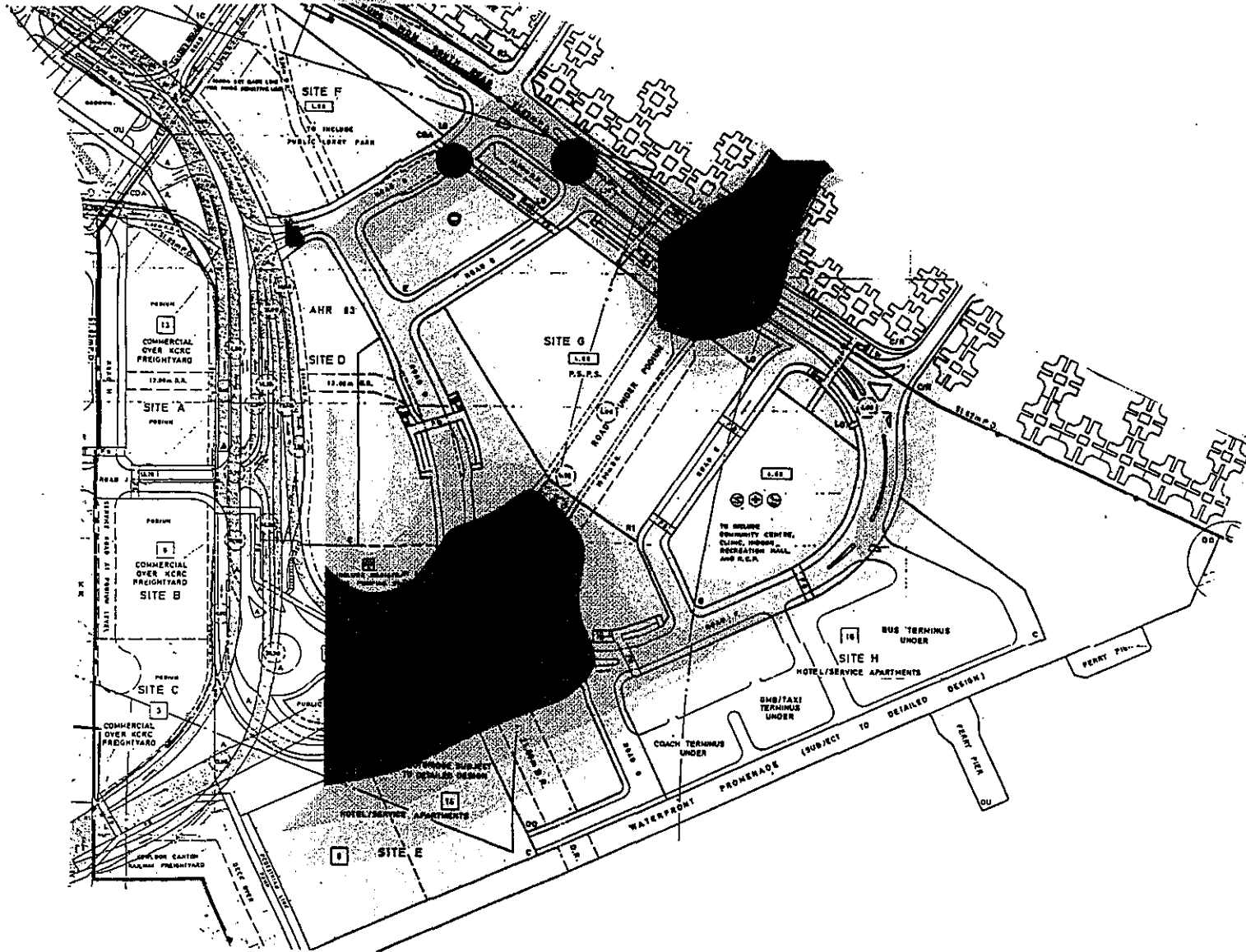
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NOISE CONTOURS IN dB(A) AT 20M (LOCAL ROADS ONLY)

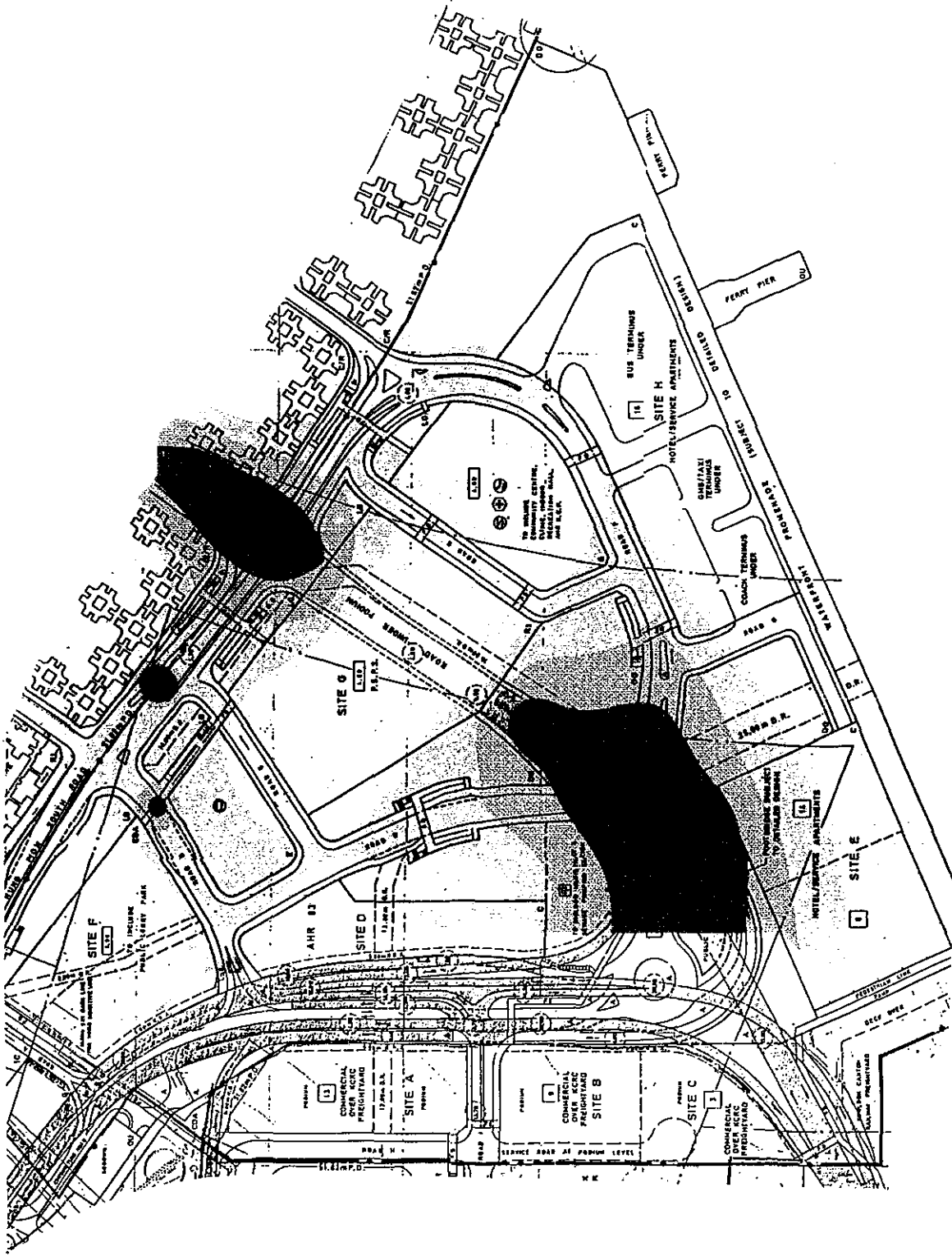
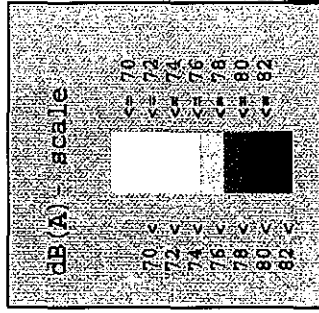
Fig. No.
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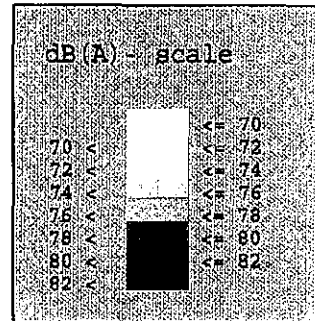
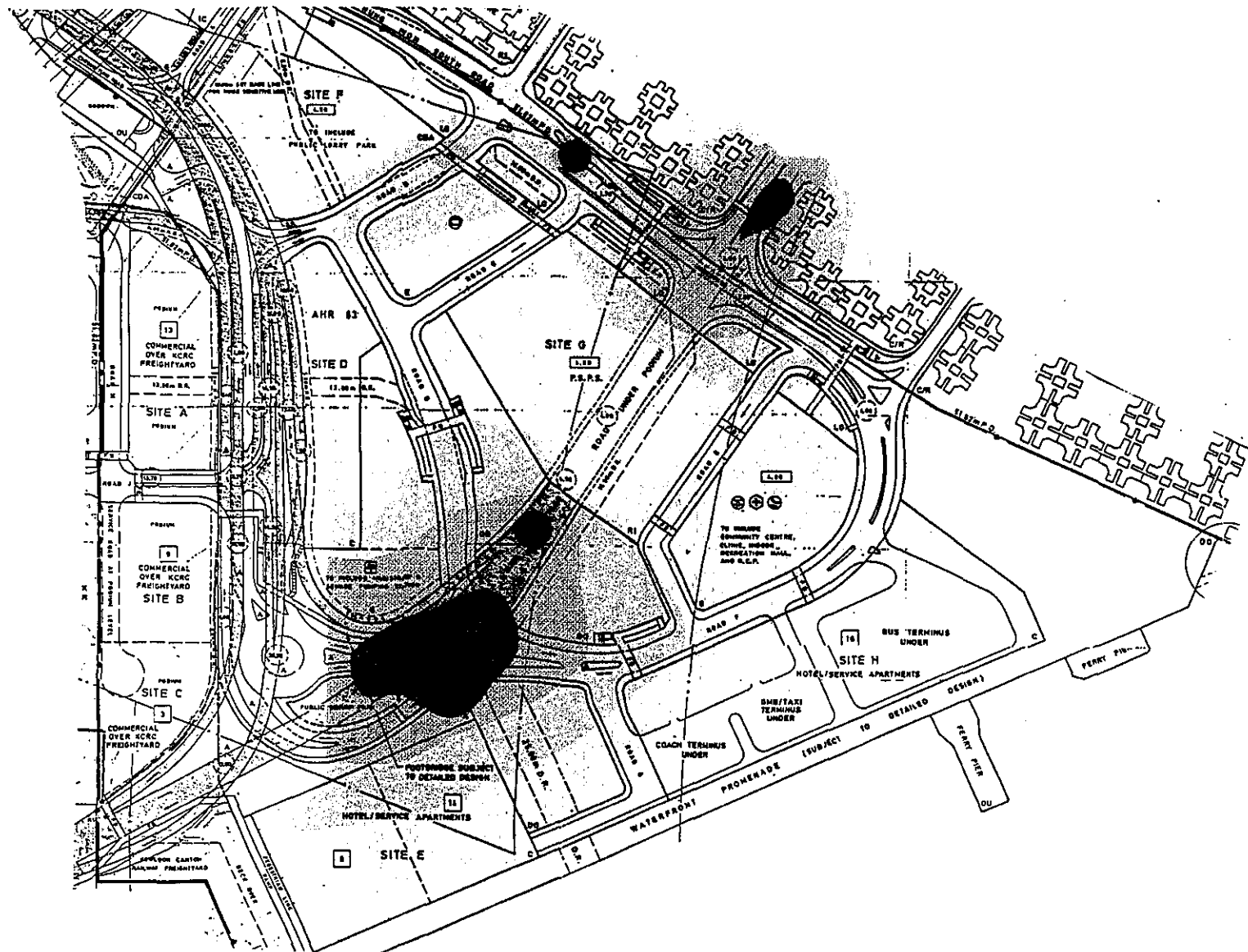
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NOISE CONTOURS IN dB(A) AT 40M (LOCAL ROADS ONLY)

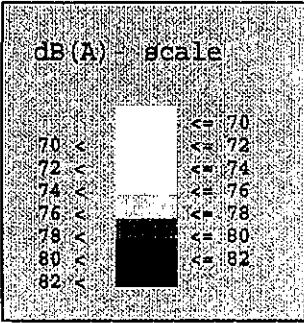
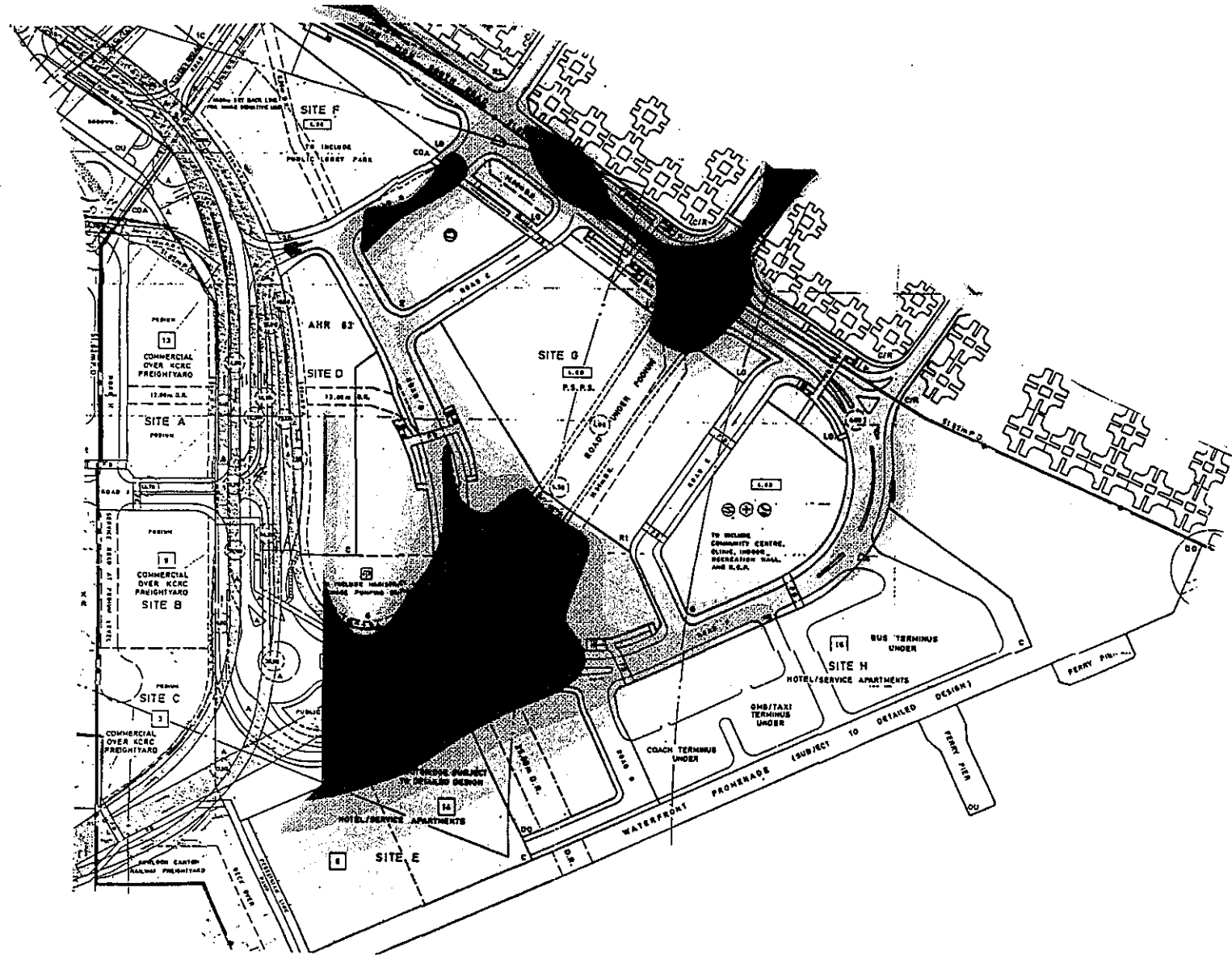


NOISE CONTOURS IN dB(A) AT 60M (LOCAL ROADS ONLY)

Fig. No.
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NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, AT GROUND LEVEL

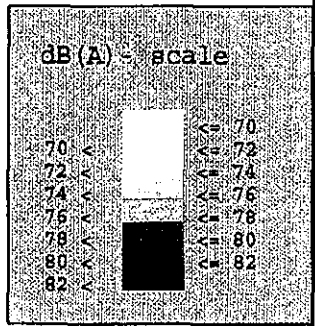
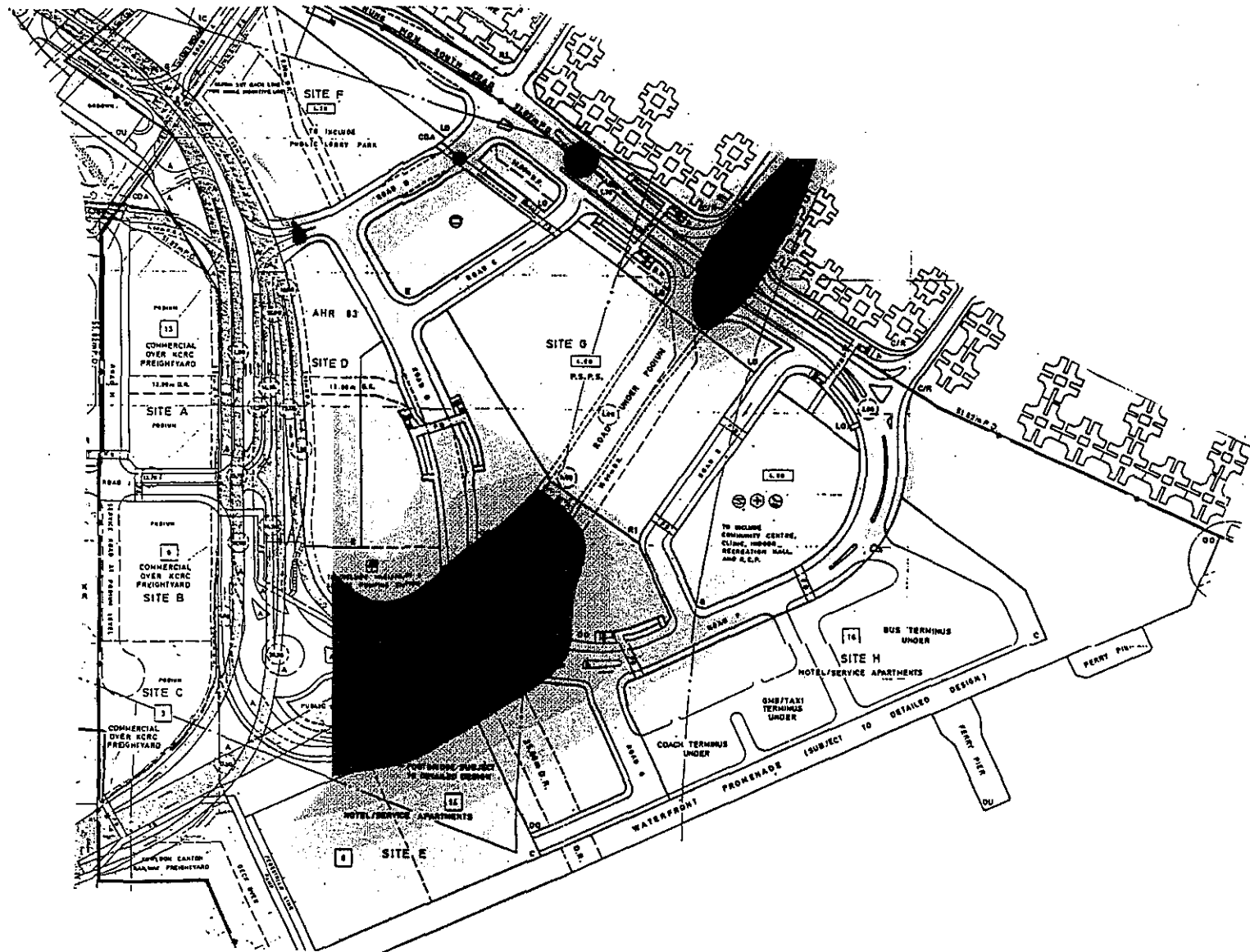
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F-13

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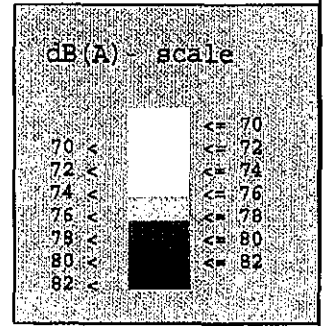
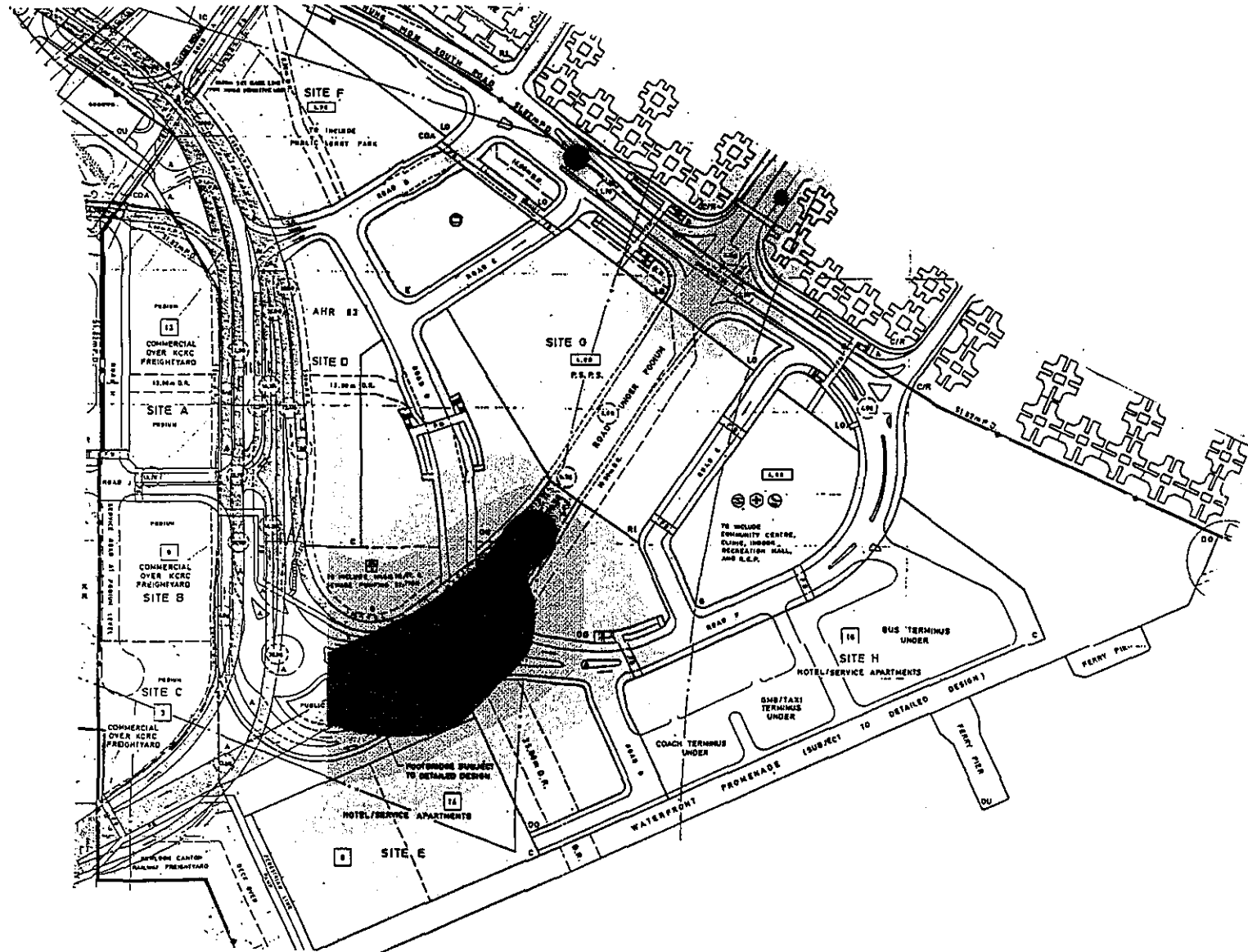
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NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON ALL ROADS, AT 20M

Fig. No. 3.2	Page No. F-14	
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NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON ALL ROADS, AT 40M

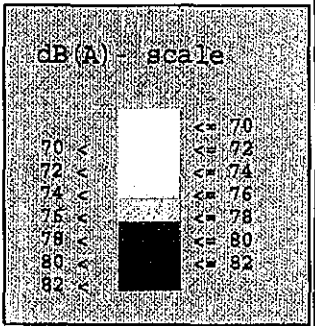
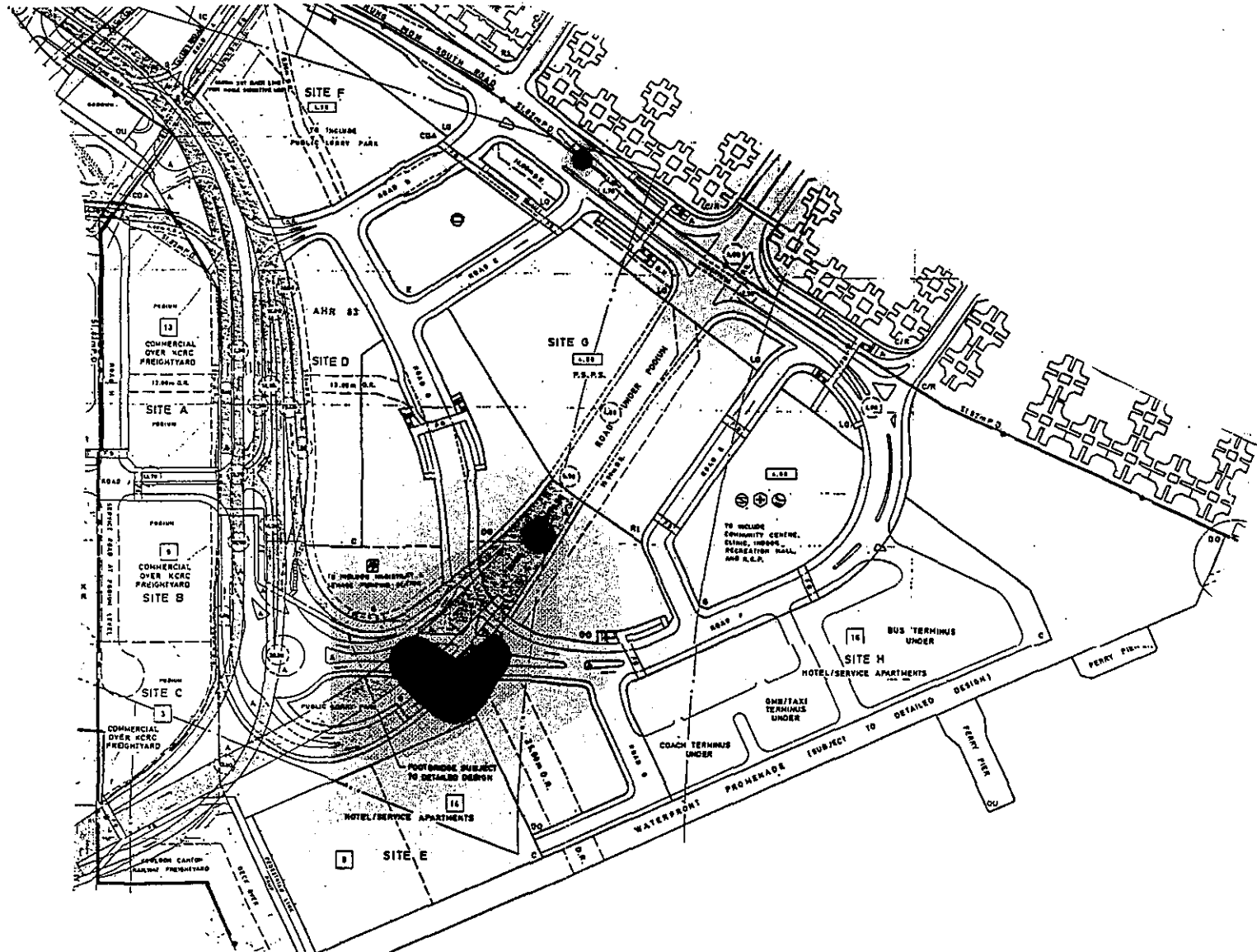
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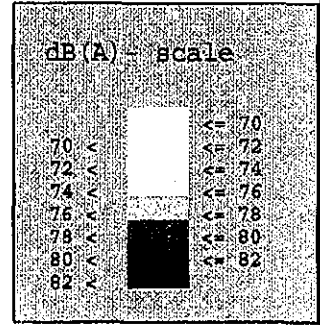
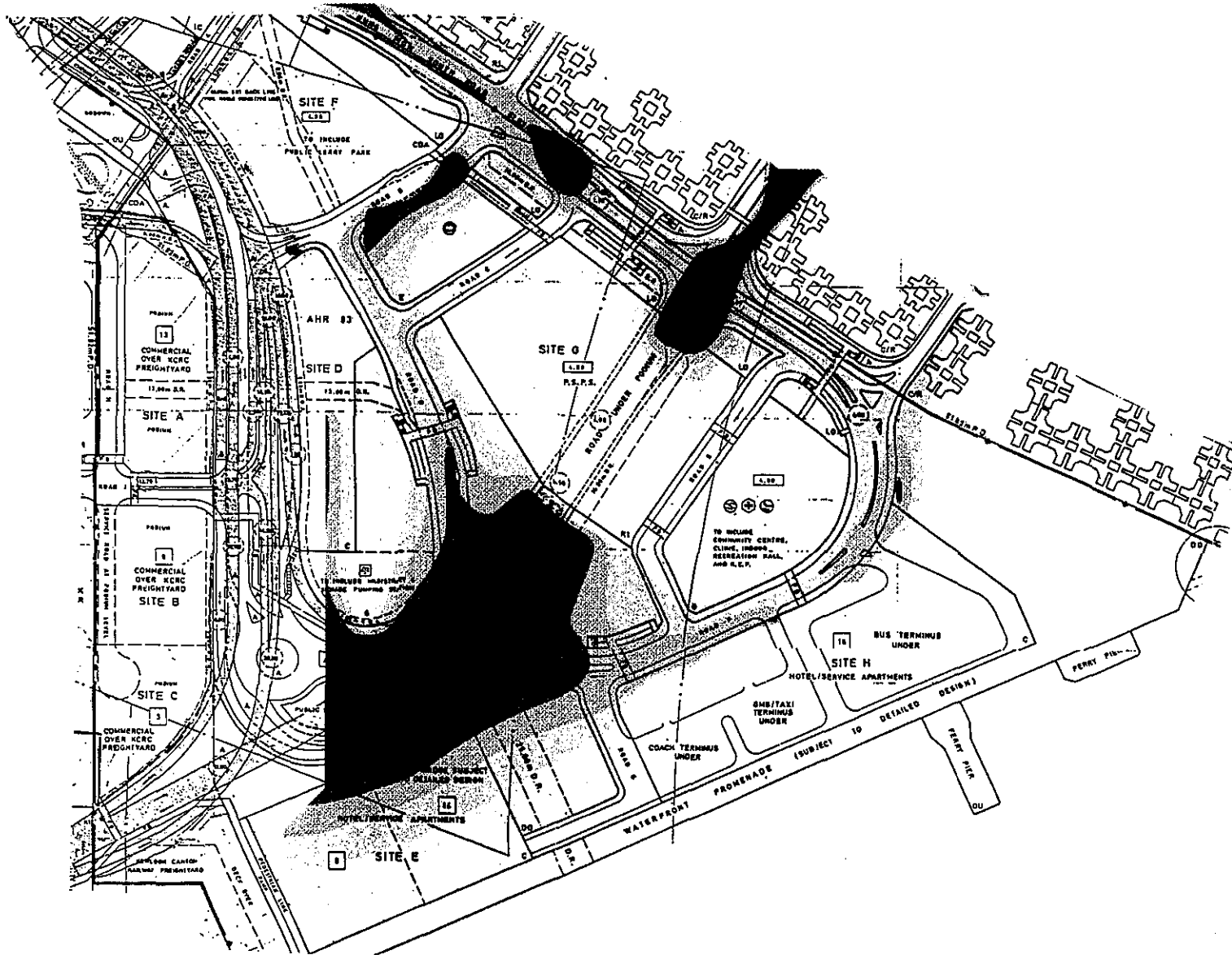


NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, AT 60M

Fig. No.
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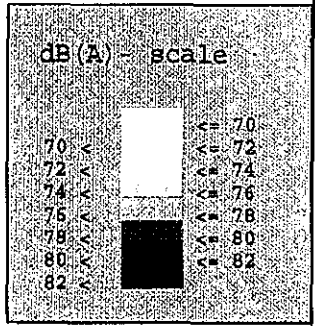
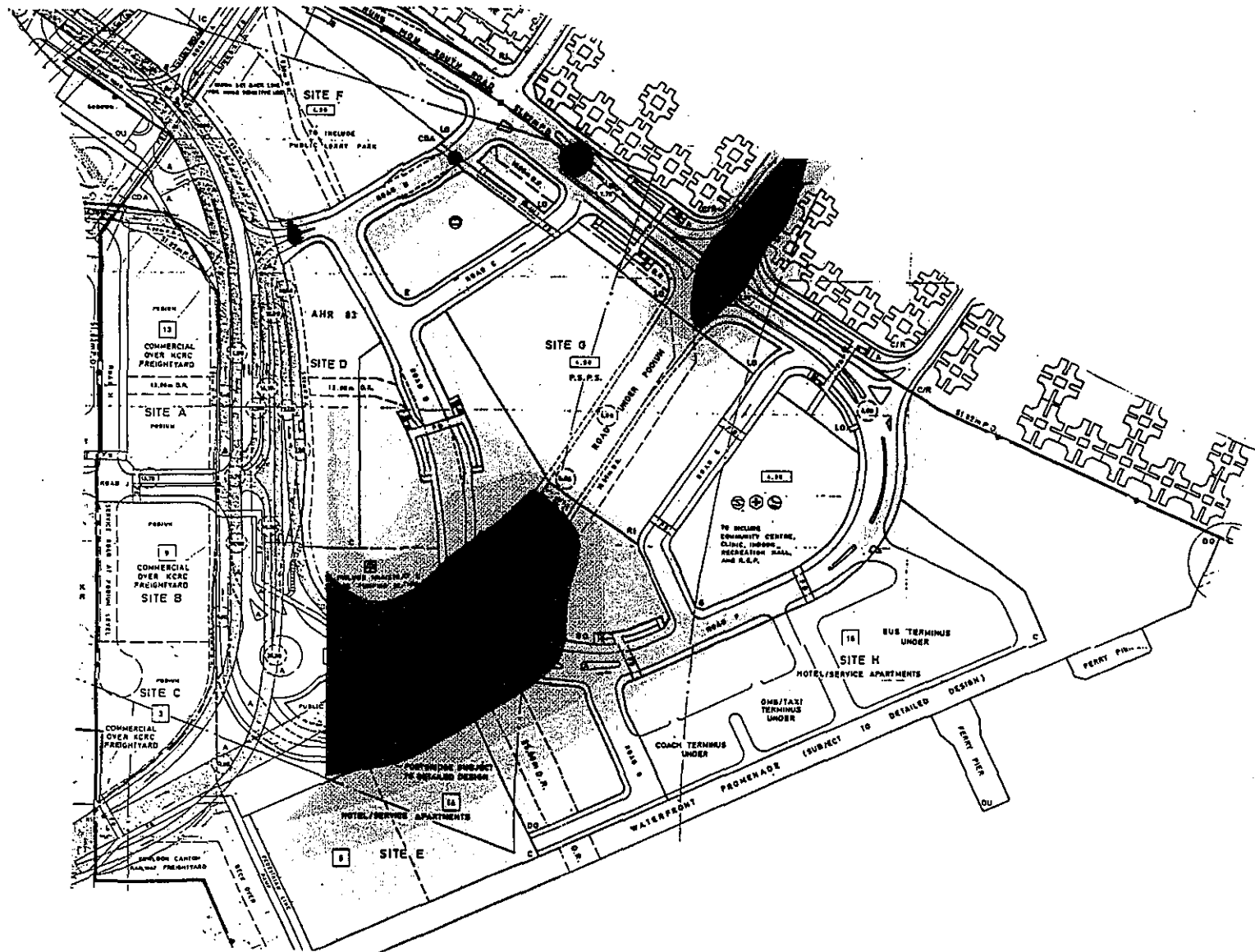
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NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT GROUND LEVEL

Fig. No. 4.1	Page No. F-17
Scale NTS	Date 2.94

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NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT 20M

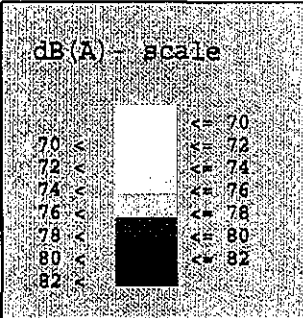
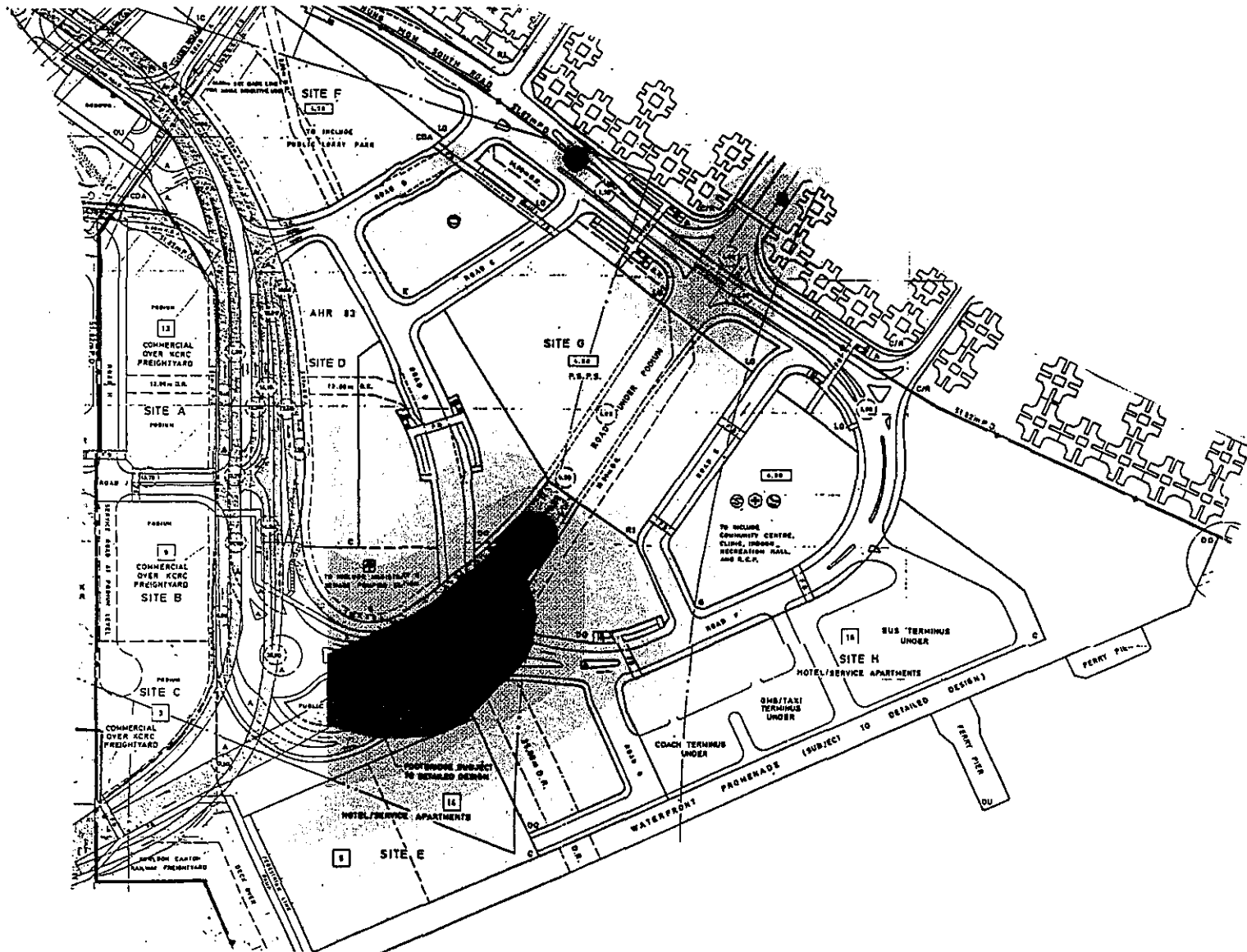
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NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT 40M

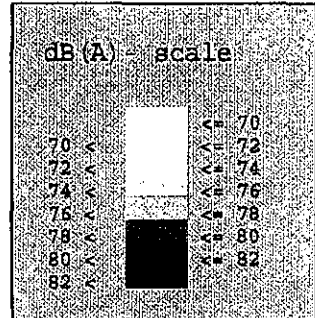
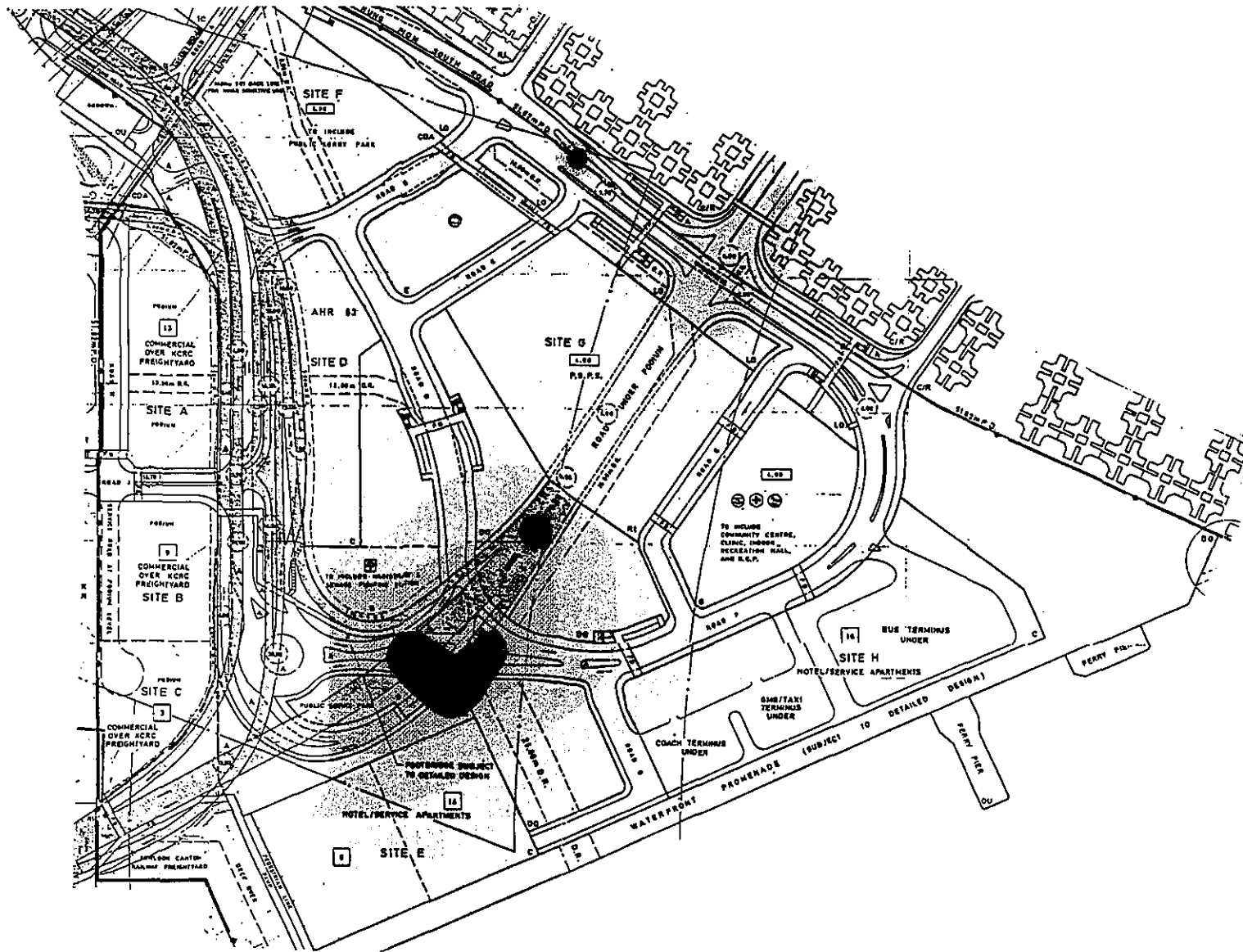
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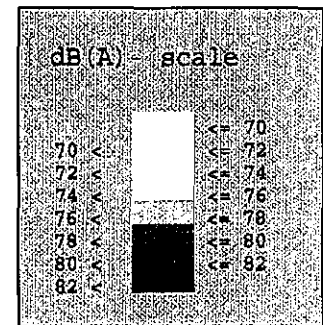
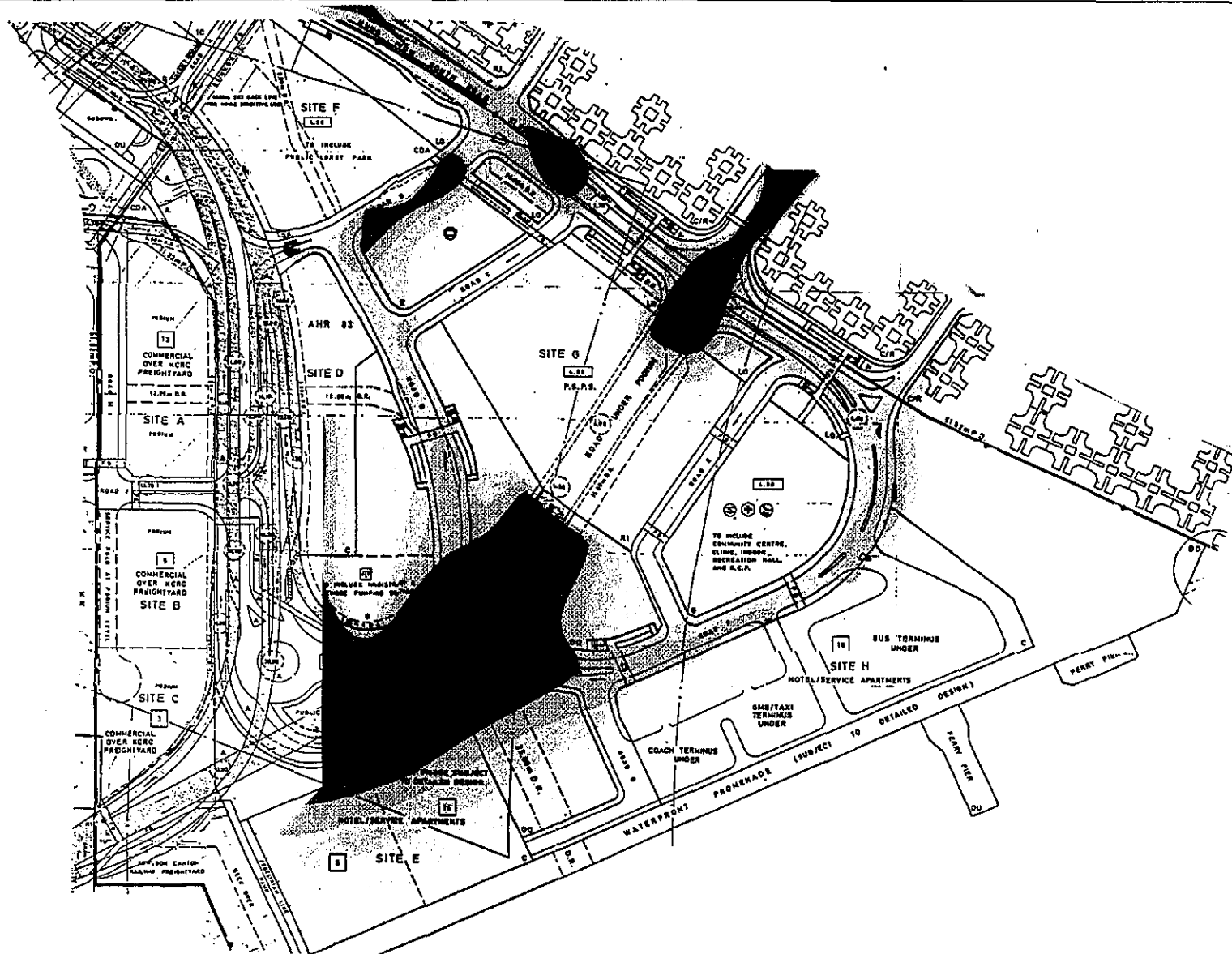


NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT 60M

Fig. No.
4.4
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NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS, 3M BARRIERS AT THE JUNCTION AND 3M BARRIERS ALONG ROAD D AT GROUND LEVEL

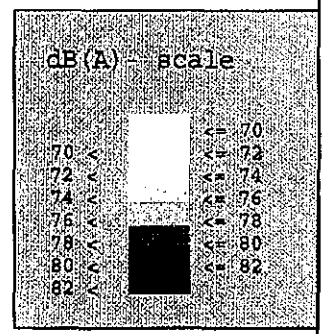
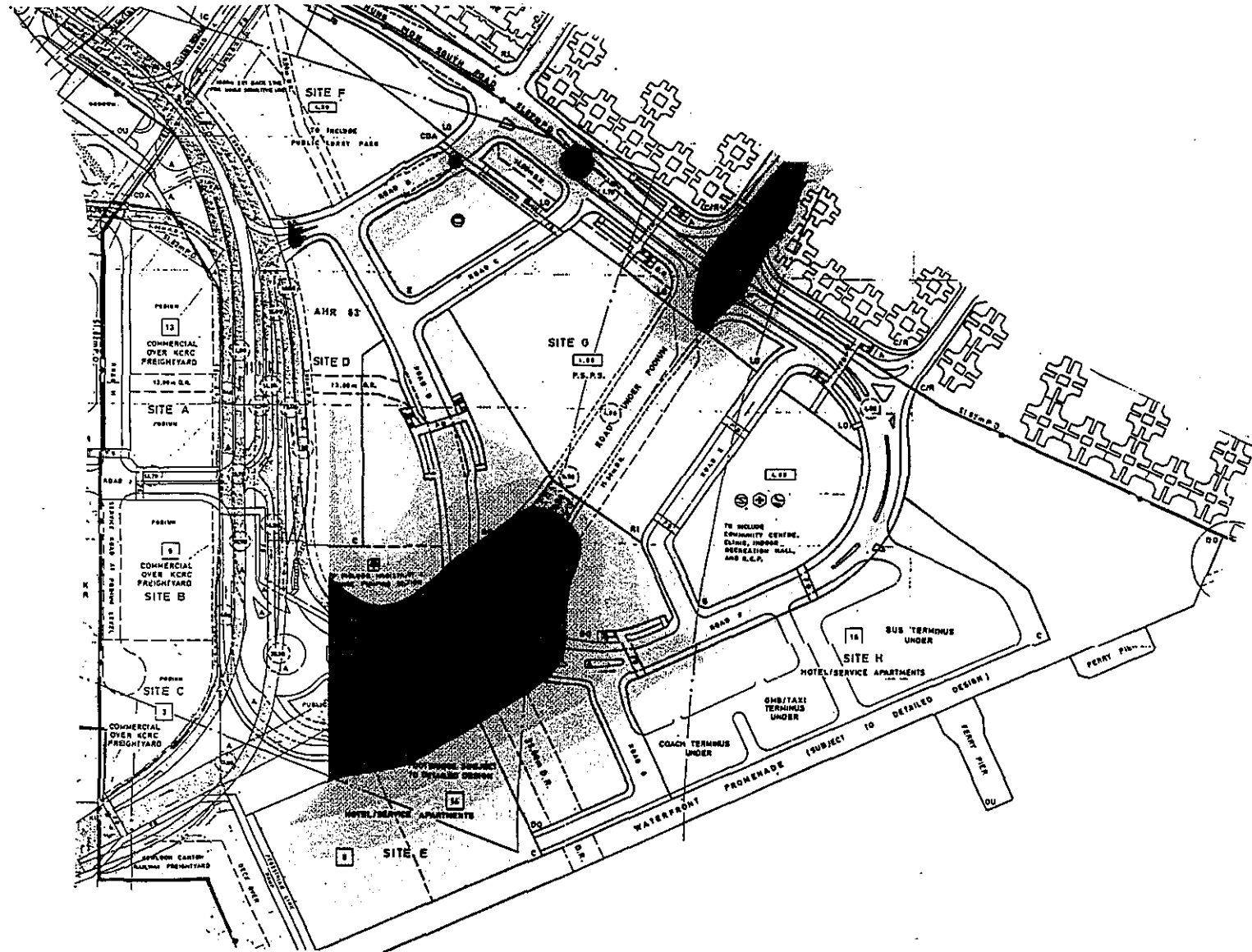
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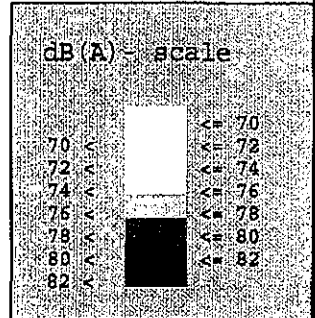
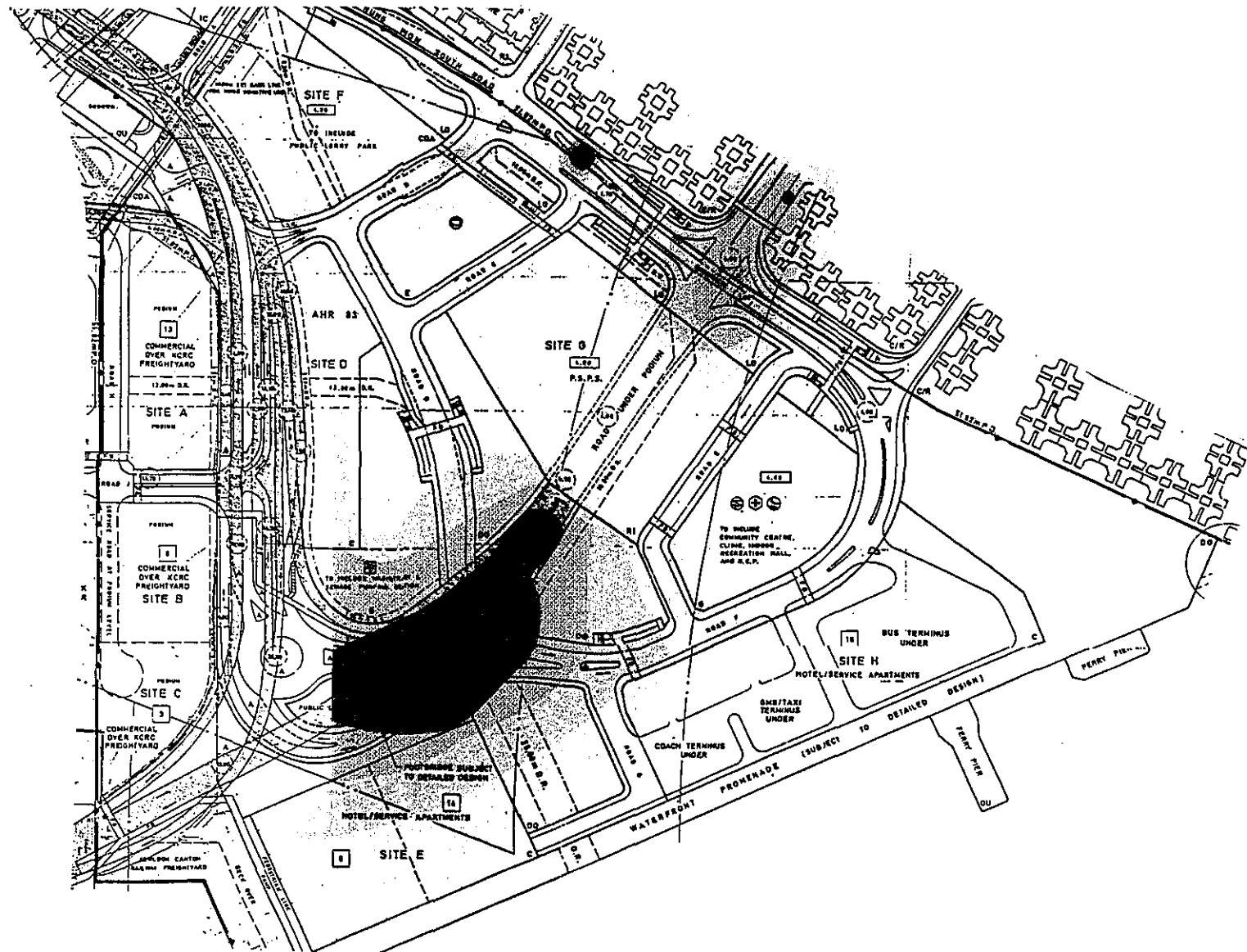
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NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS, 3M BARRIERS AT THE JUNCTION AND 3M BARRIERS ALONG ROAD D AT 20M

Fig. No. 5.2	Page No. F-22	 CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD
Scale NTS	Date 2.94	

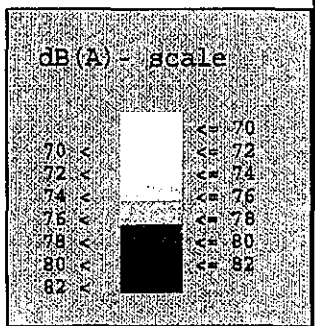
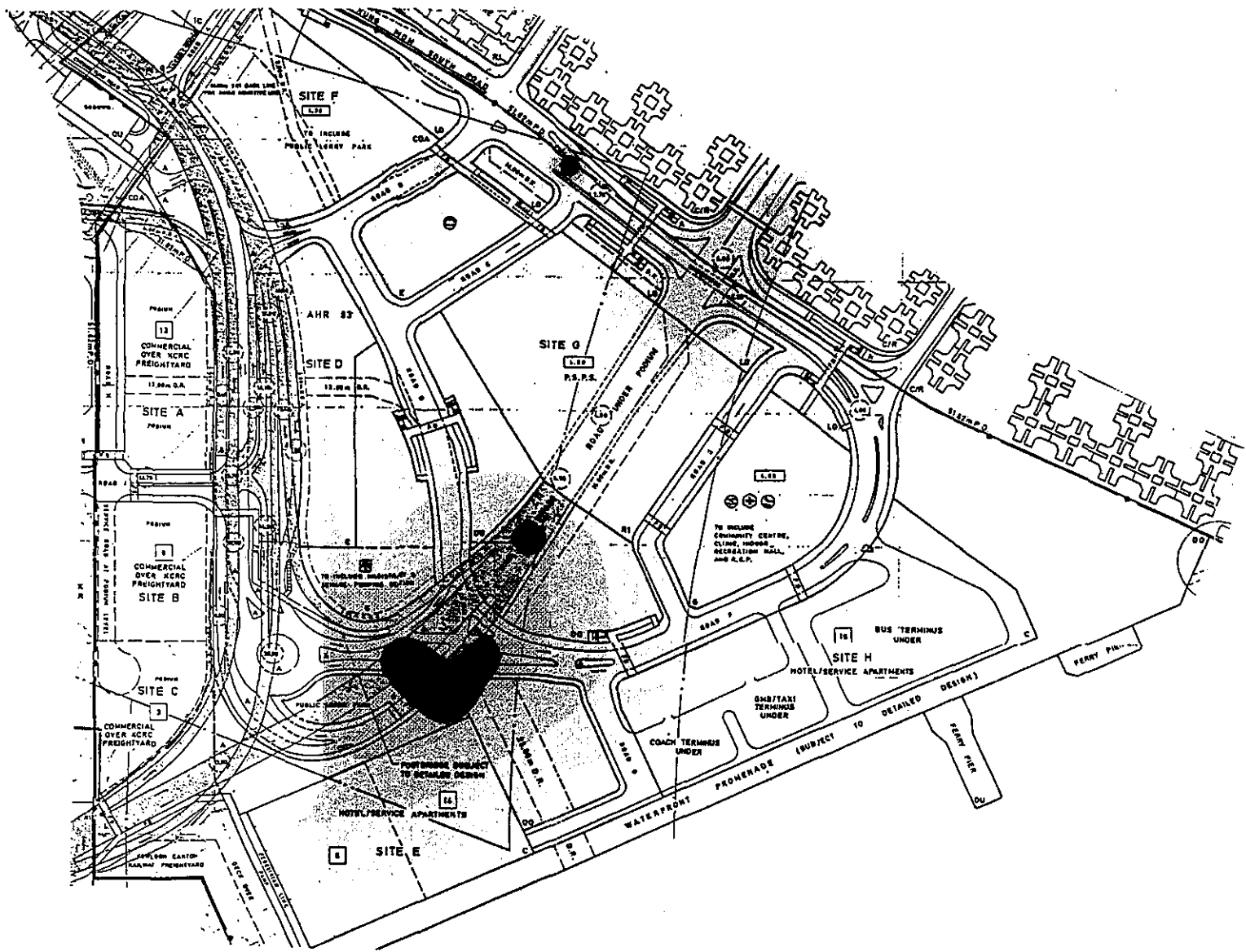


NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS, 3M BARRIERS AT THE JUNCTION AND 3M BARRIERS ALONG ROAD D AT 40M

Fig. No.
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Scale
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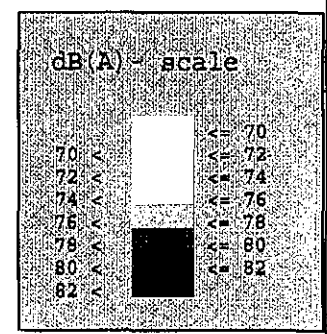
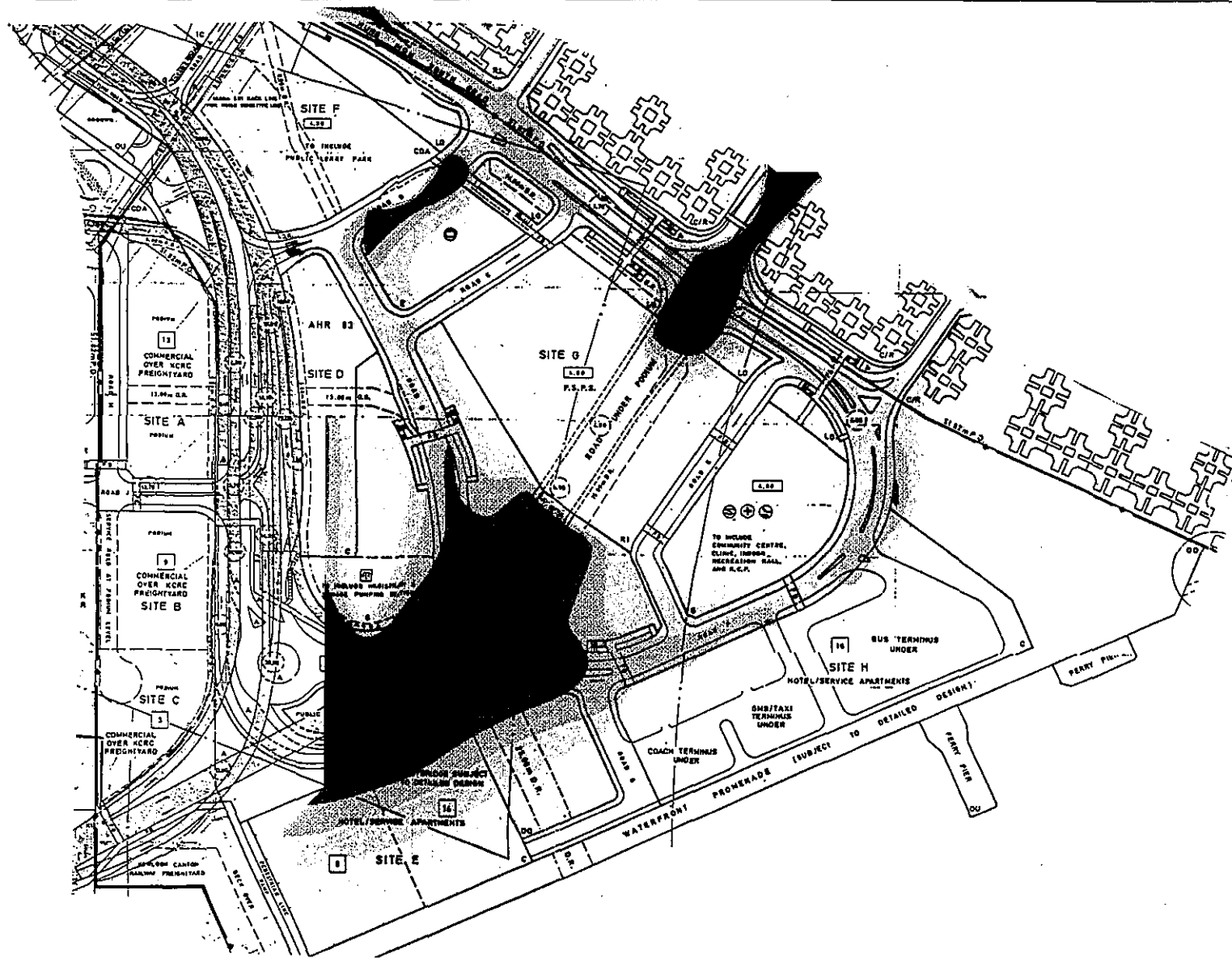
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CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD



NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON ALL ROADS, WITH 3M BARRIERS AT THE UNDERPASS, 3M BARRIERS AT THE JUNCTION AND 3M BARRIERS ALONG ROAD D AT 60M

Fig. No. 5.4	Page No. F-24	
Scale NTS	Date 2.94	

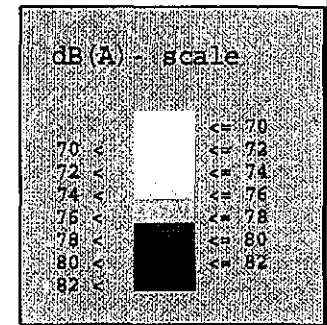
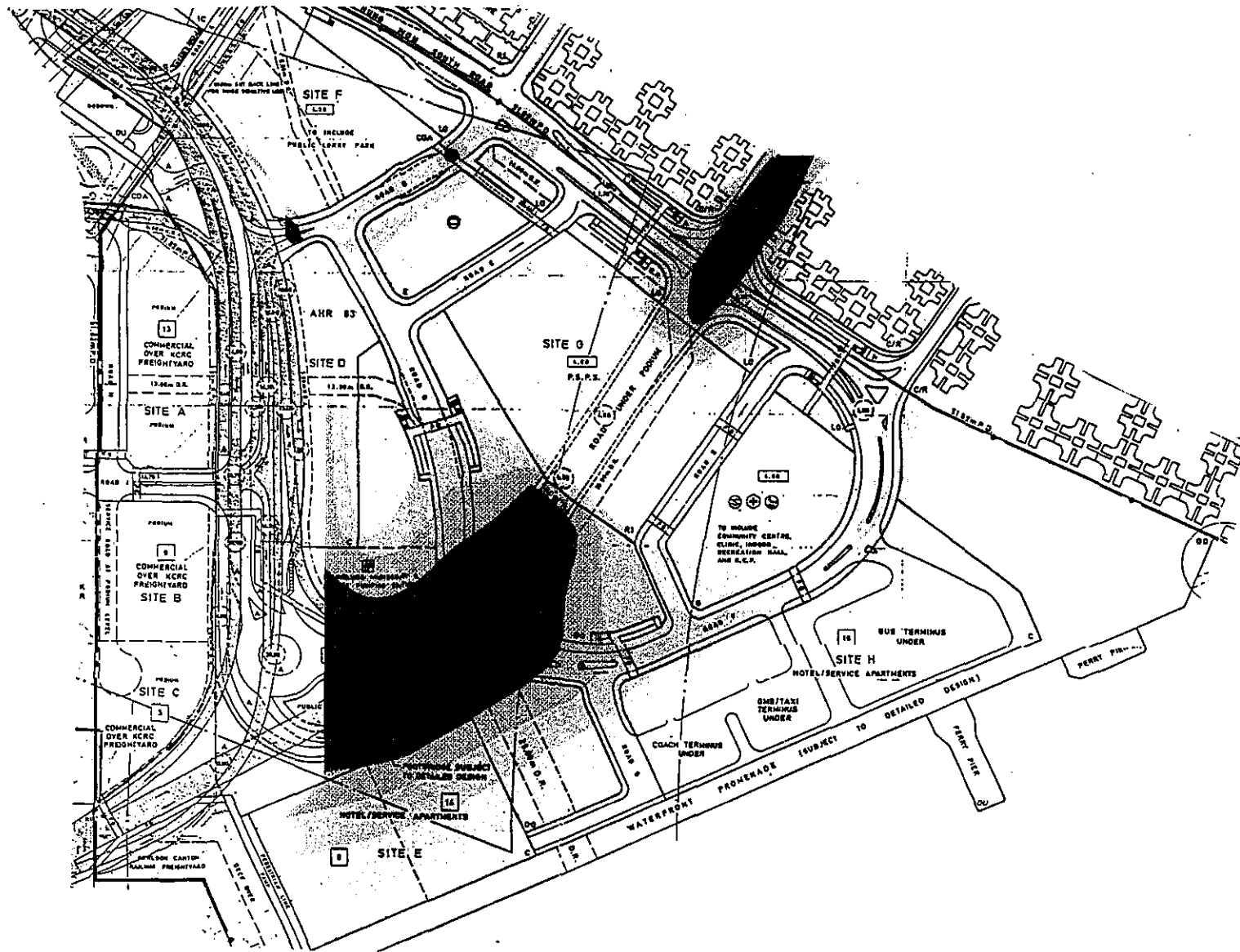


NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH COVERS AT THE UNDERPASS AT GROUND LEVEL

Fig. No.
6.1
Scale
NTS

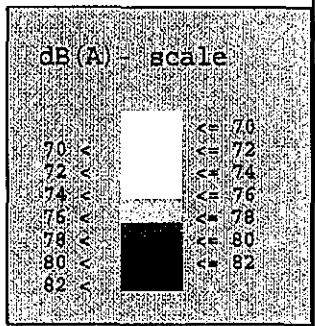
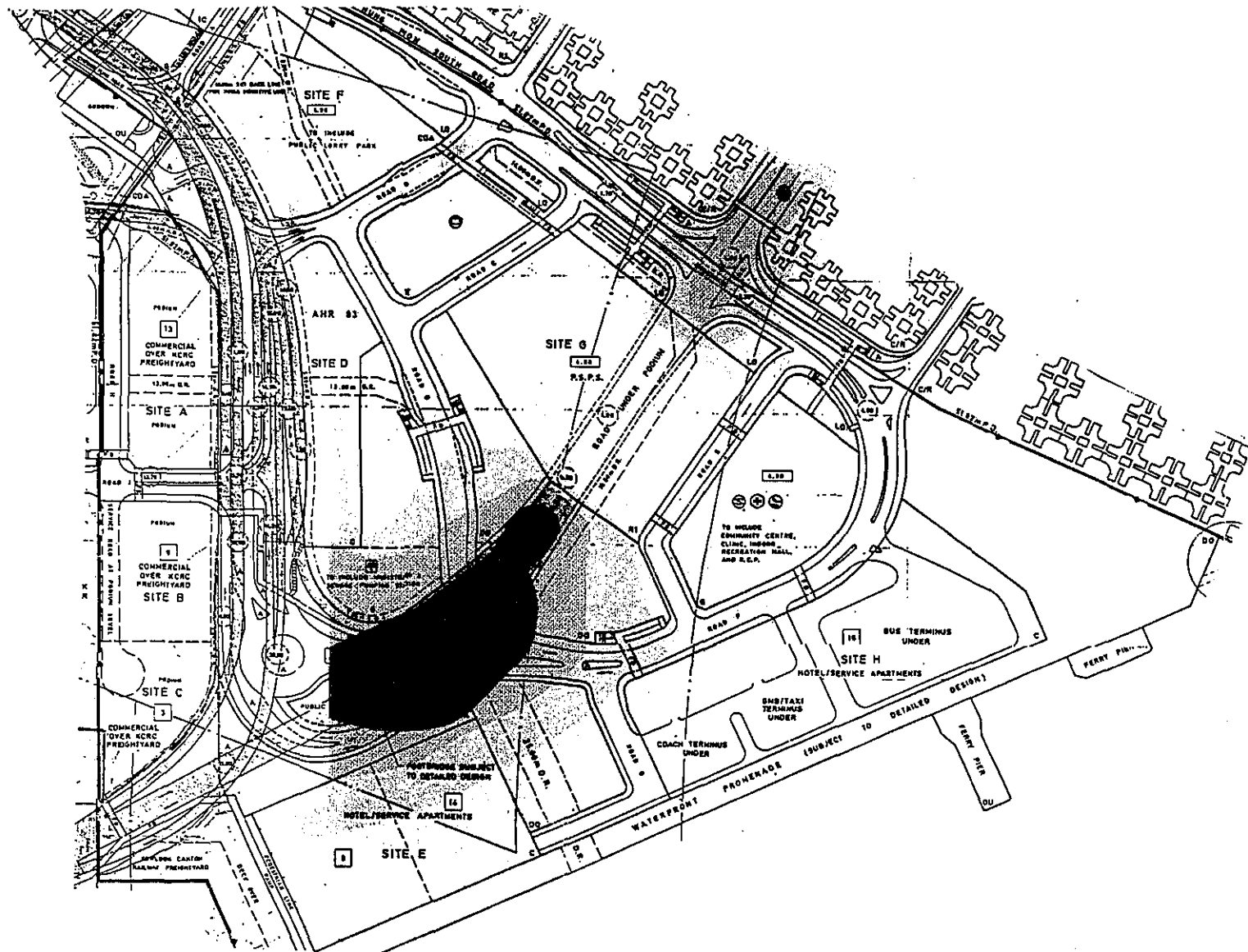
Page No.
F-25
Date
2.94

CSA CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD



NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH COVERS AT THE UNDERPASS AT 20M

Fig. No. 6.2	Page No. F-26	 CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD
Scale NTS	Date 2.94	



NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON ALL ROADS, WITH COVERS AT THE UNDERPASS AT 40M

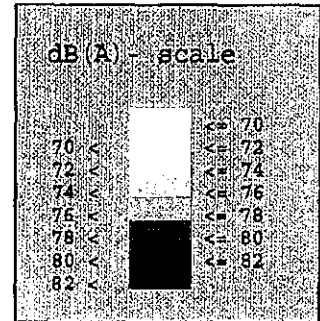
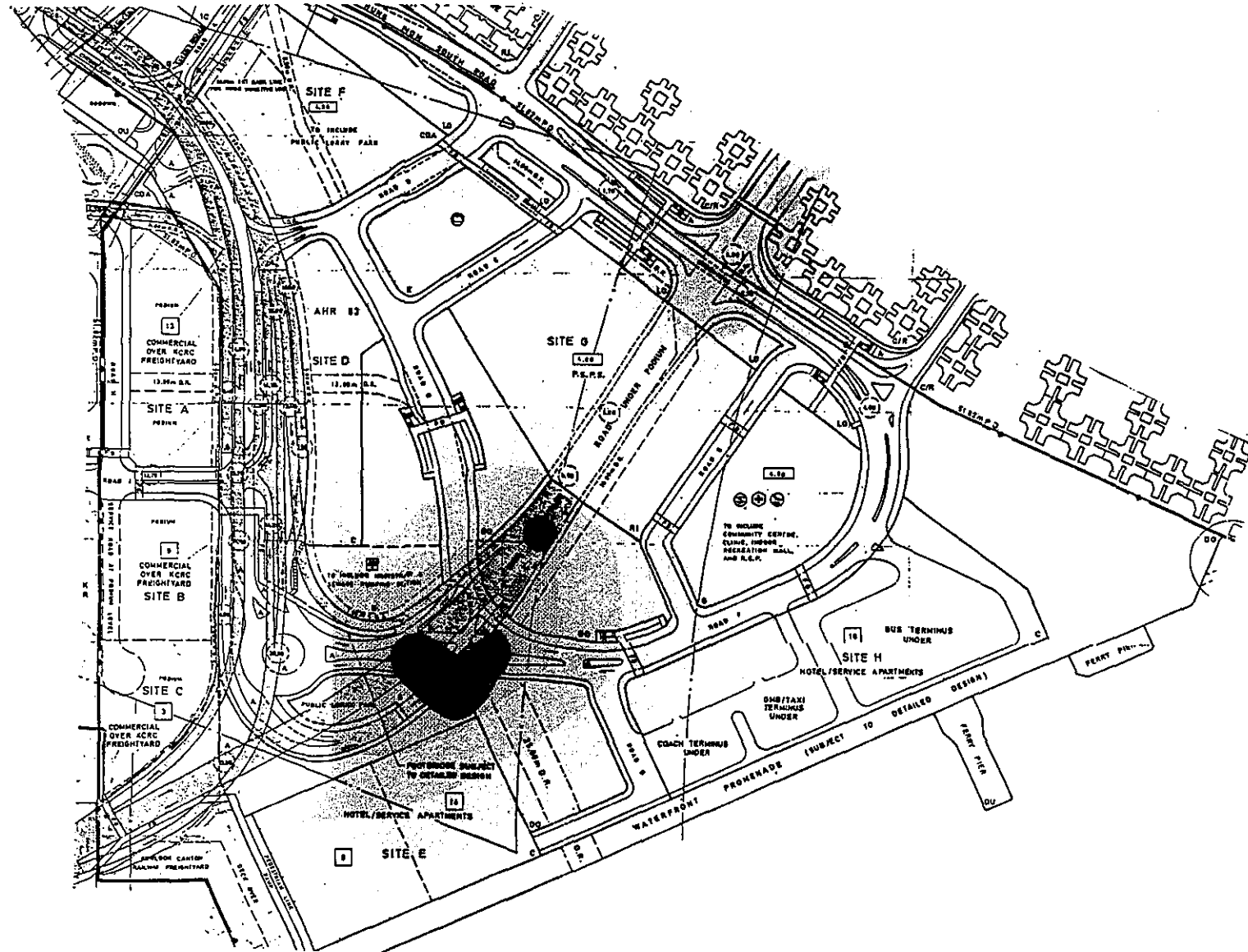
Fig. No.
6.3

Page No.
F-27

Scale
NTS

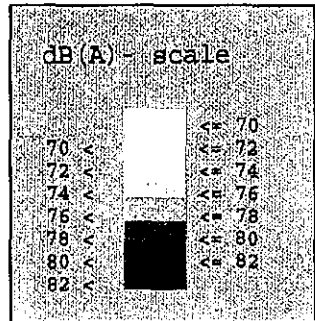
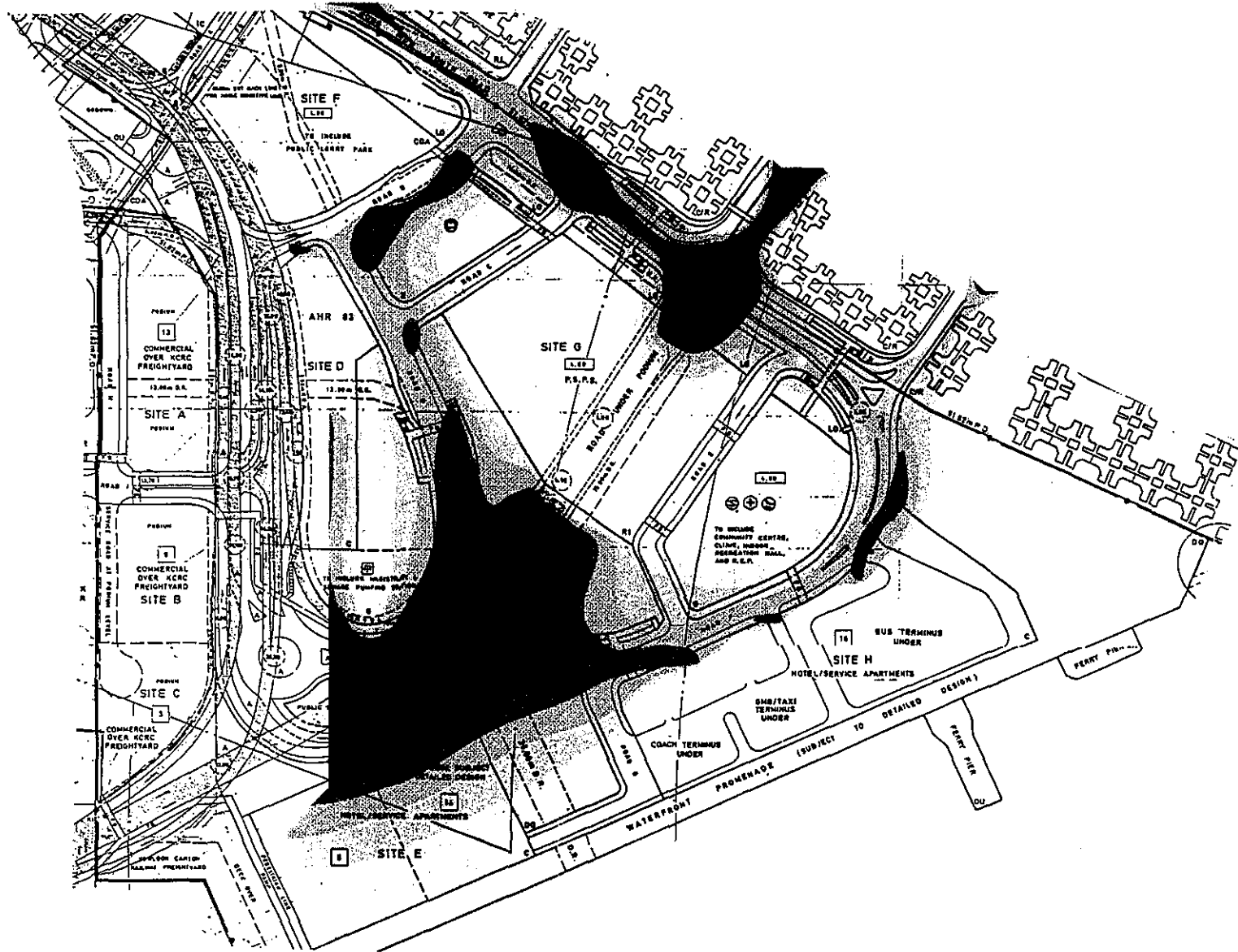
Date
2.94

CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD



NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON ALL ROADS, WITH COVERS AT THE UNDERPASS AT 60M

Fig. No. 6.4	Page No. F-28	 CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD
Scale NTS	Date 2.94	

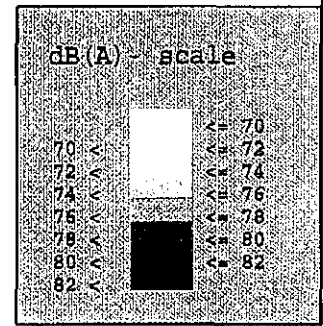
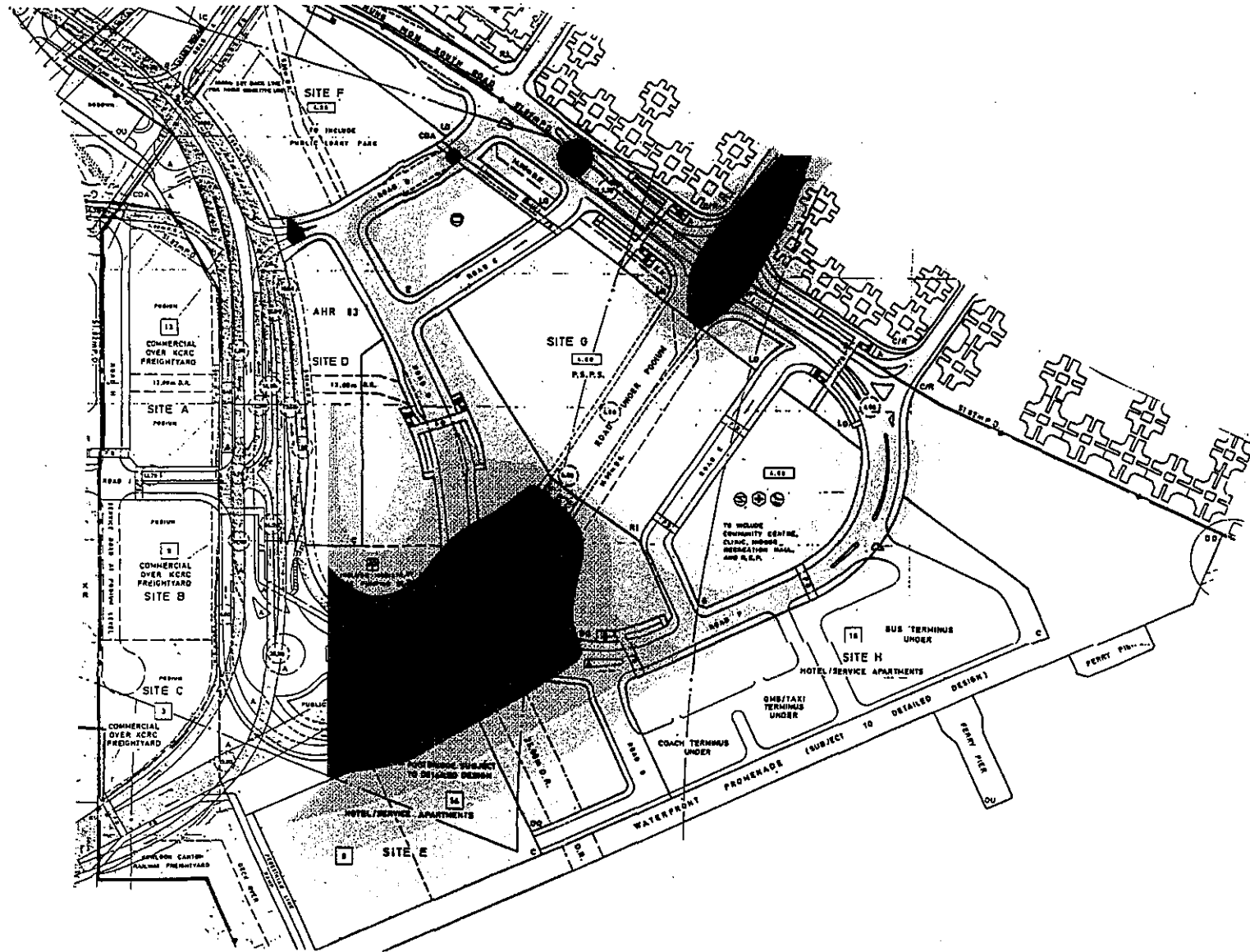


NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, AT GROUND LEVEL.

Fig. No.
7.1
Scale
NTS

Page No.
F-29
Date
2.94

CSA CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD



NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, AT 20M

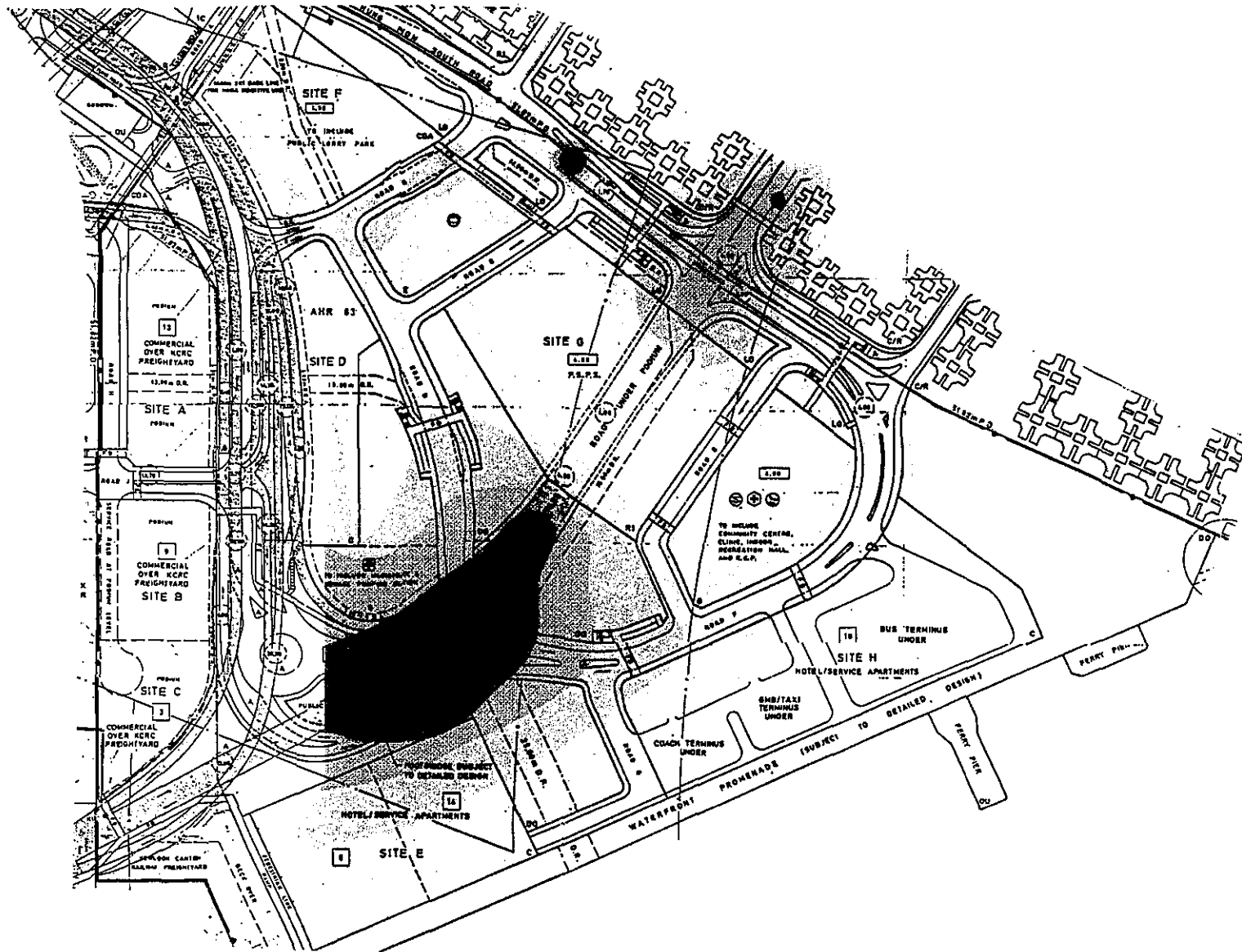
Fig. No.
7.2

Page No.
F-30

Scale
NTS

Date
2.94

CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD



NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, AT 40M

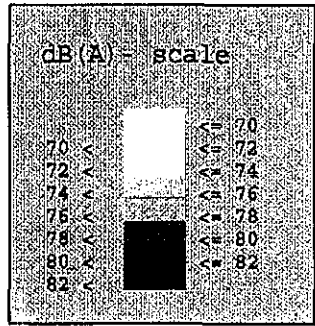
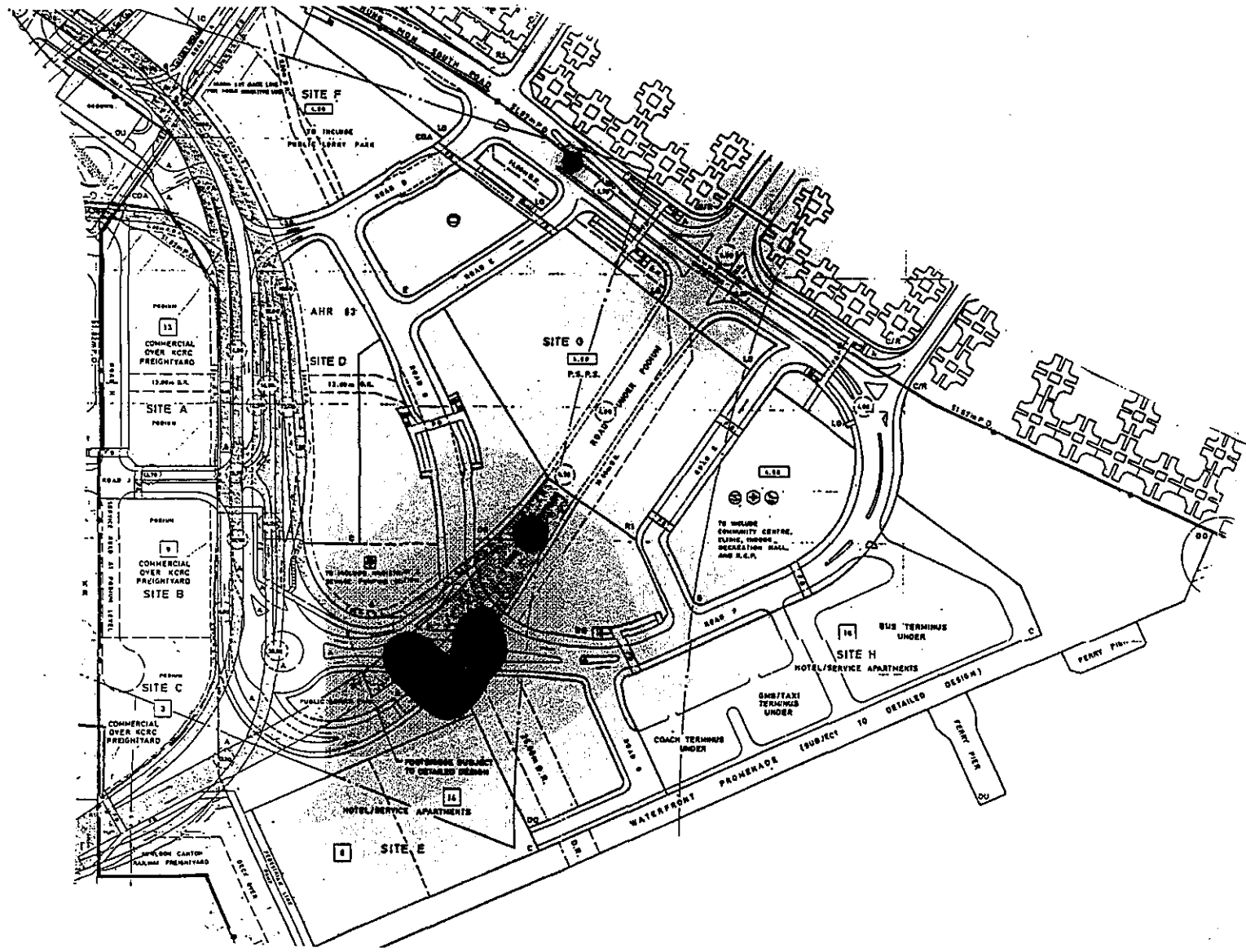
Fig. No.
7.3

Page No.
F-31

Scale
NTS

Date
2.94

CSA CONSULTANTS IN
ENVIRONMENTAL
SCIENCES (ASIA) LTD

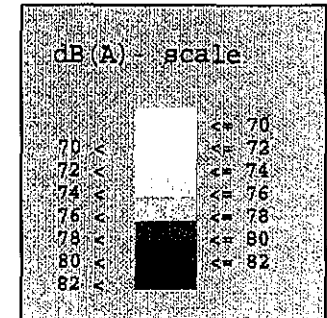
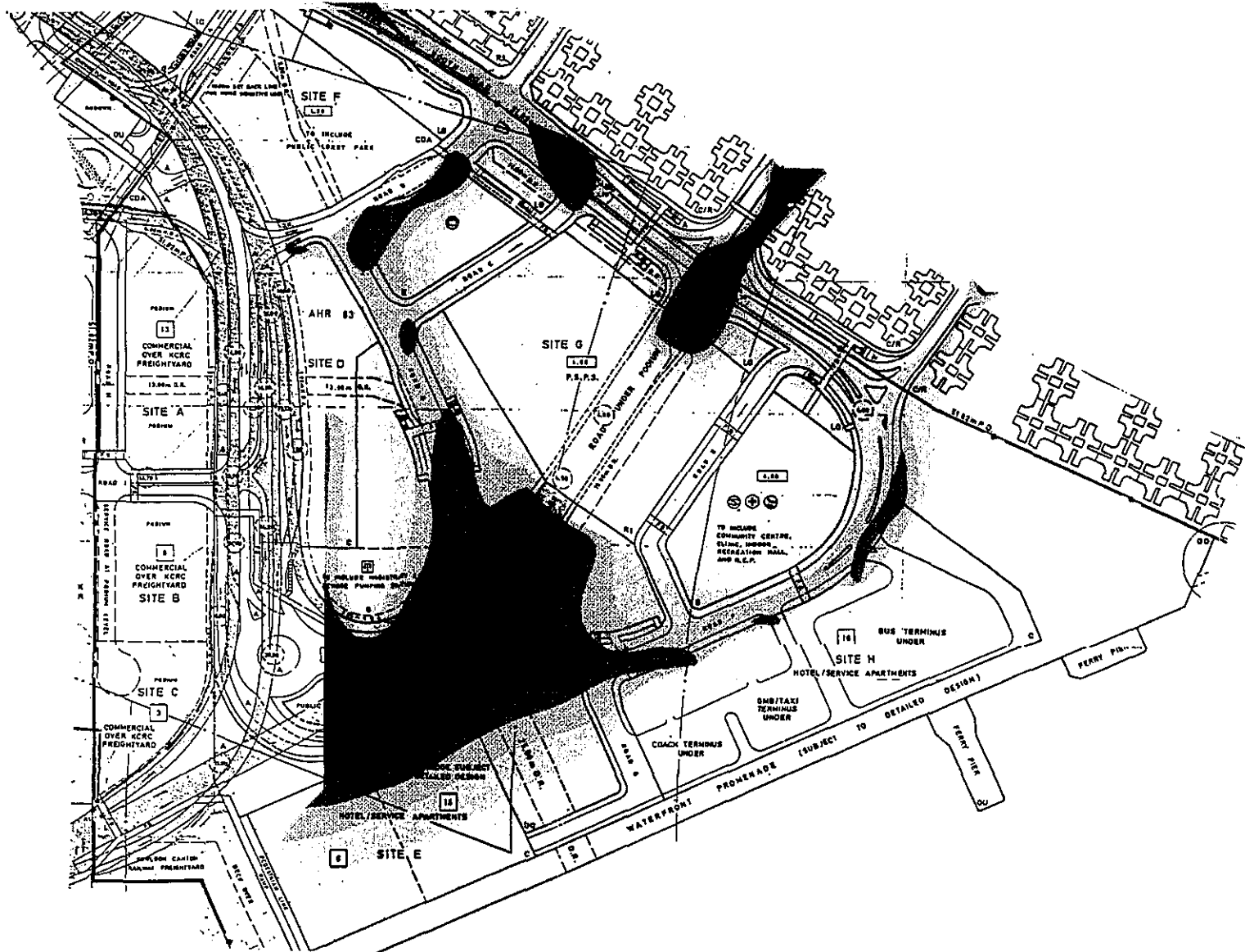


NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, AT 60M

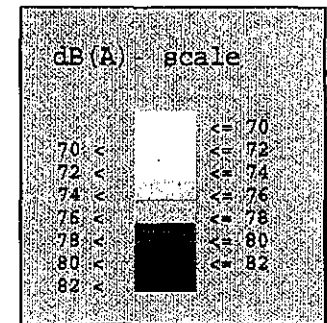
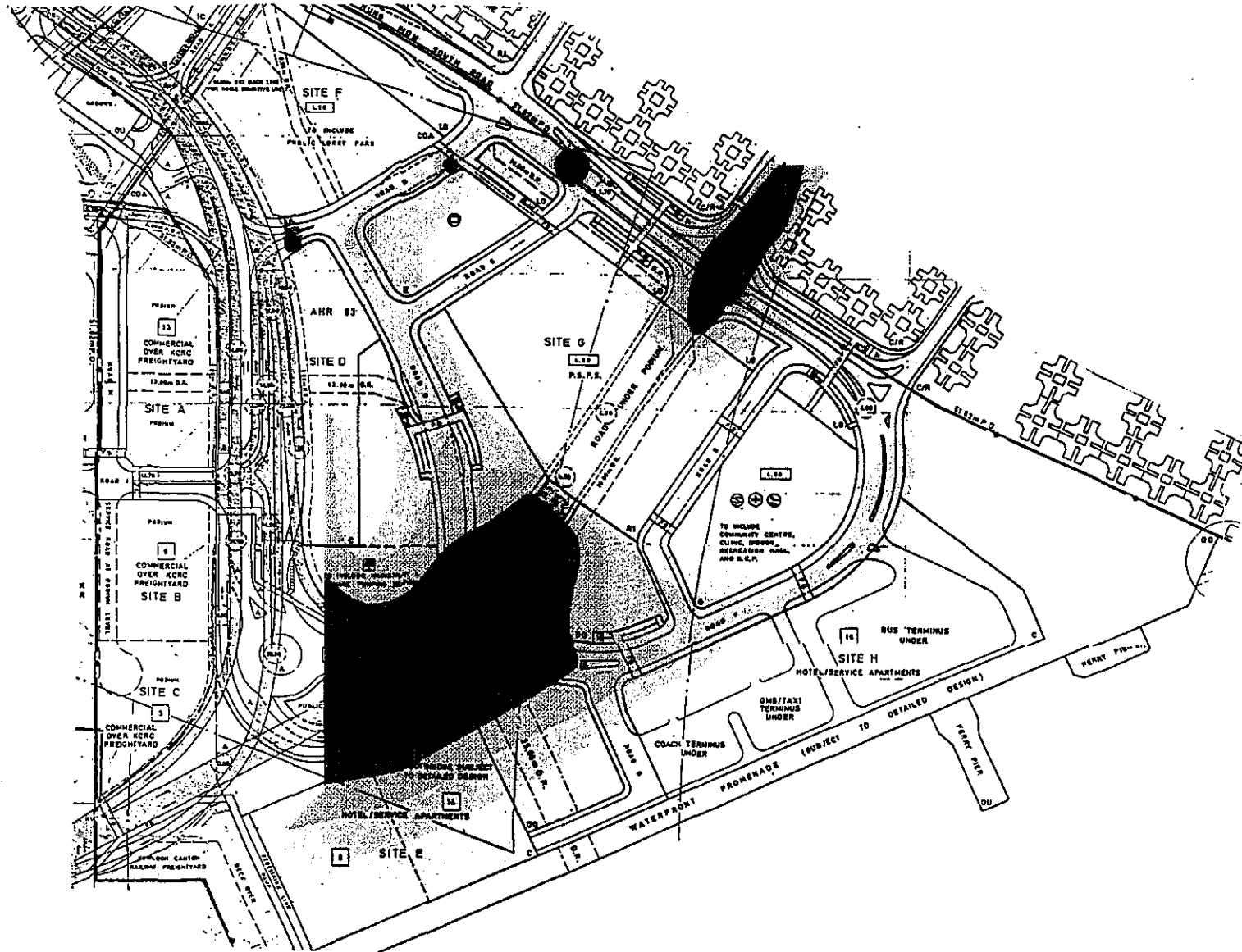
Fig. No.
7.4
Scale
NTS

Page No.
F-32
Date
2.94

CSA CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD

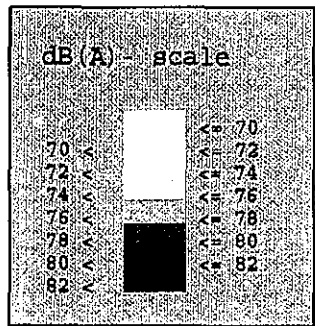
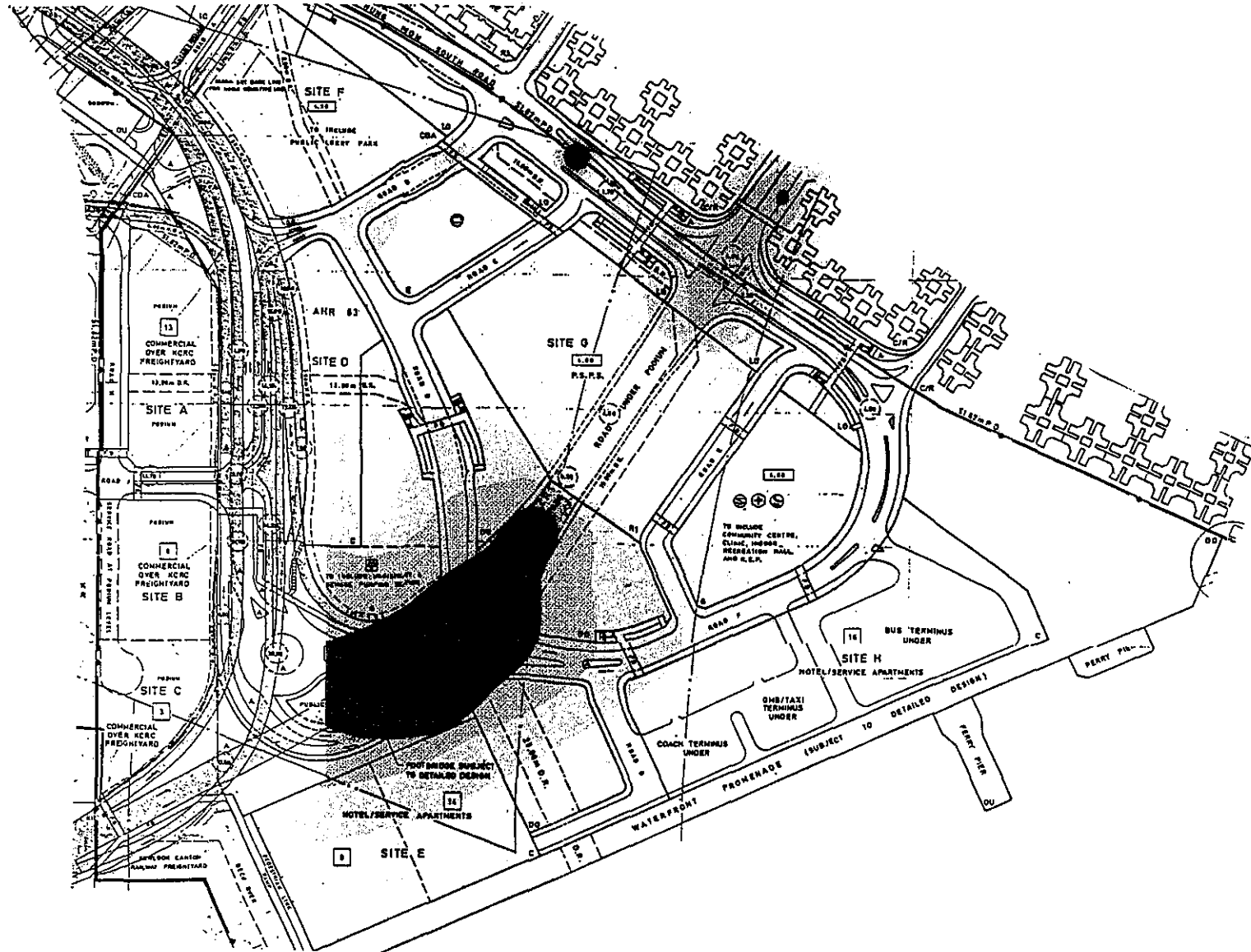


NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT GROUND LEVEL



NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT 20M

Fig. No. 8.2	Page No. F-34	
Scale NTS	Date 2.94	



NOISE LEVELS IN dB(A) WITH PERVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT 40M

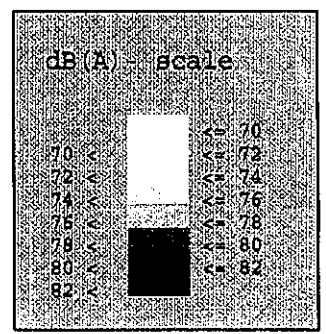
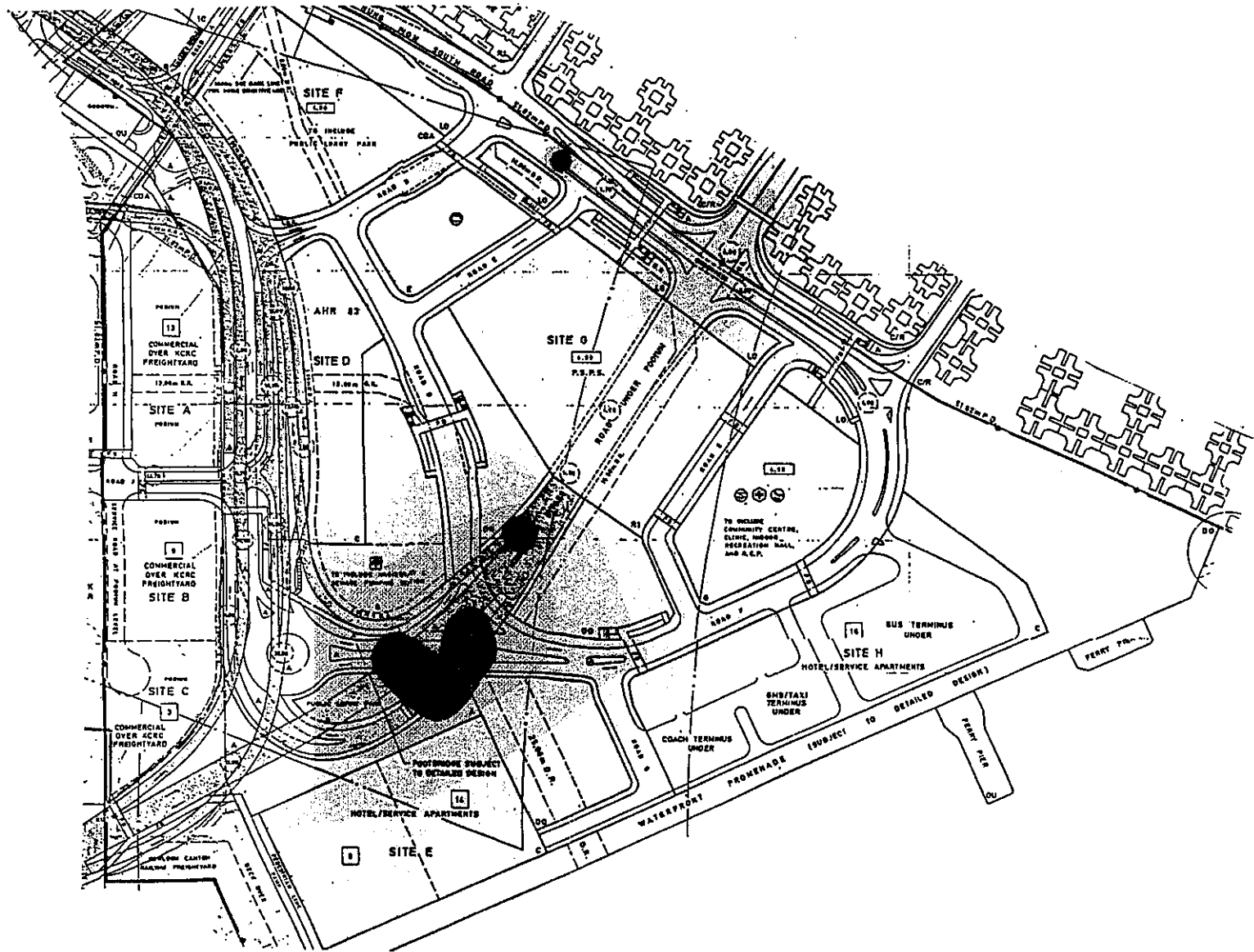
Fig. No.
8.3

Page No.
F-35

Scale
NTS

Date
2.94

CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD



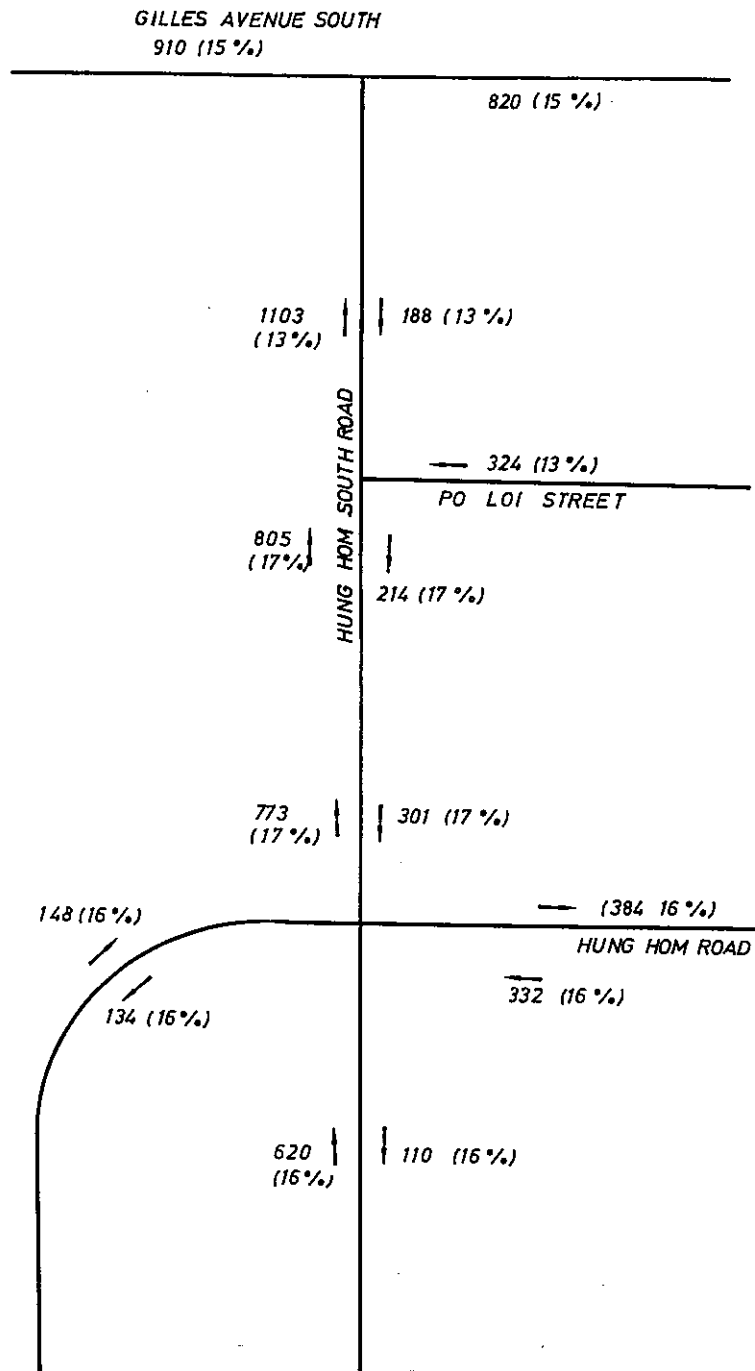
NOISE LEVELS IN dB(A) WITH PVIOUS SURFACING ON HIGH FLOW LOCAL ROADS, WITH 3M BARRIERS AT THE UNDERPASS AT 60M

Fig. No. 8.4
 Page No. F-36
 Scale NTS
 Date 2.94

CSA CONSULTANTS IN ENVIRONMENTAL SCIENCES (ASIA) LTD

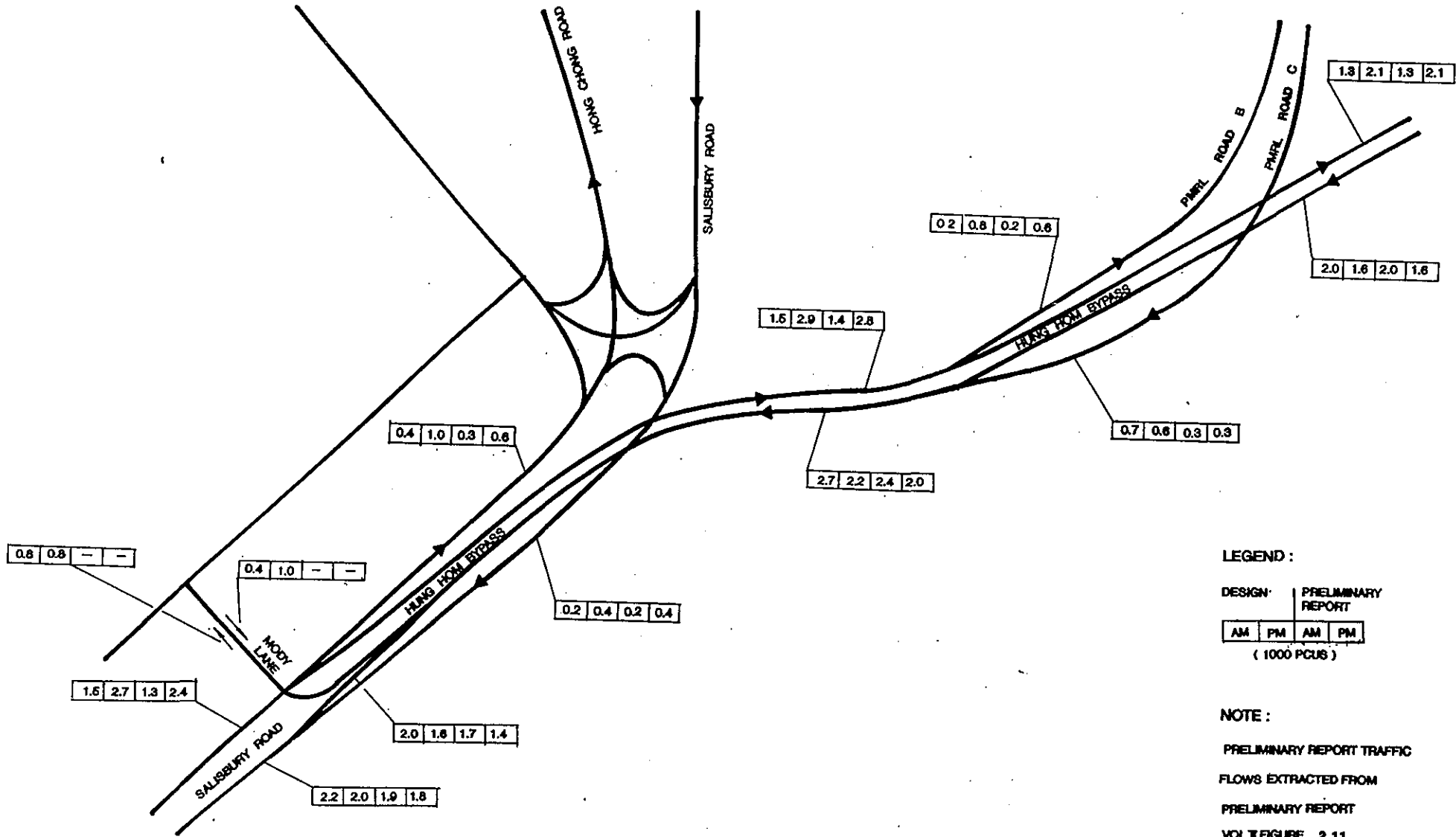
APPENDIX 1

**Traffic Flow Data for the Existing Situation
and Year 2011**



620 VEHICLES / HOUR
 (16%) % HEAVY VEHICLES

OBSERVED TRAFFIC FLOWS (JUNE 1994)
 AM PEAK HOUR



HUNG HOM BYPASS AND PRINCESS MARGARET ROAD LINK
 HUNG HOM RECLAMATION
 2011 TRAFFIC FLOW FORECAST

Figure No.

1

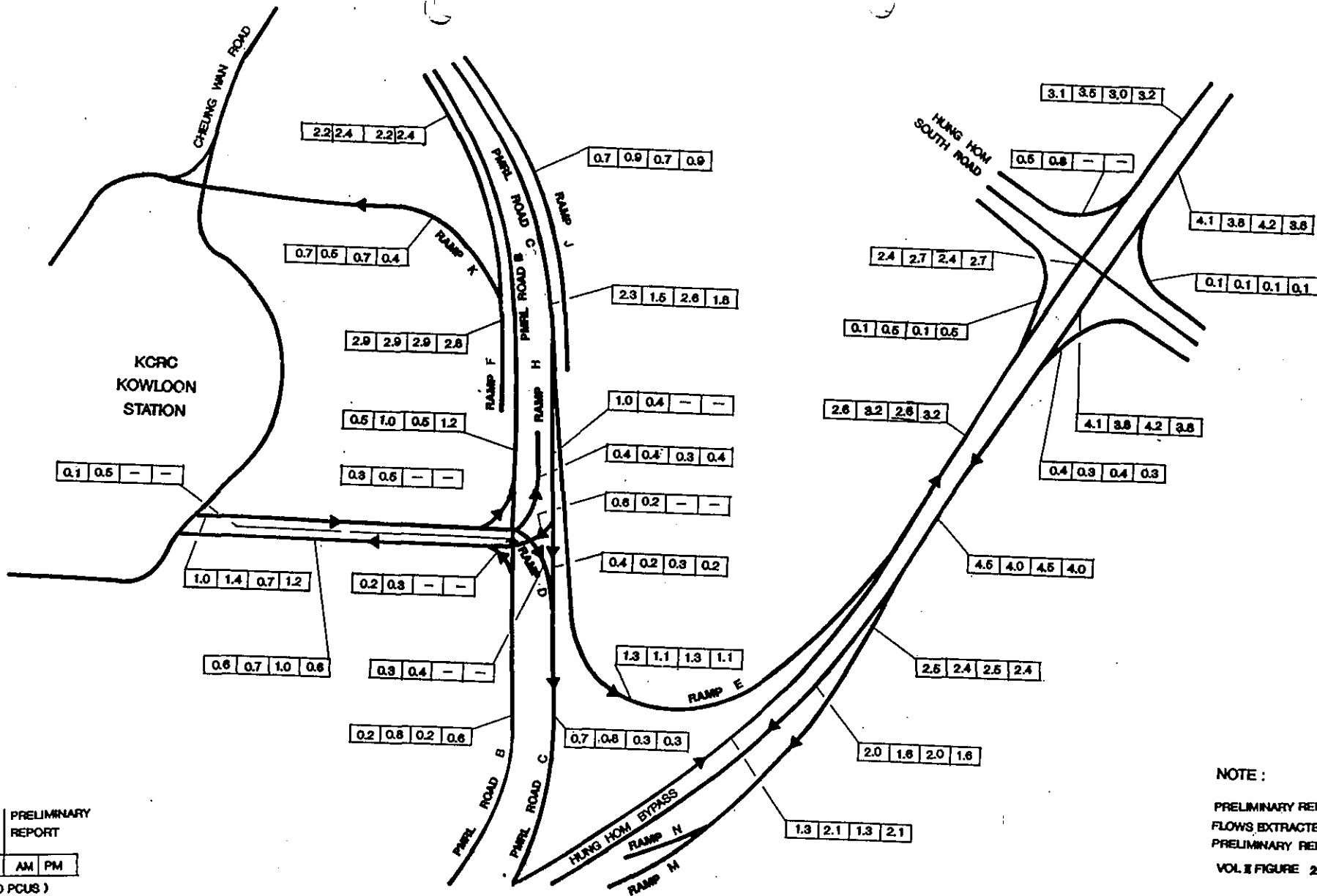
Scale

—

Date

NOV. 1993





LEGEND :

DESIGN		PRELIMINARY REPORT	
AM	PM	AM	PM
(1000 PCUS)			

NOTE :

PRELIMINARY REPORT TRAFFIC FLOWS EXTRACTED FROM PRELIMINARY REPORT VOL. II FIGURE 2.12

HUNG HON BYPASS AND PRINCESS MARGARET ROAD LINK

HUNG HON RECLAMATION

2011 TRAFFIC FLOW FORECAST

Figure No.

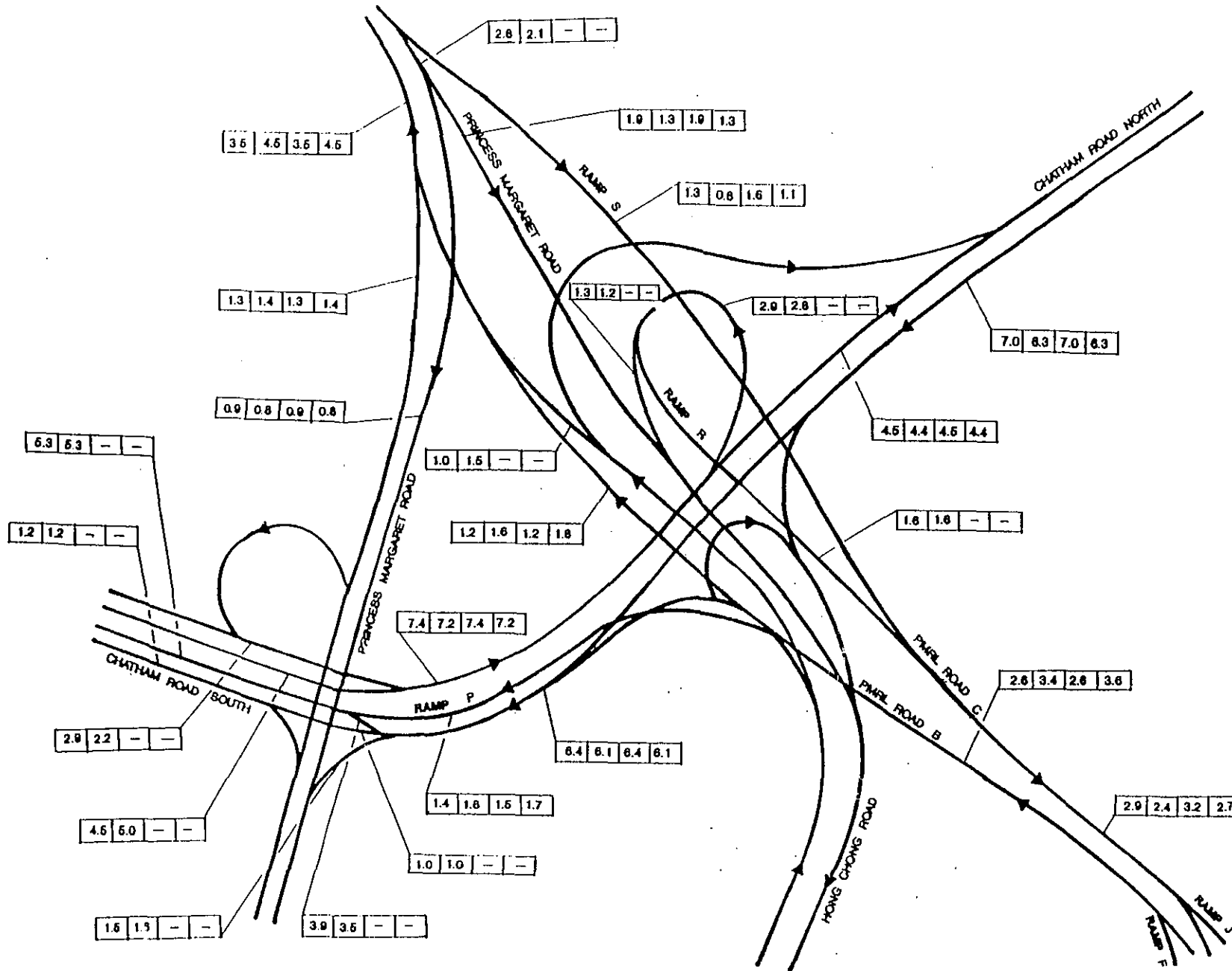
2

Scale

Date

NOV. 1998





LEGEND :

DESIGN		PRELIMINARY REPORT	
AM	PM	AM	PM
(1000 PCUH)			

NOTE :

PRELIMINARY REPORT TRAFFIC FLOWS EXTRACTED FROM PRELIMINARY REPORT VOL II FIGURE 2.13

HUNG HOM BYPASS AND PRINCESS MARGARET ROAD LINK
 HUNG HOM RECLAMATION
 2011 TRAFFIC FLOW FORECAST

Figure No.

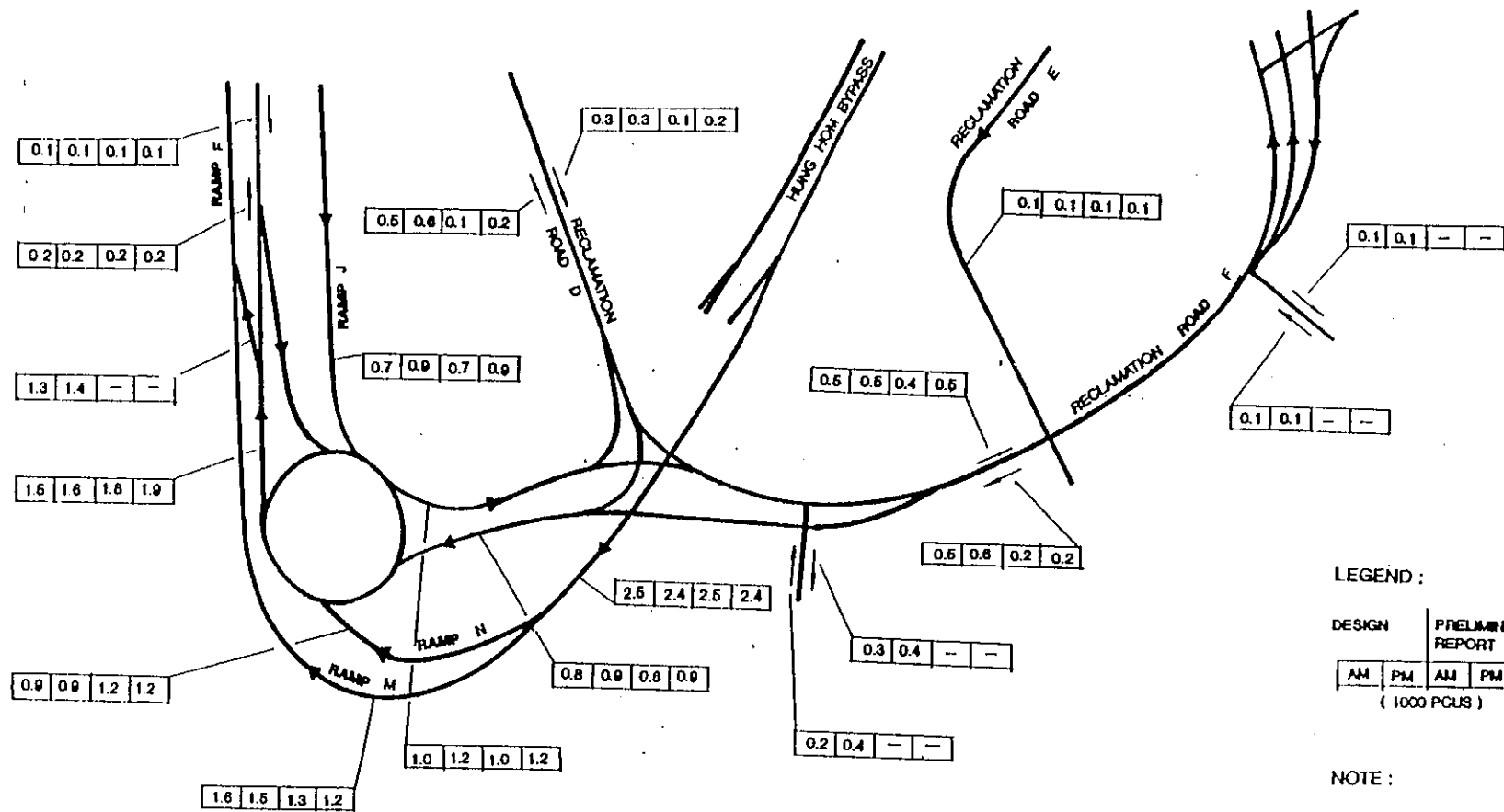
3

Scale

Date

NOV. 1993





LEGEND :

DESIGN		PRELIMINARY REPORT	
AM	PM	AM	PM

(1000 PCUS)

NOTE :

PRELIMINARY REPORT TRAFFIC FLOWS EXTRACTED FROM PRELIMINARY REPORT VOL II FIGURE 2.14

HUNG HOM BYPASS AND PRINCESS MARGARET ROAD LINK
 HUNG HOM RECLAMATION
 2011 TRAFFIC FLOW FORECAST

Figure No.

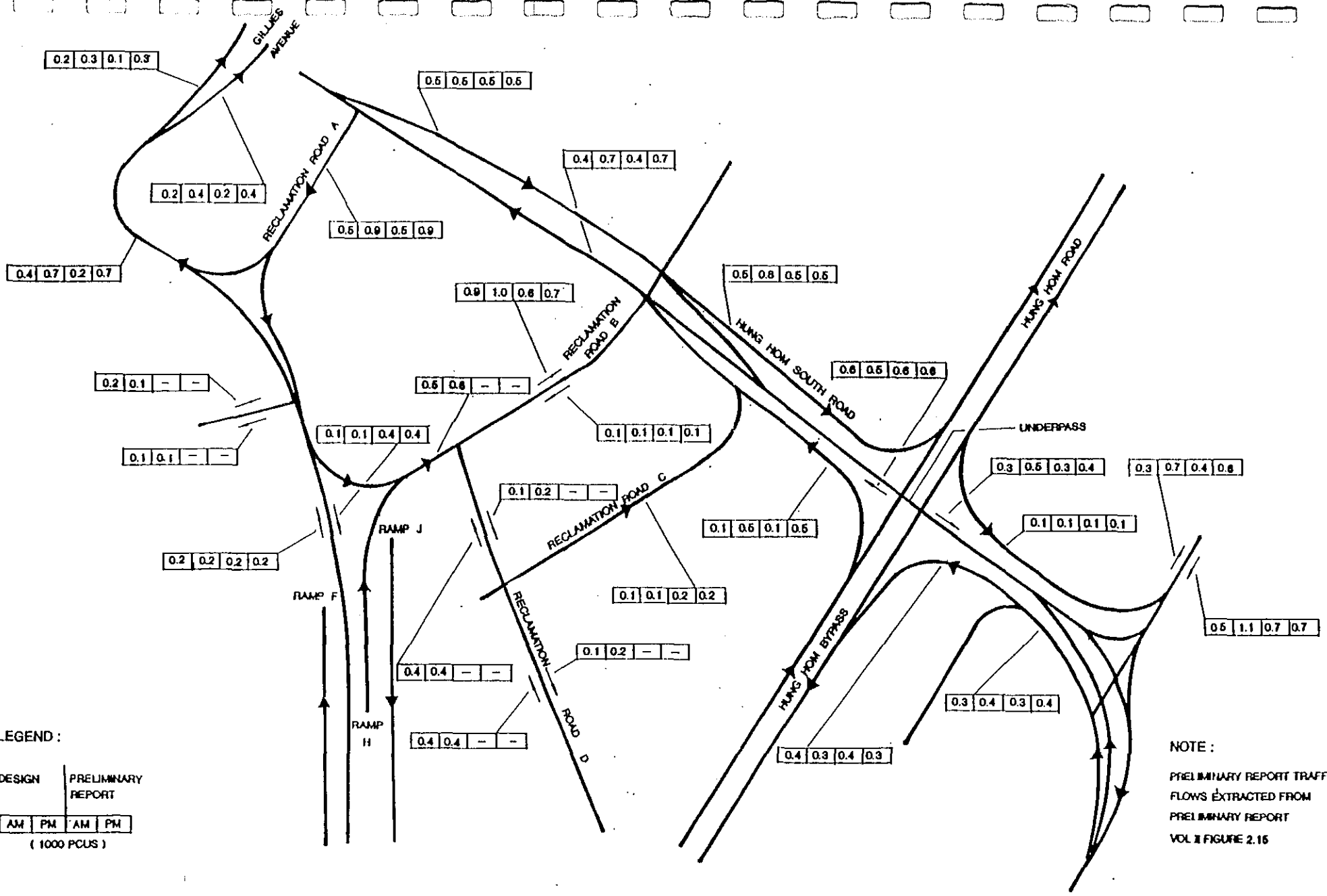
4

Scale

Date

NOV. 1993





LEGEND :

DESIGN	PRELIMINARY REPORT		
AM	PM	AM	PM
(1000 PCUS)			

NOTE :

PRELIMINARY REPORT TRAFFIC FLOWS EXTRACTED FROM PRELIMINARY REPORT VOL II FIGURE 2.15

HUNG HOM BYPASS AND PRINCESS MARGARET ROAD LINK
 HUNG HOM RECLAMATION
 2011 TRAFFIC FLOW FORECAST

Figure No.
5
 Scale
 —
 Date
 NOV. 1993



APPENDIX 2

Predicted Façade Noise Levels (2011)

Notes:

El (m) - Elevation above ground level in metres

Basic - Noise levels with no mitigation on the local road network.

Mitigated - Noise levels with mitigation on local roads:

- 1) Noise reducing surface for the extent as shown in Figure 0.8. This covers Hung Hom Road from the podium to Tak On Street, Hung Hom South Road, Road F to the junction with Road G, and Road B.
- 2) 3m high noise barriers along either side of the underpass ramp walls with absorptive linings.

Improved Roads - Noise contribution from improved Hung Hom Road South only, with mitigation as described above.

Prevailing Noise Levels - Predicted noise levels based on existing traffic counts (see attached sheets).

Appendix 2.

*Predicted Facade
Noise Levels (2011).*

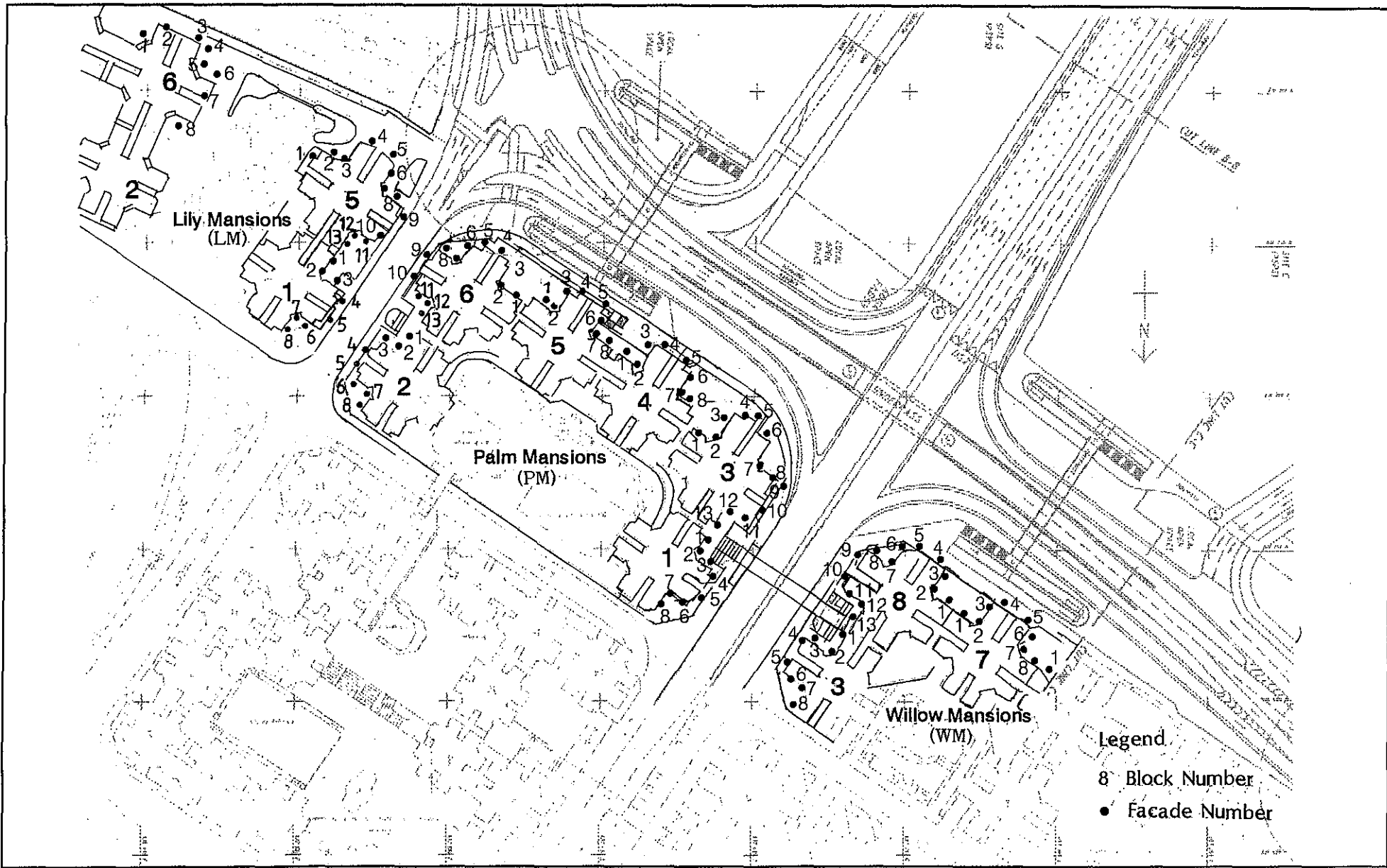


Figure A-1 Facade Numbers for Lily Mansions, Palm Mansions, & Willow Mansions

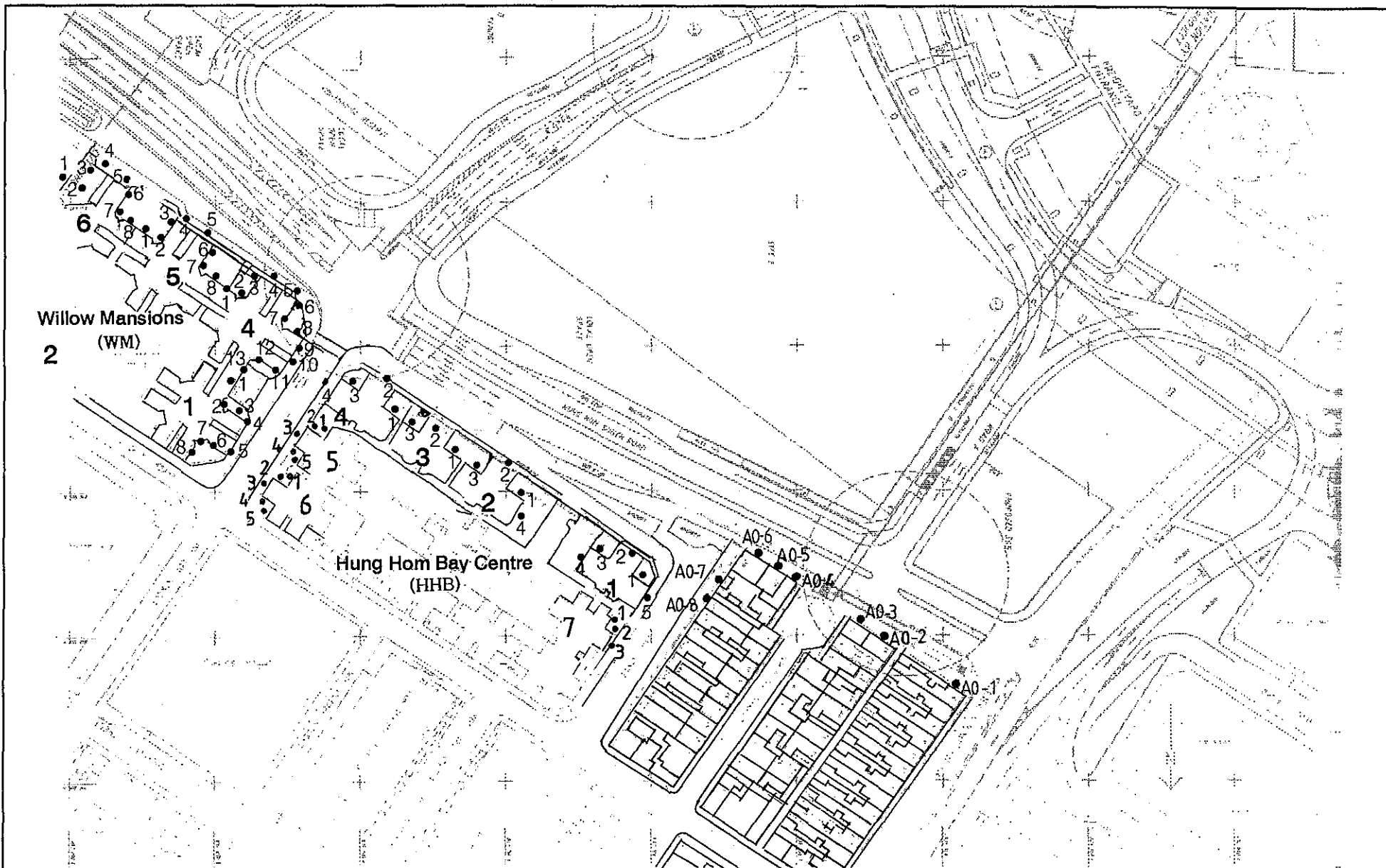


Figure A-2 Facade Numbers for Willow Mansions & Hung Hom Bay Centre

95421 Hung Hom Bypass

14 August 95

Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up				Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
Lily Mansion												
LM	1-1	1	8.2	75.3	75.3	75	75.3	56.8	yes	yes	no	no
LM	1-1	2	11.0	75.2	75.1	75	75.1	57.1	yes	yes	no	no
LM	1-1	3	13.8	74.9	74.8	75	74.8	57.3	yes	yes	no	no
LM	1-1	4	16.6	74.6	74.5	75	74.5	57.3	yes	yes	no	no
LM	1-1	5	19.4	74.2	74.2	74	74.2	57.3	yes	yes	no	no
LM	1-1	6	22.2	73.9	73.8	74	73.8	57.2	yes	yes	no	no
LM	1-1	7	25.0	73.5	73.5	73	73.5	57.2	yes	yes	no	no
LM	1-1	8	27.8	73.2	73.1	73	73.1	57.1	yes	yes	no	no
LM	1-1	9	30.6	72.9	72.8	73	72.8	57.0	yes	yes	no	no
LM	1-1	10	33.4	72.6	72.5	72	72.5	57.0	yes	yes	no	no
LM	1-1	11	36.2	72.3	72.2	72	72.2	56.9	yes	yes	no	no
LM	1-1	12	39.0	72.0	71.9	72	71.9	56.8	yes	yes	no	no
LM	1-1	13	41.8	71.7	71.6	72	71.6	56.7	yes	yes	no	no
LM	1-1	14	44.6	71.5	71.4	71	71.4	56.6	yes	yes	no	no
LM	1-1	15	47.4	71.3	71.1	71	71.1	56.5	yes	yes	no	no
LM	1-1	16	50.2	71.0	70.9	71	70.9	56.4	yes	yes	no	no
LM	1-2	1	8.2	74.1	74.0	74	74.0	57.3	yes	yes	no	no
LM	1-2	2	11.0	73.9	73.8	74	73.8	57.5	yes	yes	no	no
LM	1-2	3	13.8	73.7	73.6	74	73.5	57.9	yes	yes	no	no
LM	1-2	4	16.6	73.4	73.3	73	73.2	57.9	yes	yes	no	no
LM	1-2	5	19.4	73.0	72.9	73	72.9	57.8	yes	yes	no	no
LM	1-2	6	22.2	72.8	72.6	73	72.6	57.8	yes	yes	no	no
LM	1-2	7	25.0	72.5	72.3	72	72.2	57.8	yes	yes	no	no
LM	1-2	8	27.8	72.1	72.0	72	71.9	57.7	yes	yes	no	no
LM	1-2	9	30.6	71.9	71.7	72	71.6	57.6	yes	yes	no	no
LM	1-2	10	33.4	71.6	71.5	71	71.3	57.6	yes	yes	no	no
LM	1-2	11	36.2	71.4	71.2	71	71.0	57.5	yes	yes	no	no
LM	1-2	12	39.0	71.1	71.0	71	70.7	57.4	yes	yes	no	no
LM	1-2	13	41.8	70.9	70.8	71	70.4	57.4	yes	yes	no	no
LM	1-2	14	44.6	70.7	70.5	71	70.2	57.3	yes	yes	no	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Old/		Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
LM 1-2	15	47.4	70.5	70.3	70	69.9	57.2	yes	yes	no	no	
LM 1-2	16	50.2	70.3	70.2	70	69.7	57.1	yes	yes	no	no	
LM 1-3	1	8.2	75.9	75.9	76	75.8	59.0	yes	yes	no	no	
LM 1-3	2	11.0	75.6	75.5	76	75.5	59.1	yes	yes	no	no	
LM 1-3	3	13.8	75.2	75.1	75	75.0	59.3	yes	yes	no	no	
LM 1-3	4	16.6	74.7	74.6	75	74.6	59.3	yes	yes	no	no	
LM 1-3	5	19.4	74.3	74.2	74	74.1	59.3	yes	yes	no	no	
LM 1-3	6	22.2	73.9	73.8	74	73.6	59.3	yes	yes	no	no	
LM 1-3	7	25.0	73.5	73.4	73	73.2	59.2	yes	yes	no	no	
LM 1-3	8	27.8	73.1	73.0	73	72.8	59.2	yes	yes	no	no	
LM 1-3	9	30.6	72.8	72.7	73	72.4	59.1	yes	yes	no	no	
LM 1-3	10	33.4	72.5	72.4	72	72.1	59.1	yes	yes	no	no	
LM 1-3	11	36.2	72.2	72.1	72	71.7	59.0	yes	yes	no	no	
LM 1-3	12	39.0	72.0	71.8	72	71.4	58.9	yes	yes	no	no	
LM 1-3	13	41.8	71.7	71.6	72	71.1	58.8	yes	yes	no	no	
LM 1-3	14	44.6	71.5	71.4	71	70.9	58.8	yes	yes	no	no	
LM 1-3	15	47.4	71.3	71.1	71	70.6	58.7	yes	yes	no	no	
LM 1-3	16	50.2	71.1	70.9	71	70.4	58.6	yes	yes	no	no	
LM 1-4	1	8.2	80.0	80.0	80	79.9	58.6	yes	yes	no	no	
LM 1-4	2	11.0	79.4	79.3	79	79.3	58.8	yes	yes	no	no	
LM 1-4	3	13.8	78.7	78.6	79	78.6	58.9	yes	yes	no	no	
LM 1-4	4	16.6	78.0	78.0	78	77.9	59.0	yes	yes	no	no	
LM 1-4	5	19.4	77.4	77.3	77	77.3	58.9	yes	yes	no	no	
LM 1-4	6	22.2	76.8	76.8	77	76.7	58.9	yes	yes	no	no	
LM 1-4	7	25.0	76.3	76.3	76	76.2	58.9	yes	yes	no	no	
LM 1-4	8	27.8	75.9	75.8	76	75.7	58.8	yes	yes	no	no	
LM 1-4	9	30.6	75.5	75.4	75	75.3	58.8	yes	yes	no	no	
LM 1-4	10	33.4	75.1	75.0	75	74.9	58.7	yes	yes	no	no	
LM 1-4	11	36.2	74.8	74.7	75	74.5	58.7	yes	yes	no	no	
LM 1-4	12	39.0	74.5	74.4	74	74.2	58.6	yes	yes	no	no	
LM 1-4	13	41.8	74.2	74.1	74	73.9	58.5	yes	yes	no	no	
LM 1-4	14	44.6	74.0	73.9	74	73.6	58.5	yes	yes	no	no	

95421 Hung Hom Bypass

14 August 95

Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Basic	Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds						
LM 1-4	15	47.4	73.7	73.6	74	73.3	58.4	yes	yes	no	no	
LM 1-4	16	50.2	73.5	73.4	73	73.0	58.3	yes	yes	no	no	
LM 1-5	1	8.2	80.2	80.2	80	80.2	57.6	yes	yes	no	no	
LM 1-5	2	11.0	79.6	79.5	80	79.5	57.7	yes	yes	no	no	
LM 1-5	3	13.8	78.9	78.8	79	78.8	57.8	yes	yes	no	no	
LM 1-5	4	16.6	78.2	78.1	78	78.1	57.8	yes	yes	no	no	
LM 1-5	5	19.4	77.5	77.5	77	77.4	57.8	yes	yes	no	no	
LM 1-5	6	22.2	77.0	76.9	77	76.9	57.8	yes	yes	no	no	
LM 1-5	7	25.0	76.5	76.4	76	76.3	57.8	yes	yes	no	no	
LM 1-5	8	27.8	76.0	76.0	76	75.9	57.7	yes	yes	no	no	
LM 1-5	9	30.6	75.6	75.5	76	75.4	57.7	yes	yes	no	no	
LM 1-5	10	33.4	75.3	75.2	75	75.0	57.6	yes	yes	no	no	
LM 1-5	11	36.2	74.9	74.8	75	74.7	57.6	yes	yes	no	no	
LM 1-5	12	39.0	74.6	74.5	75	74.3	57.5	yes	yes	no	no	
LM 1-5	13	41.8	74.3	74.2	74	74.0	57.5	yes	yes	no	no	
LM 1-5	14	44.6	74.1	73.9	74	73.7	57.4	yes	yes	no	no	
LM 1-5	15	47.4	73.8	73.7	74	73.4	57.3	yes	yes	no	no	
LM 1-5	16	50.2	73.6	73.4	73	73.2	57.3	yes	yes	no	no	
LM 1-6	1	8.2	74.9	74.8	75	74.8	39.8	yes	yes	no	no	
LM 1-6	2	11.0	74.6	74.5	75	74.5	42.4	yes	yes	no	no	
LM 1-6	3	13.8	74.2	74.1	74	74.1	43.0	yes	yes	no	no	
LM 1-6	4	16.6	73.7	73.6	74	73.6	43.1	yes	yes	no	no	
LM 1-6	5	19.4	73.3	73.2	73	73.2	43.1	yes	yes	no	no	
LM 1-6	6	22.2	72.8	72.7	73	72.7	43.1	yes	yes	no	no	
LM 1-6	7	25.0	72.4	72.3	72	72.3	43.1	yes	yes	no	no	
LM 1-6	8	27.8	72.0	71.9	72	71.9	43.1	yes	yes	no	no	
LM 1-6	9	30.6	71.7	71.5	72	71.5	43.1	yes	yes	no	no	
LM 1-6	10	33.4	71.3	71.2	71	71.2	43.1	yes	yes	no	no	
LM 1-6	11	36.2	71.0	70.8	71	70.8	43.1	yes	yes	no	no	
LM 1-6	12	39.0	70.7	70.5	71	70.5	43.1	yes	yes	no	no	
LM 1-6	13	41.8	70.5	70.3	70	70.3	43.1	yes	yes	no	no	
LM 1-6	14	44.6	70.2	70.0	70	70.0	43.0	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 1-6	15	47.4	70.0	69.7	70	69.7	43.0	yes	yes	no	no	
LM 1-6	16	50.2	69.7	69.5	70	69.5	43.0	yes	yes	no	no	
LM 1-7	1	8.2	74.3	74.2	74	74.2	43.1	yes	yes	no	no	
LM 1-7	2	11.0	74.2	74.1	74	74.1	45.7	yes	yes	no	no	
LM 1-7	3	13.8	73.9	73.8	74	73.8	46.4	yes	yes	no	no	
LM 1-7	4	16.6	73.6	73.5	73	73.5	46.5	yes	yes	no	no	
LM 1-7	5	19.4	73.3	73.2	73	73.2	46.5	yes	yes	no	no	
LM 1-7	6	22.2	73.0	72.8	73	72.8	46.5	yes	yes	no	no	
LM 1-7	7	25.0	72.6	72.5	72	72.5	46.5	yes	yes	no	no	
LM 1-7	8	27.8	72.3	72.2	72	72.2	46.5	yes	yes	no	no	
LM 1-7	9	30.6	72.0	71.8	72	71.8	46.5	yes	yes	no	no	
LM 1-7	10	33.4	71.7	71.5	72	71.5	46.5	yes	yes	no	no	
LM 1-7	11	36.2	71.4	71.2	71	71.2	46.5	yes	yes	no	no	
LM 1-7	12	39.0	71.2	71.0	71	71.0	46.5	yes	yes	no	no	
LM 1-7	13	41.8	70.9	70.7	71	70.7	46.5	yes	yes	no	no	
LM 1-7	14	44.6	70.7	70.5	70	70.5	46.4	yes	yes	no	no	
LM 1-7	15	47.4	70.5	70.2	70	70.2	46.4	yes	yes	no	no	
LM 1-7	16	50.2	70.3	70.0	70	70.0	46.4	yes	yes	no	no	
LM 1-8	1	8.2	75.4	75.3	75	75.3	47.5	yes	yes	no	no	
LM 1-8	2	11.0	75.2	75.1	75	75.1	48.4	yes	yes	no	no	
LM 1-8	3	13.8	75.0	74.9	75	74.9	48.7	yes	yes	no	no	
LM 1-8	4	16.6	74.7	74.6	75	74.6	48.8	yes	yes	no	no	
LM 1-8	5	19.4	74.4	74.3	74	74.3	48.9	yes	yes	no	no	
LM 1-8	6	22.2	74.1	73.9	74	73.9	48.9	yes	yes	no	no	
LM 1-8	7	25.0	73.8	73.6	74	73.6	48.9	yes	yes	no	no	
LM 1-8	8	27.8	73.5	73.3	73	73.3	49.0	yes	yes	no	no	
LM 1-8	9	30.6	73.2	73.0	73	73.0	49.0	yes	yes	no	no	
LM 1-8	10	33.4	72.9	72.7	73	72.7	49.0	yes	yes	no	no	
LM 1-8	11	36.2	72.6	72.4	72	72.4	49.0	yes	yes	no	no	
LM 1-8	12	39.0	72.3	72.1	72	72.1	49.0	yes	yes	no	no	
LM 1-8	13	41.8	72.1	71.9	72	71.9	49.0	yes	yes	no	no	
LM 1-8	14	44.6	71.9	71.6	72	71.6	48.9	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future	Future	Contrib. from new roads	>= 1 dB(A)?
LM 1-8	15	47.4	71.7	71.4	71	71.4	48.9	yes	yes	no	no	
LM 1-8	16	50.2	71.4	71.2	71	71.2	48.9	yes	yes	no	no	
LM 5-1	1	8.2	59.7	57.2	57	0.0	66.7	no	no	yes	no	
LM 5-1	2	11.0	59.6	57.1	57	0.0	66.6	no	no	yes	no	
LM 5-1	3	13.8	59.5	57.0	57	0.0	66.5	no	no	yes	no	
LM 5-1	4	16.6	59.3	56.8	57	0.0	66.5	no	no	yes	no	
LM 5-1	5	19.4	59.1	56.6	57	0.0	66.3	no	no	yes	no	
LM 5-1	6	22.2	58.9	56.4	56	0.0	66.2	no	no	yes	no	
LM 5-1	7	25.0	58.7	56.2	56	0.0	66.1	no	no	yes	no	
LM 5-1	8	27.8	58.5	56.0	56	0.0	65.9	no	no	yes	no	
LM 5-1	9	30.6	58.3	55.8	56	0.0	65.8	no	no	yes	no	
LM 5-1	10	33.4	58.1	55.6	56	0.0	65.6	no	no	yes	no	
LM 5-1	11	36.2	57.9	55.4	55	0.0	65.4	no	no	yes	no	
LM 5-1	12	39.0	57.7	55.2	55	0.0	65.3	no	no	yes	no	
LM 5-1	13	41.8	57.5	55.0	55	0.0	65.1	no	no	yes	no	
LM 5-1	14	44.6	57.3	54.8	55	0.0	64.9	no	no	yes	no	
LM 5-1	15	47.4	57.1	54.6	55	0.0	64.8	no	no	yes	no	
LM 5-1	16	50.2	56.9	54.4	54	0.0	64.6	no	no	yes	no	
LM 5-2	1	8.2	68.8	67.6	68	42.6	68.8	no	no	yes	no	
LM 5-2	2	11.0	68.8	67.5	68	42.2	68.7	no	no	yes	no	
LM 5-2	3	13.8	68.7	67.5	67	41.7	68.6	no	no	yes	no	
LM 5-2	4	16.6	68.7	67.4	67	41.2	68.5	no	no	yes	no	
LM 5-2	5	19.4	68.6	67.4	67	40.8	68.4	no	no	yes	no	
LM 5-2	6	22.2	68.5	67.3	67	40.4	68.3	no	no	yes	no	
LM 5-2	7	25.0	68.5	67.3	67	40.1	68.1	no	no	yes	no	
LM 5-2	8	27.8	68.4	67.2	67	39.7	67.9	no	no	yes	no	
LM 5-2	9	30.6	68.4	67.2	67	39.4	67.7	no	no	yes	no	
LM 5-2	10	33.4	68.3	67.2	67	39.2	67.6	no	no	yes	no	
LM 5-2	11	36.2	68.3	67.2	67	38.9	67.4	no	no	yes	no	
LM 5-2	12	39.0	68.2	67.1	67	38.7	67.2	no	no	yes	no	
LM 5-2	13	41.8	68.2	67.1	67	38.5	67.0	no	no	yes	no	
LM 5-2	14	44.6	68.1	67.0	67	38.2	66.8	no	no	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 5-2	15	47.4	68.0	67.0	67	38.0	66.6	no	no	yes	no
LM 5-2	16	50.2	68.0	66.9	67	37.9	66.5	no	no	yes	no
LM 5-3	1	8.2	65.4	63.3	63	0.0	67.7	no	no	yes	no
LM 5-3	2	11.0	65.3	63.3	63	0.0	67.7	no	no	yes	no
LM 5-3	3	13.8	65.2	63.2	63	0.0	67.6	no	no	yes	no
LM 5-3	4	16.6	65.1	63.1	63	0.0	67.5	no	no	yes	no
LM 5-3	5	19.4	65.0	63.0	63	0.0	67.3	no	no	yes	no
LM 5-3	6	22.2	64.9	62.8	63	0.0	67.2	no	no	yes	no
LM 5-3	7	25.0	64.8	62.7	63	0.0	67.0	no	no	yes	no
LM 5-3	8	27.8	64.6	62.6	63	0.0	66.8	no	no	yes	no
LM 5-3	9	30.6	64.5	62.4	62	0.0	66.7	no	no	yes	no
LM 5-3	10	33.4	64.3	62.3	62	0.0	66.5	no	no	yes	no
LM 5-3	11	36.2	64.2	62.2	62	0.0	66.3	no	no	yes	no
LM 5-3	12	39.0	64.1	62.0	62	0.0	66.1	no	no	yes	no
LM 5-3	13	41.8	63.9	61.9	62	0.0	65.9	no	no	yes	no
LM 5-3	14	44.6	63.8	61.7	62	0.0	65.8	no	no	yes	no
LM 5-3	15	47.4	63.6	61.6	62	0.0	65.6	no	no	yes	no
LM 5-3	16	50.2	63.5	61.5	61	0.0	65.4	no	no	yes	no
LM 5-4	1	8.2	76.9	76.3	76	75.3	72.0	yes	yes	yes	yes
LM 5-4	2	11.0	76.4	75.7	76	74.5	71.9	yes	yes	yes	yes
LM 5-4	3	13.8	75.9	75.2	75	73.9	71.7	yes	yes	yes	yes
LM 5-4	4	16.6	75.5	74.7	75	73.2	71.5	yes	yes	yes	yes
LM 5-4	5	19.4	75.2	74.4	74	72.7	71.3	yes	yes	yes	yes
LM 5-4	6	22.2	74.9	74.0	74	72.3	71.1	yes	yes	yes	yes
LM 5-4	7	25.0	74.6	73.8	74	71.9	70.8	yes	yes	yes	yes
LM 5-4	8	27.8	74.3	73.5	74	71.5	70.6	yes	yes	yes	yes
LM 5-4	9	30.6	74.1	73.3	73	71.2	70.4	yes	yes	yes	yes
LM 5-4	10	33.4	73.9	73.1	73	70.9	70.1	yes	yes	yes	yes
LM 5-4	11	36.2	73.8	72.9	73	70.6	69.9	yes	yes	yes	yes
LM 5-4	12	39.0	73.6	72.7	73	70.3	69.7	yes	yes	yes	yes
LM 5-4	13	41.8	73.4	72.5	73	70.0	69.4	yes	yes	yes	yes
LM 5-4	14	44.6	73.3	72.3	72	69.8	69.2	yes	yes	yes	yes

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 5-4	15	47.4	73.1	72.2	72	69.5	69.0	yes	yes	yes	yes
LM 5-4	16	50.2	73.0	72.1	72	69.3	68.8	yes	yes	yes	yes
LM 5-5	1	8.2	79.1	78.7	79	78.2	71.8	yes	yes	no	no
LM 5-5	2	11.0	78.2	77.7	78	77.0	71.7	yes	yes	no	no
LM 5-5	3	13.8	77.4	76.9	77	76.1	71.5	yes	yes	no	no
LM 5-5	4	16.6	76.9	76.3	76	75.3	71.4	yes	yes	yes	yes
LM 5-5	5	19.4	76.4	75.8	76	74.6	71.2	yes	yes	yes	yes
LM 5-5	6	22.2	76.0	75.3	75	74.1	70.9	yes	yes	yes	yes
LM 5-5	7	25.0	75.6	75.0	75	73.6	70.7	yes	yes	yes	yes
LM 5-5	8	27.8	75.3	74.6	75	73.2	70.5	yes	yes	yes	yes
LM 5-5	9	30.6	75.1	74.3	74	72.8	70.2	yes	yes	yes	yes
LM 5-5	10	33.4	74.8	74.1	74	72.4	70.0	yes	yes	yes	yes
LM 5-5	11	36.2	74.6	73.8	74	72.1	69.8	yes	yes	yes	yes
LM 5-5	12	39.0	74.4	73.6	74	71.8	69.5	yes	yes	yes	yes
LM 5-5	13	41.8	74.2	73.4	73	71.5	69.3	yes	yes	yes	yes
LM 5-5	14	44.6	74.0	73.2	73	71.2	69.1	yes	yes	yes	yes
LM 5-5	15	47.4	73.8	73.0	73	71.0	68.9	yes	yes	yes	yes
LM 5-5	16	50.2	73.7	72.8	73	70.7	68.7	yes	yes	yes	yes
LM 5-6	1	8.2	81.0	80.9	81	80.7	68.2	yes	yes	no	no
LM 5-6	2	11.0	80.1	79.9	80	79.7	68.2	yes	yes	no	no
LM 5-6	3	13.8	79.4	79.1	79	78.9	68.0	yes	yes	no	no
LM 5-6	4	16.6	78.7	78.5	78	78.2	67.9	yes	yes	no	no
LM 5-6	5	19.4	78.2	77.9	78	77.5	67.7	yes	yes	no	no
LM 5-6	6	22.2	77.7	77.4	77	77.0	67.5	yes	yes	no	no
LM 5-6	7	25.0	77.3	77.0	77	76.5	67.3	yes	yes	no	no
LM 5-6	8	27.8	76.9	76.6	77	76.1	67.1	yes	yes	no	no
LM 5-6	9	30.6	76.6	76.2	76	75.7	66.9	yes	yes	no	no
LM 5-6	10	33.4	76.3	75.9	76	75.3	66.7	yes	yes	no	no
LM 5-6	11	36.2	76.0	75.6	76	75.0	66.5	yes	yes	no	no
LM 5-6	12	39.0	75.8	75.4	75	74.7	66.3	yes	yes	no	no
LM 5-6	13	41.8	75.5	75.1	75	74.4	66.1	yes	yes	no	no
LM 5-6	14	44.6	75.3	74.9	75	74.1	65.9	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 5-6	15	47.4	75.1	74.7	75	73.8	65.7	yes	yes	no	no
LM 5-6	16	50.2	74.9	74.5	74	73.6	65.5	yes	yes	no	no
LM 5-7	1	8.2	79.8	79.5	80	79.2	67.8	yes	yes	no	no
LM 5-7	2	11.0	78.9	78.6	79	78.3	67.8	yes	yes	no	no
LM 5-7	3	13.8	78.3	77.9	78	77.5	67.7	yes	yes	no	no
LM 5-7	4	16.6	77.7	77.4	77	76.8	67.6	yes	yes	no	no
LM 5-7	5	19.4	77.2	76.8	77	76.3	67.4	yes	yes	no	no
LM 5-7	6	22.2	76.8	76.4	76	75.7	67.3	yes	yes	no	no
LM 5-7	7	25.0	76.5	76.0	76	75.3	67.1	yes	yes	no	no
LM 5-7	8	27.8	76.1	75.7	76	74.9	67.0	yes	yes	no	no
LM 5-7	9	30.6	75.8	75.3	75	74.5	66.8	yes	yes	no	no
LM 5-7	10	33.4	75.6	75.1	75	74.1	66.6	yes	yes	yes	yes
LM 5-7	11	36.2	75.3	74.8	75	73.8	66.4	yes	yes	yes	yes
LM 5-7	12	39.0	75.1	74.6	75	73.5	66.2	yes	yes	yes	yes
LM 5-7	13	41.8	74.9	74.3	74	73.2	66.0	yes	yes	yes	yes
LM 5-7	14	44.6	74.7	74.1	74	72.9	65.9	yes	yes	yes	yes
LM 5-7	15	47.4	74.5	73.9	74	72.7	65.7	yes	yes	yes	yes
LM 5-7	16	50.2	74.3	73.7	74	72.4	65.5	yes	yes	yes	yes
LM 5-8	1	8.2	81.7	81.6	82	81.4	68.6	yes	yes	no	no
LM 5-8	2	11.0	80.9	80.7	81	80.4	68.8	yes	yes	no	no
LM 5-8	3	13.8	80.2	79.9	80	79.6	68.7	yes	yes	no	no
LM 5-8	4	16.6	79.5	79.3	79	78.9	68.6	yes	yes	no	no
LM 5-8	5	19.4	79.0	78.7	79	78.3	68.5	yes	yes	no	no
LM 5-8	6	22.2	78.5	78.2	78	77.7	68.3	yes	yes	no	no
LM 5-8	7	25.0	78.1	77.7	78	77.2	68.2	yes	yes	no	no
LM 5-8	8	27.8	77.7	77.3	77	76.8	68.0	yes	yes	no	no
LM 5-8	9	30.6	77.4	77.0	77	76.4	67.8	yes	yes	no	no
LM 5-8	10	33.4	77.0	76.6	77	76.0	67.6	yes	yes	no	no
LM 5-8	11	36.2	76.8	76.3	76	75.7	67.5	yes	yes	no	no
LM 5-8	12	39.0	76.5	76.1	76	75.3	67.3	yes	yes	no	no
LM 5-8	13	41.8	76.2	75.8	76	75.0	67.1	yes	yes	no	no
LM 5-8	14	44.6	76.0	75.6	76	74.7	66.9	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 5-8	15	47.4	75.8	75.3	75	74.5	66.7	yes	yes	no	no
LM 5-8	16	50.2	75.6	75.1	75	74.2	66.6	yes	yes	no	no
LM 5-9	1	8.2	83.3	83.3	83	83.3	65.7	yes	yes	no	no
LM 5-9	2	11.0	82.6	82.5	83	82.5	66.0	yes	yes	no	no
LM 5-9	3	13.8	81.8	81.7	82	81.7	65.9	yes	yes	no	no
LM 5-9	4	16.6	81.1	81.0	81	81.0	65.8	yes	yes	no	no
LM 5-9	5	19.4	80.5	80.4	80	80.3	65.7	yes	yes	no	no
LM 5-9	6	22.2	80.0	79.8	80	79.7	65.5	yes	yes	no	no
LM 5-9	7	25.0	79.5	79.3	79	79.2	65.4	yes	yes	no	no
LM 5-9	8	27.8	79.0	78.9	79	78.8	65.3	yes	yes	no	no
LM 5-9	9	30.6	78.6	78.5	78	78.3	65.1	yes	yes	no	no
LM 5-9	10	33.4	78.3	78.1	78	77.9	64.9	yes	yes	no	no
LM 5-9	11	36.2	77.9	77.8	78	77.6	64.8	yes	yes	no	no
LM 5-9	12	39.0	77.6	77.5	77	77.3	64.6	yes	yes	no	no
LM 5-9	13	41.8	77.4	77.2	77	76.9	64.4	yes	yes	no	no
LM 5-9	14	44.6	77.1	76.9	77	76.7	64.3	yes	yes	no	no
LM 5-9	15	47.4	76.9	76.6	77	76.4	64.1	yes	yes	no	no
LM 5-9	16	50.2	76.6	76.4	76	76.1	64.0	yes	yes	no	no
LM 6-1	1	11.2	0.0	0.0	0	0.0	68.5	no	no	no	no
LM 6-1	2	14.0	0.0	0.0	0	0.0	68.3	no	no	no	no
LM 6-1	3	16.8	0.0	0.0	0	0.0	68.1	no	no	no	no
LM 6-1	4	19.6	0.0	0.0	0	0.0	67.8	no	no	no	no
LM 6-1	5	22.4	0.0	0.0	0	0.0	67.6	no	no	no	no
LM 6-1	6	25.2	0.0	0.0	0	0.0	67.3	no	no	no	no
LM 6-1	7	28.0	0.0	0.0	0	0.0	67.0	no	no	no	no
LM 6-1	8	30.8	0.0	0.0	0	0.0	66.7	no	no	no	no
LM 6-1	9	33.6	0.0	0.0	0	0.0	66.5	no	no	no	no
LM 6-1	10	36.4	0.0	0.0	0	0.0	66.2	no	no	no	no
LM 6-1	11	39.2	0.0	0.0	0	0.0	66.0	no	no	no	no
LM 6-1	12	42.0	0.0	0.0	0	0.0	65.7	no	no	no	no
LM 6-1	13	44.8	0.0	0.0	0	0.0	65.5	no	no	no	no
LM 6-1	14	47.6	0.0	0.0	0	0.0	65.2	no	no	no	no

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
LM 6-1	15	50.4	0.0	0.0	0	0.0	65.0	no	no	no	no	
LM 6-1	16	53.2	0.0	0.0	0	0.0	64.8	no	no	no	no	
LM 6-2	1	11.2	65.7	64.9	65	53.5	72.8	no	no	yes	no	
LM 6-2	2	14.0	65.8	64.9	65	53.5	72.5	no	no	yes	no	
LM 6-2	3	16.8	65.8	64.9	65	53.5	72.1	no	no	yes	no	
LM 6-2	4	19.6	65.8	64.9	65	53.5	71.7	no	no	yes	no	
LM 6-2	5	22.4	65.8	65.0	65	53.5	71.3	no	no	yes	no	
LM 6-2	6	25.2	66.0	65.1	65	53.5	70.9	no	no	yes	no	
LM 6-2	7	28.0	66.1	65.2	65	53.4	70.5	no	no	yes	no	
LM 6-2	8	30.8	66.3	65.3	65	53.4	70.2	no	no	yes	no	
LM 6-2	9	33.6	66.4	65.4	65	53.4	69.9	no	no	yes	no	
LM 6-2	10	36.4	66.4	65.4	65	53.3	69.5	no	no	yes	no	
LM 6-2	11	39.2	66.4	65.4	65	53.3	69.2	no	no	yes	no	
LM 6-2	12	42.0	66.4	65.4	65	53.2	69.0	no	no	yes	no	
LM 6-2	13	44.8	66.4	65.4	65	53.2	68.7	no	no	yes	no	
LM 6-2	14	47.6	66.4	65.5	65	53.2	68.4	no	no	yes	no	
LM 6-2	15	50.4	66.6	65.6	66	53.1	68.2	no	no	yes	no	
LM 6-2	16	53.2	66.5	65.5	66	53.1	68.0	no	no	yes	no	
LM 6-3	1	11.2	67.3	66.3	66	59.3	73.1	no	no	yes	no	
LM 6-3	2	14.0	67.3	66.3	66	59.2	72.8	no	no	yes	no	
LM 6-3	3	16.8	67.3	66.3	66	59.2	72.4	no	no	yes	no	
LM 6-3	4	19.6	67.3	66.3	66	59.1	72.0	no	no	yes	no	
LM 6-3	5	22.4	67.3	66.3	66	59.1	71.6	no	no	yes	no	
LM 6-3	6	25.2	67.5	66.4	66	59.0	71.2	no	no	yes	no	
LM 6-3	7	28.0	67.6	66.5	66	58.9	70.8	no	no	yes	no	
LM 6-3	8	30.8	67.6	66.5	67	58.8	70.5	no	no	yes	no	
LM 6-3	9	33.6	67.6	66.5	67	58.8	70.1	no	no	yes	no	
LM 6-3	10	36.4	67.6	66.5	67	58.7	69.8	no	no	yes	no	
LM 6-3	11	39.2	67.6	66.5	67	58.6	69.5	no	no	yes	no	
LM 6-3	12	42.0	67.6	66.5	67	58.5	69.2	no	no	yes	no	
LM 6-3	13	44.8	67.6	66.5	67	58.4	69.0	no	no	yes	no	
LM 6-3	14	47.6	67.7	66.6	67	58.4	68.7	no	no	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			Eligible for compensation?
			Basic	Facade Noise Levels (dB(A)):		Basic		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	
				Mitigated	Mitigated with 0.5 rounded up						
LM 6-3	15	50.4	67.7	66.6	67	58.3	68.5	no	no	yes	no
LM 6-3	16	53.2	67.7	66.6	67	58.2	68.2	no	no	yes	no
LM 6-4	1	11.2	68.9	67.6	68	63.5	69.4	no	no	yes	no
LM 6-4	2	14.0	68.9	67.7	68	63.4	69.2	no	no	yes	no
LM 6-4	3	16.8	68.9	67.7	68	63.4	68.9	no	no	yes	no
LM 6-4	4	19.6	68.9	67.7	68	63.4	68.6	no	no	yes	no
LM 6-4	5	22.4	68.9	67.7	68	63.3	68.3	no	no	yes	no
LM 6-4	6	25.2	68.9	67.8	68	63.3	68.0	no	no	yes	no
LM 6-4	7	28.0	69.0	67.8	68	63.3	67.8	no	no	yes	no
LM 6-4	8	30.8	69.0	67.9	68	63.3	67.5	no	no	yes	no
LM 6-4	9	33.6	69.0	67.9	68	63.2	67.2	no	no	yes	no
LM 6-4	10	36.4	69.0	67.9	68	63.1	66.9	no	yes	yes	no
LM 6-4	11	39.2	69.0	67.8	68	63.0	66.7	no	yes	yes	no
LM 6-4	12	42.0	69.0	67.9	68	62.9	66.4	no	yes	yes	no
LM 6-4	13	44.8	69.0	67.8	68	62.8	66.2	no	yes	yes	no
LM 6-4	14	47.6	68.9	67.8	68	62.7	66.0	no	yes	yes	no
LM 6-4	15	50.4	68.9	67.8	68	62.6	65.8	no	yes	yes	no
LM 6-4	16	53.2	68.9	67.8	68	62.5	65.6	no	yes	yes	no
LM 6-5	1	11.2	68.7	67.5	68	63.2	69.4	no	no	yes	no
LM 6-5	2	14.0	68.7	67.5	68	63.1	69.3	no	no	yes	no
LM 6-5	3	16.8	68.7	67.5	68	63.1	69.1	no	no	yes	no
LM 6-5	4	19.6	68.6	67.5	68	63.0	68.9	no	no	yes	no
LM 6-5	5	22.4	68.6	67.5	67	62.9	68.6	no	no	yes	no
LM 6-5	6	25.2	68.6	67.5	68	62.8	68.4	no	no	yes	no
LM 6-5	7	28.0	68.7	67.6	68	62.8	68.2	no	no	yes	no
LM 6-5	8	30.8	68.7	67.6	68	62.7	67.9	no	no	yes	no
LM 6-5	9	33.6	68.7	67.6	68	62.7	67.7	no	no	yes	no
LM 6-5	10	36.4	68.7	67.6	68	62.6	67.5	no	no	yes	no
LM 6-5	11	39.2	68.7	67.6	68	62.5	67.2	no	no	yes	no
LM 6-5	12	42.0	68.7	67.6	68	62.4	67.0	no	no	yes	no
LM 6-5	13	44.8	68.7	67.6	68	62.3	66.8	no	no	yes	no
LM 6-5	14	47.6	68.6	67.5	68	62.2	66.6	no	no	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future	Future	Contrib. from new roads	for compensation?
LM 6-5	15	50.4	68.6	67.5	68	62.1	66.4	no	yes	yes	no	
LM 6-5	16	53.2	68.6	67.5	68	62.0	66.2	no	yes	yes	no	
LM 6-6	1	11.2	68.5	67.5	67	62.4	69.9	no	no	yes	no	
LM 6-6	2	14.0	68.5	67.5	67	62.4	69.7	no	no	yes	no	
LM 6-6	3	16.8	68.5	67.4	67	62.3	69.6	no	no	yes	no	
LM 6-6	4	19.6	68.5	67.4	67	62.3	69.4	no	no	yes	no	
LM 6-6	5	22.4	68.4	67.4	67	62.2	69.2	no	no	yes	no	
LM 6-6	6	25.2	68.4	67.4	67	62.1	68.9	no	no	yes	no	
LM 6-6	7	28.0	68.5	67.4	67	62.0	68.7	no	no	yes	no	
LM 6-6	8	30.8	68.5	67.4	67	62.0	68.5	no	no	yes	no	
LM 6-6	9	33.6	68.5	67.4	67	61.9	68.2	no	no	yes	no	
LM 6-6	10	36.4	68.5	67.4	67	61.8	68.0	no	no	yes	no	
LM 6-6	11	39.2	68.5	67.4	67	61.7	67.8	no	no	yes	no	
LM 6-6	12	42.0	68.5	67.4	67	61.6	67.6	no	no	yes	no	
LM 6-6	13	44.8	68.4	67.4	67	61.5	67.4	no	no	yes	no	
LM 6-6	14	47.6	68.4	67.3	67	61.4	67.2	no	no	yes	no	
LM 6-6	15	50.4	68.4	67.3	67	61.3	67.0	no	no	yes	no	
LM 6-6	16	53.2	68.3	67.3	67	61.2	66.8	no	no	yes	no	
LM 6-7	1	11.2	69.0	68.1	68	64.1	66.9	no	yes	yes	no	
LM 6-7	2	14.0	69.0	68.0	68	64.1	66.8	no	yes	yes	no	
LM 6-7	3	16.8	69.0	68.0	68	64.0	66.6	no	yes	yes	no	
LM 6-7	4	19.6	68.9	68.0	68	64.0	66.5	no	yes	yes	no	
LM 6-7	5	22.4	68.9	68.0	68	63.9	66.3	no	yes	yes	no	
LM 6-7	6	25.2	68.9	67.9	68	63.8	66.1	no	yes	yes	no	
LM 6-7	7	28.0	68.9	67.9	68	63.8	66.0	no	yes	yes	no	
LM 6-7	8	30.8	68.9	67.9	68	63.7	65.8	no	yes	yes	no	
LM 6-7	9	33.6	68.9	67.9	68	63.6	65.6	no	yes	yes	no	
LM 6-7	10	36.4	68.9	67.9	68	63.5	65.4	no	yes	yes	no	
LM 6-7	11	39.2	68.9	67.9	68	63.4	65.2	no	yes	yes	no	
LM 6-7	12	42.0	68.8	67.9	68	63.3	65.0	no	yes	yes	no	
LM 6-7	13	44.8	68.8	67.8	68	63.2	64.8	no	yes	yes	no	
LM 6-7	14	47.6	68.8	67.8	68	63.1	64.6	no	yes	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Test 1: Future > or = 70 dB(A)?			Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
LM 6-7	15	50.4	68.8	67.8	68	63.0	64.5	no	yes	yes	no	
LM 6-7	16	53.2	68.7	67.8	68	62.9	64.3	no	yes	yes	no	
LM 6-8	1	11.2	68.3	67.4	67	63.3	65.3	no	yes	yes	no	
LM 6-8	2	14.0	68.3	67.4	67	63.2	65.2	no	yes	yes	no	
LM 6-8	3	16.8	68.2	67.4	67	63.2	65.2	no	yes	yes	no	
LM 6-8	4	19.6	68.2	67.4	67	63.1	65.1	no	yes	yes	no	
LM 6-8	5	22.4	68.2	67.4	67	63.1	65.0	no	yes	yes	no	
LM 6-8	6	25.2	68.1	67.3	67	63.0	64.9	no	yes	yes	no	
LM 6-8	7	28.0	68.1	67.3	67	62.9	64.7	no	yes	yes	no	
LM 6-8	8	30.8	68.1	67.3	67	62.8	64.6	no	yes	yes	no	
LM 6-8	9	33.6	68.1	67.3	67	62.8	64.5	no	yes	yes	no	
LM 6-8	10	36.4	68.1	67.3	67	62.7	64.3	no	yes	yes	no	
LM 6-8	11	39.2	68.1	67.3	67	62.6	64.2	no	yes	yes	no	
LM 6-8	12	42.0	68.1	67.3	67	62.5	64.0	no	yes	yes	no	
LM 6-8	13	44.8	68.1	67.2	67	62.4	63.9	no	yes	yes	no	
LM 6-8	14	47.6	68.1	67.2	67	62.3	63.7	no	yes	yes	no	
LM 6-8	15	50.4	68.0	67.2	67	62.3	63.6	no	yes	yes	no	
LM 6-8	16	53.2	68.0	67.2	67	62.2	63.4	no	yes	yes	no	
LM 5-10	1	8.2	81.5	81.4	81	81.4	63.9	yes	yes	no	no	
LM 5-10	2	11.0	80.8	80.7	81	80.7	64.1	yes	yes	no	no	
LM 5-10	3	13.8	80.1	80.0	80	80.0	64.0	yes	yes	no	no	
LM 5-10	4	16.6	79.4	79.3	79	79.3	64.0	yes	yes	no	no	
LM 5-10	5	19.4	78.8	78.7	79	78.6	63.9	yes	yes	no	no	
LM 5-10	6	22.2	78.3	78.2	78	78.1	63.8	yes	yes	no	no	
LM 5-10	7	25.0	77.8	77.7	78	77.6	63.7	yes	yes	no	no	
LM 5-10	8	27.8	77.4	77.2	77	77.1	63.6	yes	yes	no	no	
LM 5-10	9	30.6	77.0	76.8	77	76.7	63.5	yes	yes	no	no	
LM 5-10	10	33.4	76.6	76.5	76	76.3	63.4	yes	yes	no	no	
LM 5-10	11	36.2	76.3	76.2	76	76.0	63.2	yes	yes	no	no	
LM 5-10	12	39.0	76.0	75.9	76	75.6	63.1	yes	yes	no	no	
LM 5-10	13	41.8	75.8	75.6	76	75.3	63.0	yes	yes	no	no	
LM 5-10	14	44.6	75.5	75.3	75	75.1	62.8	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 5-10	15	47.4	75.3	75.1	75	74.8	62.7	yes	yes	no	no
LM 5-10	16	50.2	75.0	74.9	75	74.5	62.6	yes	yes	no	no
LM 5-11	1	8.2	75.9	75.9	76	75.9	25.4	yes	yes	no	no
LM 5-11	2	11.0	75.5	75.5	76	75.5	25.4	yes	yes	no	no
LM 5-11	3	13.8	75.0	75.0	75	75.0	25.4	yes	yes	no	no
LM 5-11	4	16.6	74.5	74.5	74	74.5	25.4	yes	yes	no	no
LM 5-11	5	19.4	73.9	73.9	74	73.9	25.4	yes	yes	no	no
LM 5-11	6	22.2	73.4	73.4	73	73.4	25.4	yes	yes	no	no
LM 5-11	7	25.0	73.0	73.0	73	73.0	25.4	yes	yes	no	no
LM 5-11	8	27.8	72.5	72.5	73	72.5	25.3	yes	yes	no	no
LM 5-11	9	30.6	72.1	72.1	72	72.1	25.3	yes	yes	no	no
LM 5-11	10	33.4	71.7	71.7	72	71.7	25.3	yes	yes	no	no
LM 5-11	11	36.2	71.4	71.4	71	71.4	25.3	yes	yes	no	no
LM 5-11	12	39.0	71.0	71.0	71	71.0	25.3	yes	yes	no	no
LM 5-11	13	41.8	70.7	70.7	71	70.7	25.4	yes	yes	no	no
LM 5-11	14	44.6	70.4	70.4	70	70.4	25.9	yes	yes	no	no
LM 5-11	15	47.4	70.2	70.2	70	70.2	26.5	yes	yes	no	no
LM 5-11	16	50.2	69.9	69.9	70	69.9	27.1	yes	yes	no	no
LM 5-12	1	8.2	74.3	74.3	74	74.3	28.6	yes	yes	no	no
LM 5-12	2	11.0	74.0	74.0	74	74.0	28.6	yes	yes	no	no
LM 5-12	3	13.8	73.7	73.7	74	73.7	28.6	yes	yes	no	no
LM 5-12	4	16.6	73.4	73.4	73	73.4	28.5	yes	yes	no	no
LM 5-12	5	19.4	73.0	73.0	73	73.0	28.5	yes	yes	no	no
LM 5-12	6	22.2	72.6	72.6	73	72.6	28.5	yes	yes	no	no
LM 5-12	7	25.0	72.2	72.2	72	72.2	28.5	yes	yes	no	no
LM 5-12	8	27.8	71.8	71.8	72	71.8	28.4	yes	yes	no	no
LM 5-12	9	30.6	71.5	71.5	71	71.5	28.4	yes	yes	no	no
LM 5-12	10	33.4	71.1	71.1	71	71.1	28.4	yes	yes	no	no
LM 5-12	11	36.2	70.8	70.8	71	70.8	28.4	yes	yes	no	no
LM 5-12	12	39.0	70.5	70.5	71	70.5	28.4	yes	yes	no	no
LM 5-12	13	41.8	70.2	70.2	70	70.2	28.4	yes	yes	no	no
LM 5-12	14	44.6	70.0	70.0	70	70.0	28.6	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
LM 5-12	15	47.4	69.7	69.7	70	69.7	28.8	yes	yes	no	no
LM 5-12	16	50.2	69.4	69.4	69	69.5	29.1	no	yes	no	no
LM 5-13	1	8.2	75.0	75.0	75	75.0	38.0	yes	yes	no	no
LM 5-13	2	11.0	74.8	74.8	75	74.8	46.0	yes	yes	no	no
LM 5-13	3	13.8	74.5	74.5	74	74.5	46.3	yes	yes	no	no
LM 5-13	4	16.6	74.1	74.1	74	74.1	46.3	yes	yes	no	no
LM 5-13	5	19.4	73.8	73.8	74	73.8	46.2	yes	yes	no	no
LM 5-13	6	22.2	73.4	73.4	73	73.4	46.1	yes	yes	no	no
LM 5-13	7	25.0	73.1	73.1	73	73.1	46.1	yes	yes	no	no
LM 5-13	8	27.8	72.7	72.7	73	72.7	46.0	yes	yes	no	no
LM 5-13	9	30.6	72.4	72.4	72	72.4	45.9	yes	yes	no	no
LM 5-13	10	33.4	72.1	72.0	72	72.0	45.8	yes	yes	no	no
LM 5-13	11	36.2	71.7	71.7	72	71.7	45.7	yes	yes	no	no
LM 5-13	12	39.0	71.5	71.4	71	71.4	45.6	yes	yes	no	no
LM 5-13	13	41.8	71.2	71.2	71	71.2	45.5	yes	yes	no	no
LM 5-13	14	44.6	70.9	70.9	71	70.9	45.3	yes	yes	no	no
LM 5-13	15	47.4	70.7	70.7	71	70.6	45.2	yes	yes	no	no
LM 5-13	16	50.2	70.4	70.4	70	70.4	45.1	yes	yes	no	no

Palm Mansion

PM 1-1	1	8.2	76.4	73.8	74	73.4	65.6	yes	yes	no	no
PM 1-1	2	11	78.3	75.8	76	75.4	67.7	yes	yes	no	no
PM 1-1	3	13.8	78.2	75.7	76	75.3	67.7	yes	yes	no	no
PM 1-1	4	16.6	78.1	75.5	75	75.1	67.5	yes	yes	no	no
PM 1-1	5	19.4	77.8	75.3	75	74.8	67.4	yes	yes	no	no
PM 1-1	6	22.2	77.6	75.0	75	74.6	67.2	yes	yes	no	no
PM 1-1	7	25	77.4	74.8	75	74.3	67.1	yes	yes	no	no
PM 1-1	8	27.8	77.1	74.5	75	74.1	66.9	yes	yes	no	no
PM 1-1	9	30.6	76.9	74.3	74	73.8	66.7	yes	yes	no	no
PM 1-1	10	33.4	76.6	74.1	74	73.6	66.5	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 1-1	11	36.2	76.4	73.8	74	73.4	66.3	yes	yes	no	no
PM 1-1	12	39	76.2	73.7	74	73.2	66.1	yes	yes	no	no
PM 1-1	13	41.8	76.0	73.5	73	73.0	66.0	yes	yes	no	no
PM 1-1	14	44.6	75.8	73.3	73	72.8	65.8	yes	yes	no	no
PM 1-1	15	47.4	75.6	73.1	73	72.6	65.6	yes	yes	no	no
PM 1-1	16	50.2	75.4	72.9	73	72.4	65.4	yes	yes	no	no
PM 1-2	1	8.2	75.5	72.9	73	72.2	65.1	yes	yes	no	no
PM 1-2	2	11	77.2	74.6	75	73.8	66.8	yes	yes	no	no
PM 1-2	3	13.8	77.2	74.7	75	73.9	66.9	yes	yes	no	no
PM 1-2	4	16.6	77.1	74.5	74	73.7	66.7	yes	yes	no	no
PM 1-2	5	19.4	76.8	74.3	74	73.5	66.6	yes	yes	no	no
PM 1-2	6	22.2	76.6	74.0	74	73.2	66.5	yes	yes	no	no
PM 1-2	7	25	76.4	73.8	74	73.0	66.3	yes	yes	no	no
PM 1-2	8	27.8	76.1	73.5	74	72.7	66.1	yes	yes	no	no
PM 1-2	9	30.6	75.9	73.3	73	72.5	66.0	yes	yes	no	no
PM 1-2	10	33.4	75.6	73.0	73	72.2	65.8	yes	yes	no	no
PM 1-2	11	36.2	75.4	72.8	73	72.0	65.6	yes	yes	no	no
PM 1-2	12	39	75.2	72.6	73	71.8	65.4	yes	yes	no	no
PM 1-2	13	41.8	74.9	72.4	72	71.6	65.3	yes	yes	no	no
PM 1-2	14	44.6	74.7	72.2	72	71.4	65.1	yes	yes	no	no
PM 1-2	15	47.4	74.5	72.0	72	71.2	64.9	yes	yes	no	no
PM 1-2	16	50.2	74.3	71.8	72	71.0	64.8	yes	yes	no	no
PM 1-3	1	8.2	77.1	74.5	75	73.6	66.7	yes	yes	no	no
PM 1-3	2	11	78.2	75.6	76	74.7	67.5	yes	yes	no	no
PM 1-3	3	13.8	78.0	75.4	75	74.5	67.4	yes	yes	no	no
PM 1-3	4	16.6	77.7	75.2	75	74.2	67.3	yes	yes	yes	yes
PM 1-3	5	19.4	77.4	74.9	75	73.9	67.1	yes	yes	yes	yes
PM 1-3	6	22.2	77.1	74.6	75	73.6	66.9	yes	yes	yes	yes
PM 1-3	7	25	76.8	74.3	74	73.3	66.8	yes	yes	yes	yes
PM 1-3	8	27.8	76.5	74.0	74	72.9	66.6	yes	yes	yes	yes
PM 1-3	9	30.6	76.3	73.7	74	72.6	66.4	yes	yes	yes	yes
PM 1-3	10	33.4	76.0	73.4	73	72.4	66.2	yes	yes	yes	yes

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 1-3	11	36.2	75.7	73.2	73	72.1	66.0	yes	yes	yes	yes	
PM 1-3	12	39	75.5	72.9	73	71.8	65.8	yes	yes	yes	yes	
PM 1-3	13	41.8	75.2	72.7	73	71.6	65.6	yes	yes	yes	yes	
PM 1-3	14	44.6	75.0	72.5	72	71.4	65.4	yes	yes	yes	yes	
PM 1-3	15	47.4	74.8	72.3	72	71.2	65.3	yes	yes	yes	yes	
PM 1-3	16	50.2	74.6	72.1	72	71.0	65.1	yes	yes	yes	yes	
PM 1-4	1	8.2	82.6	80.1	80	79.7	71.0	yes	yes	no	no	
PM 1-4	2	11	82.4	79.9	80	79.6	71.1	yes	yes	no	no	
PM 1-4	3	13.8	82.0	79.5	79	79.2	70.9	yes	yes	no	no	
PM 1-4	4	16.6	81.6	79.1	79	78.7	70.6	yes	yes	no	no	
PM 1-4	5	19.4	81.2	78.7	79	78.3	70.4	yes	yes	no	no	
PM 1-4	6	22.2	80.8	78.3	78	77.9	70.1	yes	yes	no	no	
PM 1-4	7	25	80.4	77.9	78	77.5	69.8	yes	yes	no	no	
PM 1-4	8	27.8	80.0	77.5	78	77.1	69.5	yes	yes	no	no	
PM 1-4	9	30.6	79.7	77.2	77	76.8	69.3	yes	yes	no	no	
PM 1-4	10	33.4	79.4	76.9	77	76.4	69.0	yes	yes	no	no	
PM 1-4	11	36.2	79.1	76.6	77	76.1	68.8	yes	yes	no	no	
PM 1-4	12	39	78.8	76.3	76	75.8	68.5	yes	yes	no	no	
PM 1-4	13	41.8	78.5	76.0	76	75.6	68.3	yes	yes	no	no	
PM 1-4	14	44.6	78.3	75.8	76	75.3	68.1	yes	yes	no	no	
PM 1-4	15	47.4	78.0	75.6	76	75.1	67.9	yes	yes	no	no	
PM 1-4	16	50.2	77.8	75.3	75	74.8	67.7	yes	yes	no	no	
PM 1-5	1	8.2	82.6	80.1	80	79.9	71.0	yes	yes	no	no	
PM 1-5	2	11	82.4	79.9	80	79.7	71.0	yes	yes	no	no	
PM 1-5	3	13.8	82.0	79.5	80	79.3	70.8	yes	yes	no	no	
PM 1-5	4	16.6	81.6	79.1	79	78.8	70.6	yes	yes	no	no	
PM 1-5	5	19.4	81.2	78.7	79	78.4	70.3	yes	yes	no	no	
PM 1-5	6	22.2	80.8	78.3	78	78.0	70.0	yes	yes	no	no	
PM 1-5	7	25	80.4	77.9	78	77.6	69.7	yes	yes	no	no	
PM 1-5	8	27.8	80.0	77.5	78	77.2	69.5	yes	yes	no	no	
PM 1-5	9	30.6	79.7	77.2	77	76.8	69.2	yes	yes	no	no	
PM 1-5	10	33.4	79.4	76.9	77	76.5	68.9	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Basic	Test 1:	Test 2:	Test 3:	Eligible	
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
PM 1-5	11	36.2	79.1	76.6	77	76.2	68.7	yes	yes	no	no	
PM 1-5	12	39	78.8	76.3	76	75.9	68.4	yes	yes	no	no	
PM 1-5	13	41.8	78.5	76.0	76	75.6	68.2	yes	yes	no	no	
PM 1-5	14	44.6	78.3	75.8	76	75.4	68.0	yes	yes	no	no	
PM 1-5	15	47.4	78.0	75.6	76	75.1	67.8	yes	yes	no	no	
PM 1-5	16	50.2	77.8	75.3	75	74.9	67.6	yes	yes	no	no	
PM 1-6	1	8.2	77.2	74.7	75	74.8	65.8	yes	yes	no	no	
PM 1-6	2	11	78.3	75.8	76	75.8	66.7	yes	yes	no	no	
PM 1-6	3	13.8	78.1	75.6	76	75.6	66.5	yes	yes	no	no	
PM 1-6	4	16.6	77.8	75.3	75	75.3	66.3	yes	yes	no	no	
PM 1-6	5	19.4	77.4	74.9	75	75.0	66.1	yes	yes	no	no	
PM 1-6	6	22.2	77.1	74.6	75	74.6	65.9	yes	yes	no	no	
PM 1-6	7	25	76.8	74.3	74	74.3	65.6	yes	yes	no	no	
PM 1-6	8	27.8	76.5	74.0	74	74.0	65.3	yes	yes	no	no	
PM 1-6	9	30.6	76.2	73.7	74	73.7	65.1	yes	yes	no	no	
PM 1-6	10	33.4	75.9	73.4	73	73.4	64.8	yes	yes	no	no	
PM 1-6	11	36.2	75.6	73.1	73	73.1	64.6	yes	yes	no	no	
PM 1-6	12	39	75.3	72.8	73	72.8	64.3	yes	yes	no	no	
PM 1-6	13	41.8	75.0	72.5	73	72.6	64.1	yes	yes	no	no	
PM 1-6	14	44.6	74.8	72.3	72	72.3	63.9	yes	yes	no	no	
PM 1-6	15	47.4	74.6	72.1	72	72.1	63.6	yes	yes	no	no	
PM 1-6	16	50.2	74.3	71.8	72	71.8	63.4	yes	yes	no	no	
PM 1-7	1	8.2	75.6	73.1	73	73.1	64.5	yes	yes	no	no	
PM 1-7	2	11	77.5	75.0	75	75.0	66.1	yes	yes	no	no	
PM 1-7	3	13.8	77.6	75.1	75	75.1	66.2	yes	yes	no	no	
PM 1-7	4	16.6	77.4	74.9	75	75.0	66.0	yes	yes	no	no	
PM 1-7	5	19.4	77.2	74.7	75	74.7	65.9	yes	yes	no	no	
PM 1-7	6	22.2	77.0	74.5	74	74.5	65.7	yes	yes	no	no	
PM 1-7	7	25	76.7	74.2	74	74.2	65.5	yes	yes	no	no	
PM 1-7	8	27.8	76.4	73.9	74	74.0	65.3	yes	yes	no	no	
PM 1-7	9	30.6	76.2	73.7	74	73.7	65.1	yes	yes	no	no	
PM 1-7	10	33.4	75.9	73.4	73	73.4	64.8	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 1-7	11	36.2	75.7	73.2	73	73.2	64.6	yes	yes	no	no	
PM 1-7	12	39	75.4	72.9	73	73.0	64.4	yes	yes	no	no	
PM 1-7	13	41.8	75.2	72.7	73	72.7	64.2	yes	yes	no	no	
PM 1-7	14	44.6	75.0	72.5	72	72.5	64.0	yes	yes	no	no	
PM 1-7	15	47.4	74.8	72.3	72	72.3	63.8	yes	yes	no	no	
PM 1-7	16	50.2	74.6	72.1	72	72.1	63.6	yes	yes	no	no	
PM 1-8	1	8.2	77.1	74.6	75	74.6	65.3	yes	yes	no	no	
PM 1-8	2	11	78.8	76.3	76	76.3	67.4	yes	yes	no	no	
PM 1-8	3	13.8	78.8	76.3	76	76.3	67.4	yes	yes	no	no	
PM 1-8	4	16.6	78.6	76.1	76	76.1	67.2	yes	yes	no	no	
PM 1-8	5	19.4	78.3	75.8	76	75.9	67.0	yes	yes	no	no	
PM 1-8	6	22.2	78.1	75.6	76	75.6	66.9	yes	yes	no	no	
PM 1-8	7	25	77.8	75.3	75	75.4	66.7	yes	yes	no	no	
PM 1-8	8	27.8	77.6	75.1	75	75.1	66.4	yes	yes	no	no	
PM 1-8	9	30.6	77.3	74.8	75	74.8	66.2	yes	yes	no	no	
PM 1-8	10	33.4	77.1	74.6	75	74.6	66.0	yes	yes	no	no	
PM 1-8	11	36.2	76.8	74.3	74	74.3	65.8	yes	yes	no	no	
PM 1-8	12	39	76.6	74.1	74	74.1	65.6	yes	yes	no	no	
PM 1-8	13	41.8	76.3	73.8	74	73.9	65.4	yes	yes	no	no	
PM 1-8	14	44.6	76.1	73.6	74	73.6	65.2	yes	yes	no	no	
PM 1-8	15	47.4	75.9	73.4	73	73.4	65.0	yes	yes	no	no	
PM 1-8	16	50.2	75.7	73.2	73	73.2	64.8	yes	yes	no	no	
PM 2-1	1	8.2	71.8	71.8	72	71.8	52.3	yes	yes	no	no	
PM 2-1	2	11	74.0	74.0	74	74.0	54.4	yes	yes	no	no	
PM 2-1	3	13.8	75.0	75.0	75	75.0	54.7	yes	yes	no	no	
PM 2-1	4	16.6	74.6	74.6	75	74.6	54.6	yes	yes	no	no	
PM 2-1	5	19.4	74.3	74.3	74	74.3	54.6	yes	yes	no	no	
PM 2-1	6	22.2	73.9	73.9	74	73.9	54.6	yes	yes	no	no	
PM 2-1	7	25	73.5	73.5	73	73.5	54.5	yes	yes	no	no	
PM 2-1	8	27.8	73.1	73.1	73	73.1	54.5	yes	yes	no	no	
PM 2-1	9	30.6	72.7	72.7	73	72.7	54.4	yes	yes	no	no	
PM 2-1	10	33.4	72.4	72.4	72	72.4	54.4	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds			Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 2-1	11	36.2	72.1	72.1	72	72.1	54.3	yes	yes	no	no	
PM 2-1	12	39	71.8	71.8	72	71.8	54.3	yes	yes	no	no	
PM 2-1	13	41.8	71.5	71.5	71	71.5	54.2	yes	yes	no	no	
PM 2-1	14	44.6	71.2	71.2	71	71.2	54.1	yes	yes	no	no	
PM 2-1	15	47.4	71.0	71.0	71	71.0	54.0	yes	yes	no	no	
PM 2-1	16	50.2	70.7	70.7	71	70.7	54.0	yes	yes	no	no	
PM 2-2	1	8.2	70.3	70.2	70	70.0	53.0	yes	yes	no	no	
PM 2-2	2	11	73.0	72.9	73	72.8	55.4	yes	yes	no	no	
PM 2-2	3	13.8	73.8	73.8	74	73.7	55.9	yes	yes	no	no	
PM 2-2	4	16.6	73.7	73.7	74	73.6	55.9	yes	yes	no	no	
PM 2-2	5	19.4	73.4	73.3	73	73.2	55.9	yes	yes	no	no	
PM 2-2	6	22.2	73.0	72.9	73	72.9	55.8	yes	yes	no	no	
PM 2-2	7	25	72.6	72.6	73	72.5	55.8	yes	yes	no	no	
PM 2-2	8	27.8	72.2	72.2	72	72.1	55.7	yes	yes	no	no	
PM 2-2	9	30.6	71.9	71.8	72	71.7	55.7	yes	yes	no	no	
PM 2-2	10	33.4	71.5	71.5	71	71.4	55.6	yes	yes	no	no	
PM 2-2	11	36.2	71.2	71.1	71	71.1	55.6	yes	yes	no	no	
PM 2-2	12	39	70.9	70.8	71	70.7	55.5	yes	yes	no	no	
PM 2-2	13	41.8	70.6	70.6	71	70.5	55.5	yes	yes	no	no	
PM 2-2	14	44.6	70.3	70.3	70	70.2	55.4	yes	yes	no	no	
PM 2-2	15	47.4	70.1	70.0	70	69.9	55.3	yes	yes	no	no	
PM 2-2	16	50.2	69.8	69.8	70	69.7	55.3	yes	yes	no	no	
PM 2-3	1	8.2	72.7	72.5	73	72.1	55.4	yes	yes	no	no	
PM 2-3	2	11	75.8	75.8	76	75.6	57.1	yes	yes	no	no	
PM 2-3	3	13.8	75.6	75.5	76	75.3	57.3	yes	yes	no	no	
PM 2-3	4	16.6	75.1	75.0	75	74.8	57.3	yes	yes	no	no	
PM 2-3	5	19.4	74.6	74.5	74	74.2	57.3	yes	yes	no	no	
PM 2-3	6	22.2	74.1	74.0	74	73.7	57.3	yes	yes	no	no	
PM 2-3	7	25	73.6	73.5	73	73.2	57.2	yes	yes	no	no	
PM 2-3	8	27.8	73.2	73.0	73	72.8	57.2	yes	yes	no	no	
PM 2-3	9	30.6	72.8	72.6	73	72.3	57.1	yes	yes	no	no	
PM 2-3	10	33.4	72.4	72.3	72	71.9	57.1	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 2-3	11	36.2	72.1	71.9	72	71.6	57.0	yes	yes	no	no
PM 2-3	12	39	71.7	71.6	72	71.3	56.9	yes	yes	no	no
PM 2-3	13	41.8	71.4	71.3	71	70.9	56.9	yes	yes	no	no
PM 2-3	14	44.6	71.2	71.0	71	70.6	56.8	yes	yes	no	no
PM 2-3	15	47.4	70.9	70.8	71	70.4	56.7	yes	yes	no	no
PM 2-3	16	50.2	70.7	70.5	70	70.1	56.7	yes	yes	no	no
PM 2-4	1	8.2	81.1	81.1	81	81.0	56.2	yes	yes	no	no
PM 2-4	2	11	80.4	80.4	80	80.3	57.2	yes	yes	no	no
PM 2-4	3	13.8	79.5	79.4	79	79.3	57.2	yes	yes	no	no
PM 2-4	4	16.6	78.6	78.6	79	78.5	57.2	yes	yes	no	no
PM 2-4	5	19.4	77.9	77.8	78	77.7	57.1	yes	yes	no	no
PM 2-4	6	22.2	77.3	77.2	77	77.1	57.1	yes	yes	no	no
PM 2-4	7	25	76.7	76.6	77	76.5	57.1	yes	yes	no	no
PM 2-4	8	27.8	76.2	76.1	76	76.0	57.0	yes	yes	no	no
PM 2-4	9	30.6	75.8	75.7	76	75.5	57.0	yes	yes	no	no
PM 2-4	10	33.4	75.4	75.3	75	75.1	56.9	yes	yes	no	no
PM 2-4	11	36.2	75.0	74.9	75	74.7	56.9	yes	yes	no	no
PM 2-4	12	39	74.7	74.6	75	74.4	56.8	yes	yes	no	no
PM 2-4	13	41.8	74.4	74.3	74	74.0	56.7	yes	yes	no	no
PM 2-4	14	44.6	74.1	74.0	74	73.7	56.7	yes	yes	no	no
PM 2-4	15	47.4	73.8	73.7	74	73.4	56.6	yes	yes	no	no
PM 2-4	16	50.2	73.5	73.4	73	73.2	56.6	yes	yes	no	no
PM 2-5	1	8.2	81.2	81.2	81	81.1	53.2	yes	yes	no	no
PM 2-5	2	11	80.4	80.4	80	80.3	53.9	yes	yes	no	no
PM 2-5	3	13.8	79.4	79.3	79	79.3	53.9	yes	yes	no	no
PM 2-5	4	16.6	78.5	78.5	78	78.4	53.9	yes	yes	no	no
PM 2-5	5	19.4	77.7	77.7	78	77.6	53.9	yes	yes	no	no
PM 2-5	6	22.2	77.1	77.1	77	76.9	53.8	yes	yes	no	no
PM 2-5	7	25	76.5	76.5	76	76.4	53.8	yes	yes	no	no
PM 2-5	8	27.8	76.0	76.0	76	75.8	53.8	yes	yes	no	no
PM 2-5	9	30.6	75.6	75.5	76	75.4	53.7	yes	yes	no	no
PM 2-5	10	33.4	75.2	75.1	75	74.9	53.7	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 2-5	11	36.2	74.8	74.7	75	74.6	53.7	yes	yes	no	no
PM 2-5	12	39	74.4	74.4	74	74.2	53.6	yes	yes	no	no
PM 2-5	13	41.8	74.1	74.0	74	73.9	53.6	yes	yes	no	no
PM 2-5	14	44.6	73.8	73.7	74	73.6	53.5	yes	yes	no	no
PM 2-5	15	47.4	73.5	73.5	73	73.3	53.5	yes	yes	no	no
PM 2-5	16	50.2	73.3	73.2	73	73.0	53.4	yes	yes	no	no
PM 2-6	1	8.2	71.7	71.7	72	71.7	0.0	yes	yes	no	no
PM 2-6	2	11	74.9	74.9	75	74.9	0.0	yes	yes	no	no
PM 2-6	3	13.8	74.4	74.4	74	74.4	0.0	yes	yes	no	no
PM 2-6	4	16.6	73.9	73.9	74	73.9	0.0	yes	yes	no	no
PM 2-6	5	19.4	73.3	73.3	73	73.3	0.0	yes	yes	no	no
PM 2-6	6	22.2	72.8	72.8	73	72.8	0.0	yes	yes	no	no
PM 2-6	7	25	72.3	72.3	72	72.3	0.0	yes	yes	no	no
PM 2-6	8	27.8	71.9	71.9	72	71.9	0.0	yes	yes	no	no
PM 2-6	9	30.6	71.4	71.4	71	71.4	0.0	yes	yes	no	no
PM 2-6	10	33.4	71.1	71.1	71	71.1	0.0	yes	yes	no	no
PM 2-6	11	36.2	70.7	70.7	71	70.7	0.0	yes	yes	no	no
PM 2-6	12	39	70.4	70.4	70	70.4	0.0	yes	yes	no	no
PM 2-6	13	41.8	70.0	70.0	70	70.0	0.0	yes	yes	no	no
PM 2-6	14	44.6	69.8	69.8	70	69.8	0.0	yes	yes	no	no
PM 2-6	15	47.4	69.4	69.4	69	69.5	0.0	no	yes	no	no
PM 2-6	16	50.2	69.2	69.2	69	69.2	0.0	no	yes	no	no
PM 2-7	1	8.2	70.7	70.7	71	70.7	0.0	yes	yes	no	no
PM 2-7	2	11	73.8	73.8	74	73.8	0.0	yes	yes	no	no
PM 2-7	3	13.8	74.5	74.5	75	74.5	0.0	yes	yes	no	no
PM 2-7	4	16.6	74.4	74.4	74	74.4	0.0	yes	yes	no	no
PM 2-7	5	19.4	74.0	74.0	74	74.0	0.0	yes	yes	no	no
PM 2-7	6	22.2	73.6	73.6	74	73.6	0.0	yes	yes	no	no
PM 2-7	7	25	73.2	73.2	73	73.2	0.0	yes	yes	no	no
PM 2-7	8	27.8	72.8	72.8	73	72.8	0.0	yes	yes	no	no
PM 2-7	9	30.6	72.4	72.4	72	72.4	0.0	yes	yes	no	no
PM 2-7	10	33.4	72.1	72.1	72	72.1	0.0	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
PM 2-7	11	36.2	71.7	71.7	72	71.7	0.0	yes	yes	no	no	
PM 2-7	12	39	71.4	71.4	71	71.4	0.0	yes	yes	no	no	
PM 2-7	13	41.8	71.1	71.1	71	71.1	0.0	yes	yes	no	no	
PM 2-7	14	44.6	70.8	70.8	71	70.8	0.0	yes	yes	no	no	
PM 2-7	15	47.4	70.6	70.6	71	70.6	0.0	yes	yes	no	no	
PM 2-7	16	50.2	70.3	70.3	70	70.3	0.0	yes	yes	no	no	
PM 2-8	1	8.2	72.8	72.8	73	72.8	25.1	yes	yes	no	no	
PM 2-8	2	11	74.7	74.7	75	74.7	25.1	yes	yes	no	no	
PM 2-8	3	13.8	75.8	75.8	76	75.8	25.1	yes	yes	no	no	
PM 2-8	4	16.6	75.5	75.5	75	75.5	25.1	yes	yes	no	no	
PM 2-8	5	19.4	75.1	75.1	75	75.1	25.1	yes	yes	no	no	
PM 2-8	6	22.2	74.6	74.6	75	74.6	25.0	yes	yes	no	no	
PM 2-8	7	25	74.2	74.2	74	74.2	25.0	yes	yes	no	no	
PM 2-8	8	27.8	73.8	73.8	74	73.8	25.0	yes	yes	no	no	
PM 2-8	9	30.6	73.5	73.5	73	73.5	25.0	yes	yes	no	no	
PM 2-8	10	33.4	73.1	73.1	73	73.1	24.9	yes	yes	no	no	
PM 2-8	11	36.2	72.8	72.8	73	72.8	24.9	yes	yes	no	no	
PM 2-8	12	39	72.5	72.5	72	72.5	24.9	yes	yes	no	no	
PM 2-8	13	41.8	72.2	72.2	72	72.2	24.8	yes	yes	no	no	
PM 2-8	14	44.6	71.9	71.9	72	71.9	24.8	yes	yes	no	no	
PM 2-8	15	47.4	71.6	71.6	72	71.6	24.8	yes	yes	no	no	
PM 2-8	16	50.2	71.4	71.4	71	71.4	24.7	yes	yes	no	no	
PM 3-1	1	8.2	66.6	59.8	60	56.5	59.6	no	no	yes	no	
PM 3-1	2	11	69.7	64.0	64	61.2	66.5	no	no	yes	no	
PM 3-1	3	13.8	70.1	65.3	65	62.0	67.1	no	no	yes	no	
PM 3-1	4	16.6	70.1	65.7	66	62.2	67.1	no	no	yes	no	
PM 3-1	5	19.4	70.0	65.8	66	62.3	67.0	no	no	yes	no	
PM 3-1	6	22.2	70.0	66.0	66	62.3	66.8	no	no	yes	no	
PM 3-1	7	25	70.0	66.3	66	62.8	66.7	no	no	yes	no	
PM 3-1	8	27.8	70.0	67.1	67	64.0	66.5	no	no	yes	no	
PM 3-1	9	30.6	70.0	67.6	68	64.7	66.3	no	yes	yes	no	
PM 3-1	10	33.4	70.0	67.9	68	65.1	66.1	no	yes	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 3-1	11	36.2	69.9	67.9	68	65.1	65.9	no	yes	yes	no
PM 3-1	12	39	69.9	68.0	68	65.0	65.8	no	yes	yes	no
PM 3-1	13	41.8	69.8	67.9	68	64.9	65.6	no	yes	yes	no
PM 3-1	14	44.6	69.8	68.0	68	64.7	65.4	no	yes	yes	no
PM 3-1	15	47.4	69.7	68.0	68	64.6	65.2	no	yes	yes	no
PM 3-1	16	50.2	69.7	67.9	68	64.5	65.0	no	yes	yes	no
PM 3-2	1	8.2	63.8	59.6	60	56.4	58.1	no	yes	yes	no
PM 3-2	2	11	68.0	63.4	63	61.6	65.3	no	no	yes	no
PM 3-2	3	13.8	68.4	63.9	64	61.9	65.9	no	no	yes	no
PM 3-2	4	16.6	68.4	64.0	64	61.9	65.9	no	no	yes	no
PM 3-2	5	19.4	68.3	63.9	64	61.9	65.8	no	no	yes	no
PM 3-2	6	22.2	68.2	63.9	64	61.8	65.7	no	no	yes	no
PM 3-2	7	25	68.2	64.4	64	62.4	65.5	no	no	yes	no
PM 3-2	8	27.8	68.2	65.3	65	63.6	65.3	no	no	yes	no
PM 3-2	9	30.6	68.2	65.8	66	64.2	65.1	no	no	yes	no
PM 3-2	10	33.4	68.2	66.1	66	64.1	65.0	no	yes	yes	no
PM 3-2	11	36.2	68.2	66.1	66	64.1	64.8	no	yes	yes	no
PM 3-2	12	39	68.2	66.1	66	64.0	64.6	no	yes	yes	no
PM 3-2	13	41.8	68.1	66.1	66	63.9	64.4	no	yes	yes	no
PM 3-2	14	44.6	68.1	66.3	66	63.8	64.2	no	yes	yes	no
PM 3-2	15	47.4	68.1	66.2	66	63.7	64.0	no	yes	yes	no
PM 3-2	16	50.2	68.0	66.2	66	63.5	63.9	no	yes	yes	no
PM 3-3	1	8.2	68.0	64.1	64	62.0	61.3	no	yes	yes	no
PM 3-3	2	11	69.5	65.8	66	63.7	67.0	no	no	yes	no
PM 3-3	3	13.8	69.5	66.0	66	63.8	67.0	no	no	yes	no
PM 3-3	4	16.6	69.5	65.9	66	63.7	66.9	no	no	yes	no
PM 3-3	5	19.4	69.4	65.8	66	63.5	66.7	no	no	yes	no
PM 3-3	6	22.2	69.3	66.0	66	63.9	66.5	no	no	yes	no
PM 3-3	7	25	69.2	67.0	67	65.3	66.2	no	no	yes	no
PM 3-3	8	27.8	69.1	67.0	67	65.2	66.0	no	yes	yes	no
PM 3-3	9	30.6	69.0	66.9	67	65.1	65.8	no	yes	yes	no
PM 3-3	10	33.4	68.9	66.8	67	64.9	65.6	no	yes	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 3-3	11	36.2	68.8	66.7	67	64.8	65.3	no	yes	yes	no	
PM 3-3	12	39	68.6	66.5	67	64.6	65.1	no	yes	yes	no	
PM 3-3	13	41.8	68.5	66.4	66	64.5	64.9	no	yes	yes	no	
PM 3-3	14	44.6	68.4	66.3	66	64.3	64.7	no	yes	yes	no	
PM 3-3	15	47.4	68.3	66.2	66	64.1	64.5	no	yes	yes	no	
PM 3-3	16	50.2	68.2	66.1	66	64.0	64.3	no	yes	yes	no	
PM 3-4	1	8.2	76.1	72.1	72	67.1	71.7	yes	no	yes	no	
PM 3-4	2	11	76.9	73.5	73	67.7	72.3	yes	yes	yes	yes	
PM 3-4	3	13.8	76.8	73.7	74	67.8	72.1	yes	yes	yes	yes	
PM 3-4	4	16.6	76.7	73.6	74	67.7	71.9	yes	yes	yes	yes	
PM 3-4	5	19.4	76.6	73.6	74	67.7	71.7	yes	yes	yes	yes	
PM 3-4	6	22.2	76.5	73.7	74	68.2	71.4	yes	yes	yes	yes	
PM 3-4	7	25	76.4	74.0	74	69.4	71.2	yes	yes	yes	yes	
PM 3-4	8	27.8	76.3	74.0	74	69.4	70.9	yes	yes	yes	yes	
PM 3-4	9	30.6	76.2	73.9	74	69.3	70.7	yes	yes	yes	yes	
PM 3-4	10	33.4	76.1	73.8	74	69.2	70.4	yes	yes	yes	yes	
PM 3-4	11	36.2	75.9	73.7	74	69.0	70.2	yes	yes	yes	yes	
PM 3-4	12	39	75.8	73.6	74	68.8	69.9	yes	yes	yes	yes	
PM 3-4	13	41.8	75.6	73.5	73	68.7	69.7	yes	yes	yes	yes	
PM 3-4	14	44.6	75.5	73.4	73	68.5	69.5	yes	yes	yes	yes	
PM 3-4	15	47.4	75.4	73.3	73	68.3	69.3	yes	yes	yes	yes	
PM 3-4	16	50.2	75.3	73.2	73	68.2	69.1	yes	yes	yes	yes	
PM 3-5	1	8.2	77.6	74.1	74	67.2	72.2	yes	yes	yes	yes	
PM 3-5	2	11	77.5	74.4	74	67.3	72.2	yes	yes	yes	yes	
PM 3-5	3	13.8	77.4	74.4	74	67.4	72.0	yes	yes	yes	yes	
PM 3-5	4	16.6	77.3	74.3	74	67.3	71.8	yes	yes	yes	yes	
PM 3-5	5	19.4	77.2	74.2	74	67.2	71.6	yes	yes	yes	yes	
PM 3-5	6	22.2	77.0	74.2	74	67.9	71.3	yes	yes	yes	yes	
PM 3-5	7	25	76.8	74.4	74	69.0	71.1	yes	yes	yes	yes	
PM 3-5	8	27.8	76.7	74.4	74	69.1	70.8	yes	yes	yes	yes	
PM 3-5	9	30.6	76.5	74.2	74	68.9	70.6	yes	yes	yes	yes	
PM 3-5	10	33.4	76.4	74.1	74	68.8	70.3	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 3-5	11	36.2	76.2	74.0	74	68.6	70.1	yes	yes	yes	yes	
PM 3-5	12	39	76.0	73.8	74	68.4	69.8	yes	yes	yes	yes	
PM 3-5	13	41.8	75.9	73.7	74	68.3	69.6	yes	yes	yes	yes	
PM 3-5	14	44.6	75.7	73.5	74	68.1	69.4	yes	yes	yes	yes	
PM 3-5	15	47.4	75.6	73.4	73	67.9	69.2	yes	yes	yes	yes	
PM 3-5	16	50.2	75.4	73.3	73	67.8	69.0	yes	yes	yes	yes	
PM 3-6	1	8.2	79.5	76.8	77	71.9	70.8	yes	yes	yes	yes	
PM 3-6	2	11	79.4	76.8	77	71.8	70.8	yes	yes	yes	yes	
PM 3-6	3	13.8	79.2	76.6	77	71.6	70.6	yes	yes	yes	yes	
PM 3-6	4	16.6	79.0	76.4	76	71.5	70.5	yes	yes	yes	yes	
PM 3-6	5	19.4	78.8	76.2	76	71.3	70.3	yes	yes	yes	yes	
PM 3-6	6	22.2	78.6	76.1	76	71.1	70.1	yes	yes	yes	yes	
PM 3-6	7	25	78.4	75.9	76	71.1	69.9	yes	yes	yes	yes	
PM 3-6	8	27.8	78.2	75.7	76	71.0	69.7	yes	yes	yes	yes	
PM 3-6	9	30.6	78.0	75.6	76	70.9	69.4	yes	yes	yes	yes	
PM 3-6	10	33.4	77.7	75.4	75	70.7	69.2	yes	yes	yes	yes	
PM 3-6	11	36.2	77.5	75.2	75	70.4	69.0	yes	yes	yes	yes	
PM 3-6	12	39	77.3	75.0	75	70.2	68.8	yes	yes	yes	yes	
PM 3-6	13	41.8	77.1	74.8	75	70.0	68.5	yes	yes	yes	yes	
PM 3-6	14	44.6	76.9	74.6	75	69.8	68.3	yes	yes	yes	yes	
PM 3-6	15	47.4	76.7	74.4	74	69.6	68.1	yes	yes	yes	yes	
PM 3-6	16	50.2	76.6	74.3	74	69.5	67.9	yes	yes	yes	yes	
PM 3-7	1	8.2	77.7	74.9	75	67.3	69.1	yes	yes	yes	yes	
PM 3-7	2	11	78.2	75.5	76	68.4	69.8	yes	yes	yes	yes	
PM 3-7	3	13.8	78.1	75.4	75	68.3	69.7	yes	yes	yes	yes	
PM 3-7	4	16.6	77.9	75.2	75	68.1	69.5	yes	yes	yes	yes	
PM 3-7	5	19.4	77.7	75.0	75	68.0	69.4	yes	yes	yes	yes	
PM 3-7	6	22.2	77.4	74.8	75	67.8	69.2	yes	yes	yes	yes	
PM 3-7	7	25	77.2	74.7	75	67.9	69.0	yes	yes	yes	yes	
PM 3-7	8	27.8	77.0	74.5	75	67.9	68.8	yes	yes	yes	yes	
PM 3-7	9	30.6	76.8	74.4	74	68.0	68.6	yes	yes	yes	yes	
PM 3-7	10	33.4	76.6	74.2	74	68.0	68.4	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 3-7	11	36.2	76.4	74.0	74	67.8	68.2	yes	yes	yes	yes	
PM 3-7	12	39	76.2	73.9	74	67.6	68.0	yes	yes	yes	yes	
PM 3-7	13	41.8	76.0	73.7	74	67.5	67.8	yes	yes	yes	yes	
PM 3-7	14	44.6	75.8	73.5	74	67.3	67.6	yes	yes	yes	yes	
PM 3-7	15	47.4	75.6	73.4	73	67.1	67.4	yes	yes	yes	yes	
PM 3-7	16	50.2	75.4	73.2	73	67.0	67.3	yes	yes	yes	yes	
PM 3-8	1	8.2	78.5	75.7	76	65.9	70.4	yes	yes	yes	yes	
PM 3-8	2	11	78.3	75.6	76	65.7	70.3	yes	yes	yes	yes	
PM 3-8	3	13.8	78.1	75.3	75	65.6	70.2	yes	yes	yes	yes	
PM 3-8	4	16.6	77.9	75.1	75	65.5	70.1	yes	yes	yes	yes	
PM 3-8	5	19.4	77.6	74.8	75	65.3	69.9	yes	yes	yes	yes	
PM 3-8	6	22.2	77.3	74.6	75	65.2	69.8	yes	yes	yes	yes	
PM 3-8	7	25	77.1	74.4	74	65.6	69.6	yes	yes	yes	yes	
PM 3-8	8	27.8	76.8	74.2	74	65.9	69.4	yes	yes	yes	yes	
PM 3-8	9	30.6	76.6	74.1	74	66.6	69.2	yes	yes	yes	yes	
PM 3-8	10	33.4	76.4	74.0	74	66.7	69.0	yes	yes	yes	yes	
PM 3-8	11	36.2	76.1	73.8	74	66.7	68.8	yes	yes	yes	yes	
PM 3-8	12	39	75.9	73.6	74	66.5	68.6	yes	yes	yes	yes	
PM 3-8	13	41.8	75.7	73.4	73	66.4	68.4	yes	yes	yes	yes	
PM 3-8	14	44.6	75.5	73.3	73	66.3	68.2	yes	yes	yes	yes	
PM 3-8	15	47.4	75.3	73.1	73	66.1	68.0	yes	yes	yes	yes	
PM 3-8	16	50.2	75.2	73.0	73	66.0	67.8	yes	yes	yes	yes	
PM 3-9	1	8.2	82.4	79.8	80	77.7	71.8	yes	yes	yes	yes	
PM 3-9	2	11	82.1	79.5	80	77.4	71.7	yes	yes	yes	yes	
PM 3-9	3	13.8	81.7	79.2	79	77.0	71.5	yes	yes	yes	yes	
PM 3-9	4	16.6	81.3	78.8	79	76.6	71.3	yes	yes	yes	yes	
PM 3-9	5	19.4	81.0	78.4	78	76.2	71.1	yes	yes	yes	yes	
PM 3-9	6	22.2	80.6	78.0	78	75.8	70.8	yes	yes	yes	yes	
PM 3-9	7	25	80.2	77.7	78	75.5	70.6	yes	yes	yes	yes	
PM 3-9	8	27.8	79.9	77.4	77	75.2	70.3	yes	yes	yes	yes	
PM 3-9	9	30.6	79.6	77.1	77	74.9	70.1	yes	yes	yes	yes	
PM 3-9	10	33.4	79.3	76.8	77	74.6	69.8	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 3-9	11	36.2	79.0	76.6	77	74.3	69.6	yes	yes	yes	yes
PM 3-9	12	39	78.7	76.3	76	74.1	69.4	yes	yes	yes	yes
PM 3-9	13	41.8	78.5	76.0	76	73.8	69.1	yes	yes	yes	yes
PM 3-9	14	44.6	78.2	75.8	76	73.5	68.9	yes	yes	yes	yes
PM 3-9	15	47.4	78.0	75.6	76	73.3	68.7	yes	yes	yes	yes
PM 3-9	16	50.2	77.8	75.4	75	73.1	68.5	yes	yes	yes	yes
PM 4-1	1	8.2	70.6	68.1	68	66.3	67.4	no	no	yes	no
PM 4-1	2	11	71.2	68.7	69	67.1	68.5	no	no	yes	no
PM 4-1	3	13.8	71.2	68.6	69	67.0	68.4	no	no	yes	no
PM 4-1	4	16.6	71.1	68.6	69	66.9	68.2	no	no	yes	no
PM 4-1	5	19.4	71.0	68.5	68	66.8	68.0	no	no	yes	no
PM 4-1	6	22.2	71.0	68.6	69	66.8	67.8	no	no	yes	no
PM 4-1	7	25	70.9	68.7	69	67.0	67.6	no	yes	yes	no
PM 4-1	8	27.8	70.8	68.9	69	67.0	67.4	no	yes	yes	no
PM 4-1	9	30.6	70.8	68.8	69	66.8	67.2	no	yes	yes	no
PM 4-1	10	33.4	70.7	68.8	69	66.7	67.0	no	yes	yes	no
PM 4-1	11	36.2	70.6	68.8	69	66.5	66.7	no	yes	yes	no
PM 4-1	12	39	70.6	68.7	69	66.3	66.5	no	yes	yes	no
PM 4-1	13	41.8	70.5	68.7	69	66.2	66.3	no	yes	yes	no
PM 4-1	14	44.6	70.4	68.6	69	66.0	66.1	no	yes	yes	no
PM 4-1	15	47.4	70.4	68.6	69	65.8	65.9	no	yes	yes	no
PM 4-1	16	50.2	70.2	68.5	69	65.7	65.7	no	yes	yes	no
PM 4-2	1	8.2	69.6	67.6	68	65.3	65.9	no	yes	yes	no
PM 4-2	2	11	70.4	68.4	68	66.4	67.3	no	yes	yes	no
PM 4-2	3	13.8	70.3	68.3	68	66.3	67.2	no	yes	yes	no
PM 4-2	4	16.6	70.2	68.2	68	66.2	67.0	no	yes	yes	no
PM 4-2	5	19.4	70.1	68.1	68	66.1	66.8	no	yes	yes	no
PM 4-2	6	22.2	70.0	68.0	68	66.0	66.6	no	yes	yes	no
PM 4-2	7	25	69.9	67.9	68	65.8	66.4	no	yes	yes	no
PM 4-2	8	27.8	69.7	67.7	68	65.7	66.2	no	yes	yes	no
PM 4-2	9	30.6	69.6	67.6	68	65.5	66.0	no	yes	yes	no
PM 4-2	10	33.4	69.5	67.5	67	65.4	65.8	no	yes	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up			Future Facade Noise Level dB(A):	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	
PM 4-2	11	36.2	69.4	67.4	67	65.2	65.6	no	yes	yes	no
PM 4-2	12	39	69.2	67.2	67	65.0	65.3	no	yes	yes	no
PM 4-2	13	41.8	69.1	67.1	67	64.9	65.1	no	yes	yes	no
PM 4-2	14	44.6	69.0	67.0	67	64.7	64.9	no	yes	yes	no
PM 4-2	15	47.4	68.9	66.9	67	64.5	64.7	no	yes	yes	no
PM 4-2	16	50.2	68.8	66.8	67	64.4	64.5	no	yes	yes	no
PM 4-3	1	8.2	71.3	69.4	69	68.0	68.9	no	no	yes	no
PM 4-3	2	11	71.2	69.4	69	67.9	68.8	no	no	yes	no
PM 4-3	3	13.8	71.1	69.3	69	67.8	68.6	no	no	yes	no
PM 4-3	4	16.6	71.0	69.2	69	67.7	68.3	no	no	yes	no
PM 4-3	5	19.4	70.9	69.0	69	67.6	68.1	no	no	yes	no
PM 4-3	6	22.2	70.7	68.9	69	67.4	67.8	no	yes	yes	no
PM 4-3	7	25	70.6	68.8	69	67.2	67.5	no	yes	yes	no
PM 4-3	8	27.8	70.5	68.6	69	67.1	67.2	no	yes	yes	no
PM 4-3	9	30.6	70.3	68.5	68	66.9	67.0	no	yes	yes	no
PM 4-3	10	33.4	70.2	68.3	68	66.7	66.7	no	yes	yes	no
PM 4-3	11	36.2	70.0	68.2	68	66.5	66.4	no	yes	yes	no
PM 4-3	12	39	69.9	68.0	68	66.3	66.2	no	yes	yes	no
PM 4-3	13	41.8	69.7	67.9	68	66.1	66.0	no	yes	yes	no
PM 4-3	14	44.6	69.6	67.7	68	66.0	65.7	no	yes	yes	no
PM 4-3	15	47.4	69.4	67.6	68	65.8	65.5	no	yes	yes	no
PM 4-3	16	50.2	69.3	67.5	67	65.6	65.3	no	yes	yes	no
PM 4-4	1	8.2	75.7	72.2	72	70.1	73.1	yes	no	yes	no
PM 4-4	2	11	75.8	72.5	73	70.1	73.0	yes	no	yes	no
PM 4-4	3	13.8	75.8	72.8	73	70.1	72.7	yes	no	yes	no
PM 4-4	4	16.6	75.7	72.8	73	70.0	72.4	yes	no	yes	no
PM 4-4	5	19.4	75.6	73.1	73	70.3	72.1	yes	yes	yes	yes
PM 4-4	6	22.2	75.6	73.3	73	70.7	71.8	yes	yes	yes	yes
PM 4-4	7	25	75.5	73.4	73	70.8	71.5	yes	yes	yes	yes
PM 4-4	8	27.8	75.4	73.3	73	70.6	71.2	yes	yes	yes	yes
PM 4-4	9	30.6	75.3	73.2	73	70.4	70.9	yes	yes	yes	yes
PM 4-4	10	33.4	75.2	73.2	73	70.2	70.6	yes	yes	yes	yes

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 4-4	11	36.2	75.1	73.1	73	70.0	70.3	yes	yes	yes	yes	
PM 4-4	12	39	75.0	73.0	73	69.8	70.1	yes	yes	yes	yes	
PM 4-4	13	41.8	74.9	72.9	73	69.7	69.8	yes	yes	yes	yes	
PM 4-4	14	44.6	74.8	72.8	73	69.5	69.6	yes	yes	yes	yes	
PM 4-4	15	47.4	74.7	72.7	73	69.3	69.4	yes	yes	yes	yes	
PM 4-4	16	50.2	74.6	72.7	73	69.1	69.1	yes	yes	yes	yes	
PM 4-5	1	8.2	76.0	72.0	72	69.5	73.2	yes	no	yes	no	
PM 4-5	2	11	76.1	72.6	73	69.6	73.1	yes	no	yes	no	
PM 4-5	3	13.8	76.1	72.9	73	69.6	72.8	yes	no	yes	no	
PM 4-5	4	16.6	76.0	73.0	73	69.5	72.5	yes	no	yes	no	
PM 4-5	5	19.4	75.9	73.3	73	70.0	72.2	yes	yes	yes	yes	
PM 4-5	6	22.2	75.8	73.5	74	70.5	71.9	yes	yes	yes	yes	
PM 4-5	7	25	75.7	73.6	74	70.6	71.5	yes	yes	yes	yes	
PM 4-5	8	27.8	75.6	73.5	74	70.5	71.2	yes	yes	yes	yes	
PM 4-5	9	30.6	75.5	73.5	73	70.3	70.9	yes	yes	yes	yes	
PM 4-5	10	33.4	75.4	73.4	73	70.1	70.7	yes	yes	yes	yes	
PM 4-5	11	36.2	75.4	73.3	73	69.9	70.4	yes	yes	yes	yes	
PM 4-5	12	39	75.2	73.2	73	69.7	70.1	yes	yes	yes	yes	
PM 4-5	13	41.8	75.1	73.1	73	69.6	69.9	yes	yes	yes	yes	
PM 4-5	14	44.6	75.0	73.0	73	69.4	69.6	yes	yes	yes	yes	
PM 4-5	15	47.4	74.9	73.0	73	69.2	69.4	yes	yes	yes	yes	
PM 4-5	16	50.2	74.8	72.9	73	69.0	69.2	yes	yes	yes	yes	
PM 4-6	1	8.2	72.3	66.5	67	62.3	68.6	no	no	yes	no	
PM 4-6	2	11	73.8	69.1	69	63.6	69.6	no	no	yes	no	
PM 4-6	3	13.8	73.9	70.1	70	63.8	69.4	yes	no	yes	no	
PM 4-6	4	16.6	73.9	70.3	70	63.9	69.2	yes	yes	yes	yes	
PM 4-6	5	19.4	73.9	70.5	70	64.1	69.0	yes	yes	yes	yes	
PM 4-6	6	22.2	73.8	70.9	71	65.5	68.8	yes	yes	yes	yes	
PM 4-6	7	25	73.8	71.2	71	66.5	68.5	yes	yes	yes	yes	
PM 4-6	8	27.8	73.7	71.4	71	66.8	68.3	yes	yes	yes	yes	
PM 4-6	9	30.6	73.6	71.4	71	66.7	68.0	yes	yes	yes	yes	
PM 4-6	10	33.4	73.6	71.4	71	66.6	67.8	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds			Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 4-6	11	36.2	73.5	71.3	71	66.4	67.5	yes	yes	yes	yes	
PM 4-6	12	39	73.5	71.3	71	66.3	67.3	yes	yes	yes	yes	
PM 4-6	13	41.8	73.4	71.2	71	66.1	67.1	yes	yes	yes	yes	
PM 4-6	14	44.6	73.3	71.2	71	66.0	66.9	yes	yes	yes	yes	
PM 4-6	15	47.4	73.2	71.1	71	65.8	66.7	yes	yes	yes	yes	
PM 4-6	16	50.2	73.1	71.1	71	65.6	66.5	yes	yes	yes	yes	
PM 4-7	1	8.2	69.8	63.8	64	57.5	63.2	no	no	yes	no	
PM 4-7	2	11	72.5	67.5	67	60.6	68.0	no	no	yes	no	
PM 4-7	3	13.8	72.8	68.7	69	61.2	68.2	no	no	yes	no	
PM 4-7	4	16.6	72.8	69.0	69	61.2	68.0	no	yes	yes	no	
PM 4-7	5	19.4	72.8	69.2	69	61.4	67.9	no	yes	yes	no	
PM 4-7	6	22.2	72.8	69.4	69	62.0	67.7	no	yes	yes	no	
PM 4-7	7	25	72.7	69.8	70	63.6	67.5	yes	yes	yes	yes	
PM 4-7	8	27.8	72.7	70.2	70	64.8	67.3	yes	yes	yes	yes	
PM 4-7	9	30.6	72.6	70.4	70	65.4	67.1	yes	yes	yes	yes	
PM 4-7	10	33.4	72.6	70.4	70	65.3	66.8	yes	yes	yes	yes	
PM 4-7	11	36.2	72.5	70.4	70	65.2	66.6	yes	yes	yes	yes	
PM 4-7	12	39	72.5	70.4	70	65.1	66.4	yes	yes	yes	yes	
PM 4-7	13	41.8	72.4	70.4	70	65.0	66.2	yes	yes	yes	yes	
PM 4-7	14	44.6	72.4	70.3	70	64.8	66.0	yes	yes	yes	yes	
PM 4-7	15	47.4	72.3	70.3	70	64.7	65.8	yes	yes	yes	yes	
PM 4-7	16	50.2	72.2	70.2	70	64.5	65.6	yes	yes	yes	yes	
PM 4-8	1	8.2	70.7	65.0	65	59.2	64.3	no	no	yes	no	
PM 4-8	2	11	73.3	68.4	68	62.2	69.0	no	no	yes	no	
PM 4-8	3	13.8	73.5	69.4	69	62.7	69.2	no	no	yes	no	
PM 4-8	4	16.6	73.5	69.7	70	62.8	69.0	yes	no	yes	no	
PM 4-8	5	19.4	73.4	69.9	70	62.9	68.8	yes	yes	yes	yes	
PM 4-8	6	22.2	73.4	70.1	70	63.5	68.6	yes	yes	yes	yes	
PM 4-8	7	25	73.3	70.5	70	65.1	68.4	yes	yes	yes	yes	
PM 4-8	8	27.8	73.3	70.8	71	66.0	68.2	yes	yes	yes	yes	
PM 4-8	9	30.6	73.2	71.0	71	66.4	68.0	yes	yes	yes	yes	
PM 4-8	10	33.4	73.2	71.0	71	66.3	67.8	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds			Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 4-8	11	36.2	73.1	71.0	71	66.2	67.6	yes	yes	yes	yes	
PM 4-8	12	39	73.0	70.9	71	66.1	67.4	yes	yes	yes	yes	
PM 4-8	13	41.8	73.0	70.9	71	66.0	67.2	yes	yes	yes	yes	
PM 4-8	14	44.6	72.9	70.9	71	65.8	67.0	yes	yes	yes	yes	
PM 4-8	15	47.4	72.8	70.8	71	65.7	66.8	yes	yes	yes	yes	
PM 4-8	16	50.2	72.7	70.7	71	65.5	66.6	yes	yes	yes	yes	
PM 5-1	1	8.2	70.0	68.3	68	65.3	65.2	no	yes	yes	no	
PM 5-1	2	11	72.4	71.0	71	69.5	68.7	yes	yes	yes	yes	
PM 5-1	3	13.8	72.4	70.9	71	69.4	68.8	yes	yes	yes	yes	
PM 5-1	4	16.6	72.2	70.8	71	69.2	68.6	yes	yes	yes	yes	
PM 5-1	5	19.4	72.1	70.6	71	69.0	68.4	yes	yes	yes	yes	
PM 5-1	6	22.2	72.0	70.5	71	68.8	68.2	yes	yes	yes	yes	
PM 5-1	7	25	71.9	70.4	70	68.6	68.0	yes	yes	yes	yes	
PM 5-1	8	27.8	71.8	70.3	70	68.4	67.8	yes	yes	yes	yes	
PM 5-1	9	30.6	71.7	70.2	70	68.2	67.6	yes	yes	yes	yes	
PM 5-1	10	33.4	71.6	70.1	70	68.1	67.4	yes	yes	yes	yes	
PM 5-1	11	36.2	71.5	70.0	70	67.9	67.2	yes	yes	yes	yes	
PM 5-1	12	39	71.4	69.9	70	67.7	67.0	yes	yes	yes	yes	
PM 5-1	13	41.8	71.3	69.9	70	67.5	66.8	yes	yes	yes	yes	
PM 5-1	14	44.6	71.2	69.7	70	67.4	66.6	yes	yes	yes	yes	
PM 5-1	15	47.4	71.1	69.7	70	67.2	66.4	yes	yes	yes	yes	
PM 5-1	16	50.2	71.0	69.6	70	67.0	66.2	yes	yes	yes	yes	
PM 5-2	1	8.2	69.2	67.5	68	64.6	64.6	no	yes	yes	no	
PM 5-2	2	11	71.5	70.2	70	68.7	67.6	yes	yes	yes	yes	
PM 5-2	3	13.8	71.4	70.1	70	68.6	67.6	yes	yes	yes	yes	
PM 5-2	4	16.6	71.3	69.9	70	68.4	67.4	yes	yes	yes	yes	
PM 5-2	5	19.4	71.1	69.7	70	68.1	67.3	yes	yes	yes	yes	
PM 5-2	6	22.2	71.0	69.5	70	67.9	67.1	yes	yes	yes	yes	
PM 5-2	7	25	70.8	69.4	69	67.7	66.9	no	yes	yes	no	
PM 5-2	8	27.8	70.6	69.2	69	67.5	66.6	no	yes	yes	no	
PM 5-2	9	30.6	70.5	69.0	69	67.3	66.4	no	yes	yes	no	
PM 5-2	10	33.4	70.3	68.8	69	67.1	66.2	no	yes	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Basic			Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
PM 5-2	11	36.2	70.1	68.6	69	66.9	66.0	no	yes	yes	no	
PM 5-2	12	39	70.0	68.5	68	66.7	65.8	no	yes	yes	no	
PM 5-2	13	41.8	69.8	68.3	68	66.6	65.6	no	yes	yes	no	
PM 5-2	14	44.6	69.7	68.2	68	66.4	65.4	no	yes	yes	no	
PM 5-2	15	47.4	69.5	68.0	68	66.2	65.2	no	yes	yes	no	
PM 5-2	16	50.2	69.4	67.9	68	66.0	65.0	no	yes	yes	no	
PM 5-3	1	8.2	71.2	69.8	70	68.1	67.9	yes	yes	yes	yes	
PM 5-3	2	11	72.1	70.9	71	69.6	68.5	yes	yes	yes	yes	
PM 5-3	3	13.8	72.2	71.0	71	69.8	68.3	yes	yes	yes	yes	
PM 5-3	4	16.6	72.0	70.8	71	69.5	68.1	yes	yes	yes	yes	
PM 5-3	5	19.4	71.8	70.5	71	69.2	67.9	yes	yes	yes	yes	
PM 5-3	6	22.2	71.6	70.3	70	68.9	67.6	yes	yes	yes	yes	
PM 5-3	7	25	71.4	70.1	70	68.7	67.3	yes	yes	yes	yes	
PM 5-3	8	27.8	71.2	69.9	70	68.4	67.1	yes	yes	yes	yes	
PM 5-3	9	30.6	71.0	69.6	70	68.2	66.8	yes	yes	yes	yes	
PM 5-3	10	33.4	70.8	69.4	69	68.0	66.6	no	yes	yes	no	
PM 5-3	11	36.2	70.6	69.3	69	67.7	66.3	no	yes	yes	no	
PM 5-3	12	39	70.4	69.1	69	67.5	66.1	no	yes	yes	no	
PM 5-3	13	41.8	70.3	68.9	69	67.3	65.9	no	yes	yes	no	
PM 5-3	14	44.6	70.1	68.7	69	67.1	65.7	no	yes	yes	no	
PM 5-3	15	47.4	69.9	68.5	69	66.9	65.5	no	yes	yes	no	
PM 5-3	16	50.2	69.8	68.4	68	66.8	65.3	no	yes	yes	no	
PM 5-4	1	8.2	75.6	73.3	73	72.1	73.0	yes	no	yes	no	
PM 5-4	2	11	75.5	73.3	73	71.9	72.8	yes	no	yes	no	
PM 5-4	3	13.8	75.4	73.3	73	71.8	72.5	yes	no	yes	no	
PM 5-4	4	16.6	75.3	73.2	73	71.6	72.2	yes	yes	yes	yes	
PM 5-4	5	19.4	75.2	73.1	73	71.4	71.9	yes	yes	yes	yes	
PM 5-4	6	22.2	75.1	73.1	73	71.3	71.6	yes	yes	yes	yes	
PM 5-4	7	25	74.9	73.1	73	71.2	71.3	yes	yes	yes	yes	
PM 5-4	8	27.8	74.8	73.0	73	71.0	70.9	yes	yes	yes	yes	
PM 5-4	9	30.6	74.7	72.9	73	70.8	70.6	yes	yes	yes	yes	
PM 5-4	10	33.4	74.6	72.8	73	70.6	70.4	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 5-4	11	36.2	74.4	72.7	73	70.4	70.1	yes	yes	yes	yes
PM 5-4	12	39	74.3	72.5	73	70.2	69.8	yes	yes	yes	yes
PM 5-4	13	41.8	74.2	72.5	72	70.0	69.6	yes	yes	yes	yes
PM 5-4	14	44.6	74.1	72.4	72	69.8	69.4	yes	yes	yes	yes
PM 5-4	15	47.4	74.0	72.2	72	69.6	69.1	yes	yes	yes	yes
PM 5-4	16	50.2	73.9	72.1	72	69.4	68.9	yes	yes	yes	yes
PM 5-5	1	8.2	75.5	73.0	73	71.7	73.1	yes	no	yes	no
PM 5-5	2	11	75.5	73.1	73	71.6	72.9	yes	no	yes	no
PM 5-5	3	13.8	75.4	73.2	73	71.6	72.6	yes	no	yes	no
PM 5-5	4	16.6	75.3	73.1	73	71.5	72.3	yes	no	yes	no
PM 5-5	5	19.4	75.2	73.1	73	71.4	71.9	yes	yes	yes	yes
PM 5-5	6	22.2	75.1	73.1	73	71.4	71.6	yes	yes	yes	yes

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds			Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 5-5	7	25	75.0	73.1	73	71.3	71.3	yes	yes	yes	yes	
PM 5-5	8	27.8	74.8	73.0	73	71.1	70.9	yes	yes	yes	yes	
PM 5-5	9	30.6	74.7	72.9	73	70.9	70.6	yes	yes	yes	yes	
PM 5-5	10	33.4	74.6	72.8	73	70.7	70.3	yes	yes	yes	yes	
PM 5-5	11	36.2	74.5	72.7	73	70.5	70.1	yes	yes	yes	yes	
PM 5-5	12	39	74.4	72.6	73	70.3	69.8	yes	yes	yes	yes	
PM 5-5	13	41.8	74.3	72.5	73	70.1	69.5	yes	yes	yes	yes	
PM 5-5	14	44.6	74.1	72.4	72	69.9	69.3	yes	yes	yes	yes	
PM 5-5	15	47.4	74.0	72.3	72	69.7	69.1	yes	yes	yes	yes	
PM 5-5	16	50.2	73.9	72.2	72	69.5	68.8	yes	yes	yes	yes	
PM 5-6	1	8.2	44.8	42.9	43	39.6	39.4	no	yes	yes	no	
PM 5-6	2	11	44.8	42.9	43	39.5	39.3	no	yes	yes	no	
PM 5-6	3	13.8	44.8	42.9	43	39.5	39.2	no	yes	yes	no	
PM 5-6	4	16.6	44.7	42.8	43	39.4	39.0	no	yes	yes	no	
PM 5-6	5	19.4	44.7	42.8	43	39.3	38.8	no	yes	yes	no	
PM 5-6	6	22.2	44.6	42.7	43	39.2	38.5	no	yes	yes	no	
PM 5-6	7	25	44.6	42.7	43	39.1	38.3	no	yes	yes	no	
PM 5-6	8	27.8	44.5	42.6	43	39.0	38.1	no	yes	yes	no	
PM 5-6	9	30.6	44.4	42.5	43	38.9	37.8	no	yes	yes	no	
PM 5-6	10	33.4	44.4	42.5	42	38.8	37.6	no	yes	yes	no	
PM 5-6	11	36.2	44.3	42.4	42	38.7	37.4	no	yes	yes	no	
PM 5-6	12	39	44.2	42.3	42	38.6	37.2	no	yes	yes	no	
PM 5-6	13	41.8	44.1	42.3	42	38.5	37.0	no	yes	yes	no	
PM 5-6	14	44.6	44.1	42.2	42	38.4	36.8	no	yes	yes	no	
PM 5-6	15	47.4	44.0	42.1	42	38.3	36.6	no	yes	yes	no	
PM 5-6	16	50.2	43.9	42.1	42	38.2	36.4	no	yes	yes	no	
PM 5-7	1	8.2	68.4	64.1	64	62.7	65.6	no	no	yes	no	
PM 5-7	2	11	69.4	65.3	65	64.0	66.8	no	no	yes	no	
PM 5-7	3	13.8	69.4	65.7	66	64.0	66.7	no	no	yes	no	
PM 5-7	4	16.6	69.3	65.9	66	63.9	66.6	no	no	yes	no	
PM 5-7	5	19.4	69.3	66.1	66	63.9	66.4	no	no	yes	no	
PM 5-7	6	22.2	69.3	66.3	66	63.9	66.2	no	no	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 5-7	7	25	69.3	66.6	67	64.0	66.0	no	no	yes	no
PM 5-7	8	27.8	69.3	66.9	67	64.4	65.8	no	yes	yes	no
PM 5-7	9	30.6	69.2	67.2	67	64.7	65.6	no	yes	yes	no
PM 5-7	10	33.4	69.2	67.4	67	64.8	65.4	no	yes	yes	no
PM 5-7	11	36.2	69.2	67.5	67	64.6	65.1	no	yes	yes	no
PM 5-7	12	39	69.2	67.5	67	64.4	64.9	no	yes	yes	no
PM 5-7	13	41.8	69.2	67.4	67	64.3	64.7	no	yes	yes	no
PM 5-7	14	44.6	69.1	67.5	67	64.1	64.5	no	yes	yes	no
PM 5-7	15	47.4	69.1	67.4	67	64.0	64.3	no	yes	yes	no
PM 5-7	16	50.2	69.0	67.4	67	63.8	64.1	no	yes	yes	no
PM 5-8	1	8.2	70.1	66.7	67	65.6	67.0	no	no	yes	no
PM 5-8	2	11	71.0	67.8	68	66.6	68.5	no	no	yes	no
PM 5-8	3	13.8	71.0	68.0	68	66.6	68.3	no	no	yes	no
PM 5-8	4	16.6	70.9	68.0	68	66.5	68.2	no	no	yes	no
PM 5-8	5	19.4	70.9	68.0	68	66.4	68.0	no	no	yes	no
PM 5-8	6	22.2	70.8	68.1	68	66.4	67.8	no	no	yes	no
PM 5-8	7	25	70.8	68.2	68	66.5	67.6	no	no	yes	no
PM 5-8	8	27.8	70.8	68.6	69	66.8	67.4	no	yes	yes	no
PM 5-8	9	30.6	70.7	68.7	69	66.9	67.2	no	yes	yes	no
PM 5-8	10	33.4	70.7	68.7	69	66.7	66.9	no	yes	yes	no
PM 5-8	11	36.2	70.6	68.7	69	66.5	66.7	no	yes	yes	no
PM 5-8	12	39	70.5	68.6	69	66.4	66.5	no	yes	yes	no
PM 5-8	13	41.8	70.5	68.6	69	66.2	66.3	no	yes	yes	no
PM 5-8	14	44.6	70.4	68.6	69	66.1	66.1	no	yes	yes	no
PM 5-8	15	47.4	70.3	68.6	69	65.9	65.9	no	yes	yes	no
PM 5-8	16	50.2	70.2	68.5	68	65.7	65.7	no	yes	yes	no
PM 6-1	1	8.2	68.1	65.9	66	62.9	61.1	no	yes	yes	no
PM 6-1	2	11	70.4	68.1	68	66.3	66.9	no	yes	yes	no
PM 6-1	3	13.8	70.6	68.4	68	66.7	67.3	no	yes	yes	no
PM 6-1	4	16.6	70.5	68.3	68	66.6	67.2	no	yes	yes	no
PM 6-1	5	19.4	70.5	68.3	68	66.5	67.1	no	yes	yes	no
PM 6-1	6	22.2	70.5	68.4	68	66.4	66.9	no	yes	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing		Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):		Test 1:	Test 2:	Test 3:	Eligible	
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
PM 6-1	7	25	70.4	68.3	68	66.3	66.8	no	yes	yes	no		
PM 6-1	8	27.8	70.4	68.3	68	66.2	66.6	no	yes	yes	no		
PM 6-1	9	30.6	70.3	68.3	68	66.1	66.4	no	yes	yes	no		
PM 6-1	10	33.4	70.3	68.4	68	66.0	66.2	no	yes	yes	no		
PM 6-1	11	36.2	70.3	68.4	68	65.8	66.0	no	yes	yes	no		
PM 6-1	12	39	70.2	68.3	68	65.7	65.9	no	yes	yes	no		
PM 6-1	13	41.8	70.2	68.3	68	65.6	65.7	no	yes	yes	no		
PM 6-1	14	44.6	70.1	68.3	68	65.4	65.5	no	yes	yes	no		
PM 6-1	15	47.4	70.0	68.2	68	65.3	65.3	no	yes	yes	no		
PM 6-1	16	50.2	69.9	68.2	68	65.1	65.1	no	yes	yes	no		
PM 6-2	1	8.2	66.5	64.2	64	62.9	60.6	no	yes	yes	no		
PM 6-2	2	11	69.1	66.9	67	66.0	66.4	no	no	no	no		
PM 6-2	3	13.8	69.3	67.1	67	66.2	66.7	no	no	no	no		
PM 6-2	4	16.6	69.3	67.1	67	66.2	66.6	no	no	no	no		
PM 6-2	5	19.4	69.2	67.1	67	66.1	66.4	no	no	yes	no		
PM 6-2	6	22.2	69.3	67.2	67	66.0	66.3	no	no	yes	no		
PM 6-2	7	25	69.2	67.2	67	65.9	66.1	no	yes	yes	no		
PM 6-2	8	27.8	69.2	67.3	67	65.8	65.9	no	yes	yes	no		
PM 6-2	9	30.6	69.2	67.3	67	65.7	65.7	no	yes	yes	no		
PM 6-2	10	33.4	69.2	67.4	67	65.6	65.5	no	yes	yes	no		
PM 6-2	11	36.2	69.2	67.4	67	65.4	65.3	no	yes	yes	no		
PM 6-2	12	39	69.1	67.4	67	65.3	65.2	no	yes	yes	no		
PM 6-2	13	41.8	69.1	67.4	67	65.2	65.0	no	yes	yes	no		
PM 6-2	14	44.6	69.1	67.4	67	65.0	64.8	no	yes	yes	no		
PM 6-2	15	47.4	69.0	67.3	67	64.9	64.6	no	yes	yes	no		
PM 6-2	16	50.2	68.9	67.3	67	64.7	64.4	no	yes	yes	no		
PM 6-3	1	8.2	69.1	66.1	66	65.1	66.5	no	no	yes	no		
PM 6-3	2	11	70.6	67.6	68	66.7	67.9	no	no	no	no		
PM 6-3	3	13.8	70.6	67.7	68	66.7	67.8	no	no	yes	no		
PM 6-3	4	16.6	70.5	67.8	68	66.6	67.6	no	no	yes	no		
PM 6-3	5	19.4	70.5	67.9	68	66.6	67.4	no	no	yes	no		
PM 6-3	6	22.2	70.5	68.0	68	66.4	67.2	no	no	yes	no		

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 6-3	7	25	70.4	68.1	68	66.4	67.0	no	yes	yes	no
PM 6-3	8	27.8	70.4	68.2	68	66.3	66.8	no	yes	yes	no
PM 6-3	9	30.6	70.3	68.3	68	66.4	66.5	no	yes	yes	no
PM 6-3	10	33.4	70.3	68.4	68	66.3	66.3	no	yes	yes	no
PM 6-3	11	36.2	70.3	68.4	68	66.1	66.1	no	yes	yes	no
PM 6-3	12	39	70.2	68.4	68	66.0	65.9	no	yes	yes	no
PM 6-3	13	41.8	70.2	68.4	68	65.8	65.6	no	yes	yes	no
PM 6-3	14	44.6	70.1	68.4	68	65.7	65.4	no	yes	yes	no
PM 6-3	15	47.4	70.1	68.3	68	65.5	65.2	no	yes	yes	no
PM 6-3	16	50.2	70.0	68.3	68	65.3	65.0	no	yes	yes	no
PM 6-4	1	8.2	76.1	75.0	75	74.2	71.2	yes	yes	no	no
PM 6-4	2	11	76.7	75.6	76	74.9	71.6	yes	yes	no	no
PM 6-4	3	13.8	76.4	75.2	75	74.4	71.4	yes	yes	no	no
PM 6-4	4	16.6	76.0	74.9	75	74.0	71.2	yes	yes	no	no
PM 6-4	5	19.4	75.8	74.6	75	73.6	71.0	yes	yes	yes	yes
PM 6-4	6	22.2	75.5	74.3	74	73.3	70.7	yes	yes	yes	yes
PM 6-4	7	25	75.3	74.1	74	73.0	70.5	yes	yes	yes	yes
PM 6-4	8	27.8	75.1	73.9	74	72.7	70.2	yes	yes	yes	yes
PM 6-4	9	30.6	74.9	73.7	74	72.4	70.0	yes	yes	yes	yes
PM 6-4	10	33.4	74.7	73.5	74	72.2	69.7	yes	yes	yes	yes
PM 6-4	11	36.2	74.6	73.4	73	71.9	69.5	yes	yes	yes	yes
PM 6-4	12	39	74.4	73.2	73	71.7	69.2	yes	yes	yes	yes
PM 6-4	13	41.8	74.2	73.0	73	71.4	69.0	yes	yes	yes	yes
PM 6-4	14	44.6	74.1	72.9	73	71.2	68.8	yes	yes	yes	yes
PM 6-4	15	47.4	73.9	72.7	73	71.0	68.6	yes	yes	yes	yes
PM 6-4	16	50.2	73.8	72.6	73	70.8	68.4	yes	yes	yes	yes
PM 6-5	1	8.2	78.6	78.0	78	77.6	71.3	yes	yes	no	no
PM 6-5	2	11	78.2	77.5	78	77.0	71.4	yes	yes	no	no
PM 6-5	3	13.8	77.7	77.0	77	76.4	71.2	yes	yes	no	no
PM 6-5	4	16.6	77.3	76.5	76	75.9	71.1	yes	yes	no	no
PM 6-5	5	19.4	76.9	76.1	76	75.4	70.8	yes	yes	no	no
PM 6-5	6	22.2	76.6	75.7	76	75.0	70.6	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Basic	Test 1:	Test 2:	Test 3:	Eligible	
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future	Future	Contrib. from new roads	for compensation?	
PM 6-5	7	25	76.3	75.4	75	74.6	70.4	yes	yes	no	no	
PM 6-5	8	27.8	76.0	75.1	75	74.3	70.1	yes	yes	no	no	
PM 6-5	9	30.6	75.8	74.9	75	73.9	69.9	yes	yes	yes	yes	
PM 6-5	10	33.4	75.5	74.6	75	73.6	69.7	yes	yes	yes	yes	
PM 6-5	11	36.2	75.3	74.4	74	73.3	69.4	yes	yes	yes	yes	
PM 6-5	12	39	75.1	74.2	74	73.0	69.2	yes	yes	yes	yes	
PM 6-5	13	41.8	74.9	74.0	74	72.8	69.0	yes	yes	yes	yes	
PM 6-5	14	44.6	74.8	73.8	74	72.5	68.8	yes	yes	yes	yes	
PM 6-5	15	47.4	74.6	73.6	74	72.3	68.6	yes	yes	yes	yes	
PM 6-5	16	50.2	74.4	73.4	73	72.0	68.4	yes	yes	yes	yes	
PM 6-6	1	8.2	78.7	78.6	79	78.3	66.6	yes	yes	no	no	
PM 6-6	2	11	79.0	78.9	79	78.7	66.8	yes	yes	no	no	
PM 6-6	3	13.8	78.5	78.4	78	78.2	66.7	yes	yes	no	no	
PM 6-6	4	16.6	78.0	77.9	78	77.6	66.6	yes	yes	no	no	
PM 6-6	5	19.4	77.6	77.4	77	77.1	66.5	yes	yes	no	no	
PM 6-6	6	22.2	77.1	76.9	77	76.6	66.3	yes	yes	no	no	
PM 6-6	7	25	76.7	76.5	76	76.2	66.2	yes	yes	no	no	
PM 6-6	8	27.8	76.3	76.1	76	75.8	66.0	yes	yes	no	no	
PM 6-6	9	30.6	75.9	75.7	76	75.4	65.8	yes	yes	no	no	
PM 6-6	10	33.4	75.6	75.4	75	75.0	65.6	yes	yes	no	no	
PM 6-6	11	36.2	75.3	75.0	75	74.7	65.5	yes	yes	no	no	
PM 6-6	12	39	75.0	74.7	75	74.4	65.3	yes	yes	no	no	
PM 6-6	13	41.8	74.7	74.4	74	74.1	65.1	yes	yes	no	no	
PM 6-6	14	44.6	74.4	74.2	74	73.8	64.9	yes	yes	no	no	
PM 6-6	15	47.4	74.2	73.9	74	73.5	64.7	yes	yes	no	no	
PM 6-6	16	50.2	73.9	73.7	74	73.3	64.6	yes	yes	no	no	
PM 6-7	1	8.2	75.5	75.3	75	74.7	64.9	yes	yes	no	no	
PM 6-7	2	11	77.5	77.4	77	77.0	66.2	yes	yes	no	no	
PM 6-7	3	13.8	77.3	77.1	77	76.8	66.2	yes	yes	no	no	
PM 6-7	4	16.6	76.9	76.7	77	76.4	66.1	yes	yes	no	no	
PM 6-7	5	19.4	76.5	76.3	76	76.0	66.0	yes	yes	no	no	
PM 6-7	6	22.2	76.1	75.9	76	75.5	65.9	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
PM 6-7	7	25	75.8	75.5	75	75.1	65.7	yes	yes	no	no
PM 6-7	8	27.8	75.4	75.1	75	74.7	65.6	yes	yes	no	no
PM 6-7	9	30.6	75.0	74.8	75	74.3	65.4	yes	yes	no	no
PM 6-7	10	33.4	74.7	74.4	74	74.0	65.3	yes	yes	no	no
PM 6-7	11	36.2	74.4	74.1	74	73.7	65.1	yes	yes	no	no
PM 6-7	12	39	74.1	73.8	74	73.4	65.0	yes	yes	no	no
PM 6-7	13	41.8	73.9	73.5	74	73.1	64.8	yes	yes	no	no
PM 6-7	14	44.6	73.6	73.3	73	72.8	64.7	yes	yes	no	no
PM 6-7	15	47.4	73.4	73.0	73	72.5	64.5	yes	yes	no	no
PM 6-7	16	50.2	73.2	72.8	73	72.3	64.3	yes	yes	no	no
PM 6-8	1	8.2	78.9	78.7	79	78.5	66.4	yes	yes	no	no
PM 6-8	2	11	79.1	78.9	79	78.6	67.4	yes	yes	no	no
PM 6-8	3	13.8	78.6	78.4	78	78.1	67.3	yes	yes	no	no
PM 6-8	4	16.6	78.1	77.9	78	77.6	67.3	yes	yes	no	no
PM 6-8	5	19.4	77.7	77.4	77	77.1	67.2	yes	yes	no	no
PM 6-8	6	22.2	77.2	77.0	77	76.6	67.0	yes	yes	no	no
PM 6-8	7	25	76.8	76.6	77	76.2	66.9	yes	yes	no	no
PM 6-8	8	27.8	76.5	76.2	76	75.8	66.8	yes	yes	no	no
PM 6-8	9	30.6	76.1	75.8	76	75.4	66.6	yes	yes	no	no
PM 6-8	10	33.4	75.8	75.5	76	75.0	66.5	yes	yes	no	no
PM 6-8	11	36.2	75.6	75.2	75	74.7	66.3	yes	yes	no	no
PM 6-8	12	39	75.3	74.9	75	74.4	66.2	yes	yes	no	no
PM 6-8	13	41.8	75.0	74.7	75	74.1	66.0	yes	yes	no	no
PM 6-8	14	44.6	74.8	74.4	74	73.8	65.8	yes	yes	no	no
PM 6-8	15	47.4	74.6	74.2	74	73.5	65.7	yes	yes	no	no
PM 6-8	16	50.2	74.4	74.0	74	73.3	65.5	yes	yes	no	no
PM 6-9	1	8.2	81.9	81.9	82	81.8	64.1	yes	yes	no	no
PM 6-9	2	11	81.0	81.0	81	80.8	64.1	yes	yes	no	no
PM 6-9	3	13.8	80.1	80.1	80	79.9	64.0	yes	yes	no	no
PM 6-9	4	16.6	79.3	79.3	79	79.1	64.0	yes	yes	no	no
PM 6-9	5	19.4	78.7	78.6	79	78.4	63.9	yes	yes	no	no
PM 6-9	6	22.2	78.0	78.0	78	77.8	63.8	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):		Test 1: Future > or = 70 dB(A)?		Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up						Old/ Improved Rds
PM 6-9	7	25	77.5	77.4	77	77.2	63.7	yes	yes	no	no
PM 6-9	8	27.8	77.0	76.9	77	76.7	63.6	yes	yes	no	no
PM 6-9	9	30.6	76.6	76.5	77	76.3	63.4	yes	yes	no	no
PM 6-9	10	33.4	76.2	76.1	76	75.9	63.3	yes	yes	no	no
PM 6-9	11	36.2	75.8	75.7	76	75.5	63.2	yes	yes	no	no
PM 6-9	12	39	75.5	75.4	75	75.2	63.1	yes	yes	no	no
PM 6-9	13	41.8	75.2	75.1	75	74.8	62.9	yes	yes	no	no
PM 6-9	14	44.6	74.9	74.8	75	74.5	62.8	yes	yes	no	no
PM 6-9	15	47.4	74.6	74.5	75	74.2	62.6	yes	yes	no	no
PM 6-9	16	50.2	74.4	74.2	74	74.0	62.5	yes	yes	no	no
PM 3-10	1	8.2	83.1	80.5	81	79.5	72.0	yes	yes	yes	yes
PM 3-10	2	11	82.7	80.2	80	79.2	71.8	yes	yes	yes	yes
PM 3-10	3	13.8	82.3	79.7	80	78.7	71.6	yes	yes	yes	yes
PM 3-10	4	16.6	81.8	79.3	79	78.2	71.4	yes	yes	yes	yes
PM 3-10	5	19.4	81.4	78.9	79	77.8	71.2	yes	yes	yes	yes
PM 3-10	6	22.2	81.0	78.4	78	77.4	70.9	yes	yes	yes	yes
PM 3-10	7	25	80.6	78.1	78	77.0	70.6	yes	yes	yes	yes
PM 3-10	8	27.8	80.3	77.7	78	76.6	70.4	yes	yes	yes	yes
PM 3-10	9	30.6	79.9	77.4	77	76.3	70.1	yes	yes	yes	yes
PM 3-10	10	33.4	79.6	77.1	77	76.0	69.9	yes	yes	yes	yes
PM 3-10	11	36.2	79.3	76.8	77	75.7	69.6	yes	yes	yes	yes
PM 3-10	12	39	79.0	76.6	77	75.4	69.4	yes	yes	yes	yes
PM 3-10	13	41.8	78.8	76.3	76	75.1	69.2	yes	yes	yes	yes
PM 3-10	14	44.6	78.5	76.1	76	74.9	69.0	yes	yes	yes	yes
PM 3-10	15	47.4	78.3	75.9	76	74.6	68.7	yes	yes	yes	yes
PM 3-10	16	50.2	78.1	75.7	76	74.4	68.5	yes	yes	yes	yes
PM 3-11	1	8.2	78.2	75.7	76	75.7	66.7	yes	yes	no	no
PM 3-11	2	11	78.7	76.2	76	76.2	67.2	yes	yes	no	no
PM 3-11	3	13.8	78.4	75.9	76	75.9	67.1	yes	yes	no	no
PM 3-11	4	16.6	78.1	75.6	76	75.6	66.8	yes	yes	no	no
PM 3-11	5	19.4	77.7	75.2	75	75.3	66.6	yes	yes	no	no
PM 3-11	6	22.2	77.4	74.9	75	74.9	66.3	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011):				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
PM 3-11	7	25	77.0	74.5	75	74.6	66.0	yes	yes	no	no	
PM 3-11	8	27.8	76.7	74.2	74	74.2	65.8	yes	yes	no	no	
PM 3-11	9	30.6	76.4	73.9	74	73.9	65.5	yes	yes	no	no	
PM 3-11	10	33.4	76.1	73.6	74	73.6	65.2	yes	yes	no	no	
PM 3-11	11	36.2	75.8	73.3	73	73.3	64.9	yes	yes	no	no	
PM 3-11	12	39	75.5	73.0	73	73.1	64.7	yes	yes	no	no	
PM 3-11	13	41.8	75.3	72.8	73	72.8	64.4	yes	yes	no	no	
PM 3-11	14	44.6	75.0	72.5	73	72.5	64.2	yes	yes	no	no	
PM 3-11	15	47.4	74.8	72.3	72	72.3	64.0	yes	yes	no	no	
PM 3-11	16	50.2	74.6	72.1	72	72.1	63.8	yes	yes	no	no	
PM 3-12	1	8.2	75.7	73.2	73	73.2	64.5	yes	yes	no	no	
PM 3-12	2	11	77.5	75.0	75	75.0	66.4	yes	yes	no	no	
PM 3-12	3	13.8	77.5	75.0	75	75.0	66.4	yes	yes	no	no	
PM 3-12	4	16.6	77.3	74.8	75	74.8	66.2	yes	yes	no	no	
PM 3-12	5	19.4	77.0	74.5	75	74.6	66.0	yes	yes	no	no	
PM 3-12	6	22.2	76.8	74.3	74	74.3	65.8	yes	yes	no	no	
PM 3-12	7	25	76.5	74.0	74	74.1	65.6	yes	yes	no	no	
PM 3-12	8	27.8	76.3	73.8	74	73.8	65.4	yes	yes	no	no	
PM 3-12	9	30.6	76.0	73.5	74	73.5	65.2	yes	yes	no	no	
PM 3-12	10	33.4	75.8	73.3	73	73.3	64.9	yes	yes	no	no	
PM 3-12	11	36.2	75.5	73.0	73	73.0	64.7	yes	yes	no	no	
PM 3-12	12	39	75.3	72.8	73	72.8	64.5	yes	yes	no	no	
PM 3-12	13	41.8	75.0	72.5	73	72.6	64.3	yes	yes	no	no	
PM 3-12	14	44.6	74.8	72.3	72	72.3	64.1	yes	yes	no	no	
PM 3-12	15	47.4	74.6	72.1	72	72.1	63.9	yes	yes	no	no	
PM 3-12	16	50.2	74.4	71.9	72	71.9	63.7	yes	yes	no	no	
PM 3-13	1	8.2	76.0	73.5	73	73.6	64.6	yes	yes	no	no	
PM 3-13	2	11	78.0	75.5	75	75.5	67.0	yes	yes	no	no	
PM 3-13	3	13.8	78.0	75.4	75	75.5	66.9	yes	yes	no	no	
PM 3-13	4	16.6	77.8	75.2	75	75.3	66.8	yes	yes	no	no	
PM 3-13	5	19.4	77.5	75.0	75	75.1	66.6	yes	yes	no	no	
PM 3-13	6	22.2	77.3	74.8	75	74.8	66.5	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up			Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 3-13	7	25	77.1	74.5	75	74.6	66.3	yes	yes	no	no
PM 3-13	8	27.8	76.8	74.3	74	74.3	66.1	yes	yes	no	no
PM 3-13	9	30.6	76.6	74.1	74	74.1	65.8	yes	yes	no	no
PM 3-13	10	33.4	76.3	73.8	74	73.8	65.6	yes	yes	no	no
PM 3-13	11	36.2	76.1	73.6	74	73.6	65.4	yes	yes	no	no
PM 3-13	12	39	75.9	73.4	73	73.4	65.2	yes	yes	no	no
PM 3-13	13	41.8	75.6	73.1	73	73.2	65.0	yes	yes	no	no
PM 3-13	14	44.6	75.4	72.9	73	72.9	64.8	yes	yes	no	no
PM 3-13	15	47.4	75.2	72.7	73	72.7	64.6	yes	yes	no	no
PM 3-13	16	50.2	75.0	72.5	73	72.5	64.4	yes	yes	no	no
PM 6-10	1	8.2	81.5	81.4	81	81.3	61.9	yes	yes	no	no
PM 6-10	2	11	80.5	80.5	80	80.4	61.9	yes	yes	no	no
PM 6-10	3	13.8	79.6	79.5	80	79.4	61.9	yes	yes	no	no
PM 6-10	4	16.6	78.8	78.7	79	78.6	61.9	yes	yes	no	no
PM 6-10	5	19.4	78.0	78.0	78	77.8	61.8	yes	yes	no	no
PM 6-10	6	22.2	77.4	77.3	77	77.2	61.7	yes	yes	no	no
PM 6-10	7	25	76.9	76.8	77	76.6	61.7	yes	yes	no	no
PM 6-10	8	27.8	76.4	76.3	76	76.1	61.6	yes	yes	no	no
PM 6-10	9	30.6	75.9	75.8	76	75.6	61.5	yes	yes	no	no
PM 6-10	10	33.4	75.5	75.4	75	75.2	61.4	yes	yes	no	no
PM 6-10	11	36.2	75.2	75.1	75	74.8	61.3	yes	yes	no	no
PM 6-10	12	39	74.8	74.7	75	74.5	61.2	yes	yes	no	no
PM 6-10	13	41.8	74.5	74.4	74	74.1	61.1	yes	yes	no	no
PM 6-10	14	44.6	74.2	74.1	74	73.8	61.0	yes	yes	no	no
PM 6-10	15	47.4	73.9	73.8	74	73.5	60.9	yes	yes	no	no
PM 6-10	16	50.2	73.7	73.5	74	73.3	60.7	yes	yes	no	no
PM 6-11	1	8.2	72.1	72.1	72	72.1	19.1	yes	yes	no	no
PM 6-11	2	11	76.3	76.3	76	76.3	19.1	yes	yes	no	no
PM 6-11	3	13.8	75.9	75.9	76	75.9	19.0	yes	yes	no	no
PM 6-11	4	16.6	75.3	75.3	75	75.3	19.0	yes	yes	no	no
PM 6-11	5	19.4	74.7	74.7	75	74.7	19.0	yes	yes	no	no
PM 6-11	6	22.2	74.2	74.2	74	74.2	18.9	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 6-11	7	25	73.7	73.7	74	73.7	18.9	yes	yes	no	no	
PM 6-11	8	27.8	73.2	73.2	73	73.2	18.8	yes	yes	no	no	
PM 6-11	9	30.6	72.8	72.8	73	72.8	18.7	yes	yes	no	no	
PM 6-11	10	33.4	72.4	72.4	72	72.4	18.7	yes	yes	no	no	
PM 6-11	11	36.2	72.0	72.0	72	72.0	18.6	yes	yes	no	no	
PM 6-11	12	39	71.7	71.7	72	71.7	18.5	yes	yes	no	no	
PM 6-11	13	41.8	71.4	71.4	71	71.4	18.4	yes	yes	no	no	
PM 6-11	14	44.6	71.1	71.1	71	71.1	18.4	yes	yes	no	no	
PM 6-11	15	47.4	70.8	70.8	71	70.8	18.3	yes	yes	no	no	
PM 6-11	16	50.2	70.5	70.5	71	70.5	18.2	yes	yes	no	no	
PM 6-12	1	8.2	69.4	69.4	69	69.4	17.4	no	yes	no	no	
PM 6-12	2	11	72.5	72.5	73	72.5	17.4	yes	yes	no	no	
PM 6-12	3	13.8	73.9	73.9	74	73.9	17.4	yes	yes	no	no	
PM 6-12	4	16.6	73.7	73.7	74	73.7	17.3	yes	yes	no	no	
PM 6-12	5	19.4	73.4	73.4	73	73.4	17.3	yes	yes	no	no	
PM 6-12	6	22.2	73.0	73.0	73	73.0	17.3	yes	yes	no	no	
PM 6-12	7	25	72.5	72.5	73	72.5	17.2	yes	yes	no	no	
PM 6-12	8	27.8	72.2	72.2	72	72.2	17.1	yes	yes	no	no	
PM 6-12	9	30.6	71.8	71.8	72	71.8	17.1	yes	yes	no	no	
PM 6-12	10	33.4	71.4	71.4	71	71.4	17.0	yes	yes	no	no	
PM 6-12	11	36.2	71.1	71.1	71	71.1	16.9	yes	yes	no	no	
PM 6-12	12	39	70.8	70.8	71	70.8	16.9	yes	yes	no	no	
PM 6-12	13	41.8	70.5	70.5	71	70.5	16.8	yes	yes	no	no	
PM 6-12	14	44.6	70.2	70.2	70	70.2	16.7	yes	yes	no	no	
PM 6-12	15	47.4	70.0	70.0	70	70.0	16.6	yes	yes	no	no	
PM 6-12	16	50.2	69.7	69.7	70	69.7	16.5	yes	yes	no	no	
PM 6-13	1	8.2	71.7	71.7	72	71.7	28.4	yes	yes	no	no	
PM 6-13	2	11	73.2	73.2	73	73.2	28.4	yes	yes	no	no	
PM 6-13	3	13.8	74.9	74.9	75	74.9	28.3	yes	yes	no	no	
PM 6-13	4	16.6	74.7	74.7	75	74.7	28.3	yes	yes	no	no	
PM 6-13	5	19.4	74.3	74.3	74	74.3	28.3	yes	yes	no	no	
PM 6-13	6	22.2	73.9	73.9	74	73.9	28.2	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
PM 6-13	7	25	73.5	73.5	73	73.5	28.2	yes	yes	no	no	
PM 6-13	8	27.8	73.1	73.1	73	73.1	28.1	yes	yes	no	no	
PM 6-13	9	30.6	72.7	72.7	73	72.7	28.1	yes	yes	no	no	
PM 6-13	10	33.4	72.4	72.4	72	72.4	28.0	yes	yes	no	no	
PM 6-13	11	36.2	72.1	72.1	72	72.1	28.0	yes	yes	no	no	
PM 6-13	12	39	71.8	71.8	72	71.8	27.9	yes	yes	no	no	
PM 6-13	13	41.8	71.5	71.5	71	71.5	27.8	yes	yes	no	no	
PM 6-13	14	44.6	71.2	71.2	71	71.2	27.7	yes	yes	no	no	
PM 6-13	15	47.4	71.0	71.0	71	71.0	27.7	yes	yes	no	no	
PM 6-13	16	50.2	70.7	70.7	71	70.7	27.6	yes	yes	no	no	
Willow Mansion												
WM 1-1	1	8.2	64.6	64.2	64	64.2	64.1	no	no	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]? roads	Contrib. from new >= 1 dB(A)?	for compensation?
WM 1-1	2	11.0	64.8	64.5	64	64.5	64.3	no	no	no	no
WM 1-1	3	13.8	64.7	64.3	64	64.3	64.2	no	no	no	no
WM 1-1	4	16.6	64.5	64.1	64	64.1	64.0	no	no	no	no
WM 1-1	5	19.4	64.2	63.8	64	63.9	63.7	no	no	no	no
WM 1-1	6	22.2	64.0	63.6	64	63.6	63.5	no	no	no	no
WM 1-1	7	25.0	63.7	63.3	63	63.3	63.2	no	no	no	no
WM 1-1	8	27.8	63.6	63.1	63	63.1	63.0	no	no	no	no
WM 1-1	9	30.6	63.4	62.9	63	62.9	62.7	no	no	no	no
WM 1-1	10	33.4	63.2	62.6	63	62.6	62.5	no	no	no	no
WM 1-1	11	36.2	62.9	62.4	62	62.4	62.5	no	no	no	no
WM 1-1	12	39.0	62.7	62.1	62	62.1	62.3	no	no	no	no
WM 1-1	13	41.8	62.7	62.0	62	62.0	62.1	no	no	no	no
WM 1-1	14	44.6	62.5	61.8	62	61.8	61.9	no	no	no	no
WM 1-1	15	47.4	62.3	61.6	62	61.6	61.7	no	no	no	no
WM 1-1	16	50.2	62.1	61.4	61	61.4	61.5	no	no	no	no
WM 1-2	1	8.2	63.1	62.4	62	62.5	62.6	no	no	no	no
WM 1-2	2	11.0	64.4	63.8	64	64.0	63.9	no	no	no	no
WM 1-2	3	13.8	64.4	63.8	64	63.9	63.9	no	no	no	no
WM 1-2	4	16.6	64.2	63.6	64	63.7	63.7	no	no	no	no
WM 1-2	5	19.4	64.0	63.4	63	63.5	63.4	no	no	no	no
WM 1-2	6	22.2	63.7	63.1	63	63.2	63.2	no	no	no	no
WM 1-2	7	25.0	63.5	62.8	63	63.0	63.0	no	no	no	no
WM 1-2	8	27.8	63.3	62.6	63	62.7	62.7	no	no	no	no
WM 1-2	9	30.6	63.3	62.5	62	62.6	62.6	no	no	no	no
WM 1-2	10	33.4	63.1	62.3	62	62.3	62.3	no	no	no	no
WM 1-2	11	36.2	62.9	62.1	62	62.1	62.1	no	no	no	no
WM 1-2	12	39.0	62.7	61.8	62	61.9	62.2	no	no	no	no
WM 1-2	13	41.8	62.5	61.6	62	61.7	62.0	no	no	no	no
WM 1-2	14	44.6	62.3	61.4	61	61.5	61.8	no	no	no	no
WM 1-2	15	47.4	62.3	61.4	61	61.4	61.6	no	no	no	no
WM 1-2	16	50.2	62.1	61.2	61	61.2	61.4	no	no	no	no
WM 1-3	1	8.2	68.1	66.8	67	65.5	65.4	no	yes	yes	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 1-3	2	11.0	68.3	67.1	67	65.8	65.7	no	yes	yes	no
WM 1-3	3	13.8	68.1	66.9	67	65.5	65.4	no	yes	yes	no
WM 1-3	4	16.6	67.9	66.6	67	65.2	65.1	no	yes	yes	no
WM 1-3	5	19.4	67.7	66.4	66	64.9	64.8	no	yes	yes	no
WM 1-3	6	22.2	67.5	66.1	66	64.5	64.5	no	yes	yes	no
WM 1-3	7	25.0	67.3	65.9	66	64.2	64.2	no	yes	yes	no
WM 1-3	8	27.8	67.1	65.7	66	64.0	64.0	no	yes	yes	no
WM 1-3	9	30.6	67.0	65.6	66	63.8	63.7	no	yes	yes	no
WM 1-3	10	33.4	66.8	65.4	65	63.5	63.5	no	yes	yes	no
WM 1-3	11	36.2	66.6	65.2	65	63.3	63.3	no	yes	yes	no
WM 1-3	12	39.0	66.4	65.0	65	63.1	63.3	no	yes	yes	no
WM 1-3	13	41.8	66.3	64.8	65	62.9	63.1	no	yes	yes	no
WM 1-3	14	44.6	66.2	64.7	65	62.7	62.9	no	yes	yes	no
WM 1-3	15	47.4	66.1	64.6	65	62.5	62.7	no	yes	yes	no
WM 1-3	16	50.2	66.0	64.5	64	62.4	62.5	no	yes	yes	no
WM 1-4	1	8.2	71.2	70.6	71	70.2	69.9	yes	no	no	no
WM 1-4	2	11.0	70.9	70.2	70	69.7	69.5	yes	no	no	no
WM 1-4	3	13.8	70.5	69.8	70	69.2	69.0	yes	no	no	no
WM 1-4	4	16.6	70.0	69.3	69	68.7	68.5	no	no	no	no
WM 1-4	5	19.4	69.6	68.9	69	68.2	68.0	no	no	no	no
WM 1-4	6	22.2	69.3	68.5	68	67.7	67.6	no	no	no	no
WM 1-4	7	25.0	69.0	68.1	68	67.3	67.2	no	no	no	no
WM 1-4	8	27.8	68.7	67.8	68	66.9	66.8	no	yes	no	no
WM 1-4	9	30.6	68.4	67.5	67	66.6	66.5	no	yes	no	no
WM 1-4	10	33.4	68.2	67.2	67	66.3	66.2	no	yes	no	no
WM 1-4	11	36.2	67.9	67.0	67	66.0	65.9	no	yes	yes	no
WM 1-4	12	39.0	67.7	66.7	67	65.7	65.6	no	yes	yes	no
WM 1-4	13	41.8	67.5	66.5	67	65.4	65.4	no	yes	yes	no
WM 1-4	14	44.6	67.3	66.3	66	65.2	65.2	no	yes	yes	no
WM 1-4	15	47.4	67.2	66.1	66	65.0	65.0	no	yes	yes	no
WM 1-4	16	50.2	67.1	66.0	66	64.8	64.8	no	yes	yes	no
WM 1-5	1	8.2	70.8	70.4	70	70.0	69.8	yes	no	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):		Test 1: Future > or = 70 dB(A)?		Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up						Old/ Improved Rds
WM 1-5	2	11.0	70.6	70.0	70	69.6	69.4	yes	no	no	no
WM 1-5	3	13.8	70.1	69.5	70	69.1	68.9	yes	no	no	no
WM 1-5	4	16.6	69.6	69.0	69	68.5	68.4	no	no	no	no
WM 1-5	5	19.4	69.2	68.6	69	68.0	67.9	no	no	no	no
WM 1-5	6	22.2	68.8	68.1	68	67.5	67.4	no	no	no	no
WM 1-5	7	25.0	68.4	67.7	68	67.0	66.9	no	no	no	no
WM 1-5	8	27.8	68.1	67.4	67	66.6	66.5	no	no	no	no
WM 1-5	9	30.6	67.8	67.1	67	66.2	66.2	no	no	no	no
WM 1-5	10	33.4	67.6	66.8	67	65.9	65.8	no	yes	no	no
WM 1-5	11	36.2	67.3	66.5	67	65.6	65.6	no	no	no	no
WM 1-5	12	39.0	67.1	66.3	66	65.3	65.3	no	yes	yes	no
WM 1-5	13	41.8	66.9	66.1	66	65.0	65.1	no	yes	yes	no
WM 1-5	14	44.6	66.7	65.8	66	64.8	64.8	no	yes	yes	no
WM 1-5	15	47.4	66.6	65.7	66	64.6	64.6	no	yes	yes	no
WM 1-5	16	50.2	66.4	65.5	65	64.4	64.4	no	yes	yes	no
WM 1-6	1	8.2	64.1	64.1	64	64.2	64.1	no	no	no	no
WM 1-6	2	11.0	64.7	64.7	65	64.8	64.7	no	no	no	no
WM 1-6	3	13.8	64.4	64.4	64	64.4	64.4	no	no	no	no
WM 1-6	4	16.6	64.0	64.0	64	64.0	64.0	no	no	no	no
WM 1-6	5	19.4	63.5	63.5	64	63.6	63.6	no	no	no	no
WM 1-6	6	22.2	63.1	63.1	63	63.2	63.2	no	no	no	no
WM 1-6	7	25.0	62.7	62.7	63	62.7	62.8	no	no	no	no
WM 1-6	8	27.8	62.3	62.3	62	62.3	62.4	no	no	no	no
WM 1-6	9	30.6	61.9	61.9	62	62.0	62.0	no	no	no	no
WM 1-6	10	33.4	61.6	61.6	62	61.6	61.7	no	no	no	no
WM 1-6	11	36.2	61.3	61.3	61	61.3	61.4	no	no	no	no
WM 1-6	12	39.0	61.0	61.0	61	61.0	61.0	no	no	no	no
WM 1-6	13	41.8	60.7	60.7	61	60.7	60.8	no	no	no	no
WM 1-6	14	44.6	60.4	60.4	60	60.4	60.5	no	no	no	no
WM 1-6	15	47.4	60.1	60.1	60	60.1	60.2	no	no	no	no
WM 1-6	16	50.2	59.9	59.9	60	59.9	60.0	no	no	no	no
WM 1-7	1	8.2	61.7	61.7	62	61.8	61.9	no	no	no	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 1-7	2	11.0	63.4	63.4	63	63.4	63.4	no	no	no	no
WM 1-7	3	13.8	63.4	63.4	63	63.5	63.5	no	no	no	no
WM 1-7	4	16.6	63.2	63.2	63	63.2	63.2	no	no	no	no
WM 1-7	5	19.4	62.9	62.9	63	63.0	63.0	no	no	no	no
WM 1-7	6	22.2	62.6	62.6	63	62.6	62.7	no	no	no	no
WM 1-7	7	25.0	62.3	62.3	62	62.3	62.4	no	no	no	no
WM 1-7	8	27.8	62.0	62.0	62	62.0	62.1	no	no	no	no
WM 1-7	9	30.6	61.7	61.7	62	61.7	61.8	no	no	no	no
WM 1-7	10	33.4	61.4	61.4	61	61.4	61.5	no	no	no	no
WM 1-7	11	36.2	61.1	61.1	61	61.1	61.2	no	no	no	no
WM 1-7	12	39.0	60.8	60.8	61	60.9	60.9	no	no	no	no
WM 1-7	13	41.8	60.6	60.6	61	60.6	60.7	no	no	no	no
WM 1-7	14	44.6	60.3	60.3	60	60.4	60.4	no	no	no	no
WM 1-7	15	47.4	60.1	60.1	60	60.1	60.2	no	no	no	no
WM 1-7	16	50.2	59.9	59.9	60	59.9	60.0	no	no	no	no
WM 1-8	1	8.2	63.2	63.2	63	63.3	63.3	no	no	no	no
WM 1-8	2	11.0	64.6	64.6	65	64.6	64.6	no	no	no	no
WM 1-8	3	13.8	64.4	64.4	64	64.5	64.4	no	no	no	no
WM 1-8	4	16.6	64.2	64.2	64	64.2	64.2	no	no	no	no
WM 1-8	5	19.4	63.9	63.9	64	64.0	63.9	no	no	no	no
WM 1-8	6	22.2	63.7	63.7	64	63.7	63.7	no	no	no	no
WM 1-8	7	25.0	63.4	63.4	63	63.4	63.4	no	no	no	no
WM 1-8	8	27.8	63.1	63.1	63	63.1	63.1	no	no	no	no
WM 1-8	9	30.6	62.8	62.8	63	62.8	62.8	no	no	no	no
WM 1-8	10	33.4	62.5	62.5	63	62.5	62.5	no	no	no	no
WM 1-8	11	36.2	62.2	62.2	62	62.3	62.3	no	no	no	no
WM 1-8	12	39.0	62.0	62.0	62	62.0	62.0	no	no	no	no
WM 1-8	13	41.8	61.7	61.7	62	61.7	61.7	no	no	no	no
WM 1-8	14	44.6	61.5	61.5	61	61.5	61.5	no	no	no	no
WM 1-8	15	47.4	61.2	61.2	61	61.3	61.3	no	no	no	no
WM 1-8	16	50.2	61.0	61.0	61	61.0	61.1	no	no	no	no
WM 3-1	1	8.2	76.1	73.5	73	73.3	65.6	yes	yes	no	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up						
WM 3-1	2	11.0	77.7	75.1	75	74.7	67.4	yes	yes	no	no
WM 3-1	3	13.8	77.9	75.4	75	75.0	67.3	yes	yes	no	no
WM 3-1	4	16.6	77.7	75.2	75	74.8	67.2	yes	yes	no	no
WM 3-1	5	19.4	77.5	75.0	75	74.6	67.0	yes	yes	no	no
WM 3-1	6	22.2	77.3	74.7	75	74.4	66.9	yes	yes	no	no
WM 3-1	7	25.0	77.0	74.5	74	74.1	66.7	yes	yes	no	no
WM 3-1	8	27.8	76.8	74.2	74	73.9	66.5	yes	yes	no	no
WM 3-1	9	30.6	76.6	74.0	74	73.6	66.3	yes	yes	no	no
WM 3-1	10	33.4	76.3	73.8	74	73.4	66.1	yes	yes	no	no
WM 3-1	11	36.2	76.1	73.5	74	73.2	65.9	yes	yes	no	no
WM 3-1	12	39.0	75.9	73.3	73	73.0	65.7	yes	yes	no	no
WM 3-1	13	41.8	75.6	73.1	73	72.7	65.5	yes	yes	no	no
WM 3-1	14	44.6	75.4	72.9	73	72.5	65.3	yes	yes	no	no
WM 3-1	15	47.4	75.2	72.7	73	72.3	65.1	yes	yes	no	no
WM 3-1	16	50.2	75.0	72.5	72	72.1	64.9	yes	yes	no	no
WM 3-2	1	8.2	74.1	71.5	72	70.9	64.3	yes	yes	no	no
WM 3-2	2	11.0	76.2	73.6	74	72.8	66.3	yes	yes	no	no
WM 3-2	3	13.8	76.4	73.9	74	73.1	66.4	yes	yes	no	no
WM 3-2	4	16.6	76.4	73.8	74	73.1	66.3	yes	yes	no	no
WM 3-2	5	19.4	76.2	73.6	74	72.9	66.1	yes	yes	no	no
WM 3-2	6	22.2	76.0	73.4	73	72.7	66.0	yes	yes	no	no
WM 3-2	7	25.0	75.7	73.2	73	72.4	65.8	yes	yes	no	no
WM 3-2	8	27.8	75.5	72.9	73	72.2	65.6	yes	yes	no	no
WM 3-2	9	30.6	75.3	72.7	73	71.9	65.4	yes	yes	no	no
WM 3-2	10	33.4	75.0	72.4	72	71.7	65.2	yes	yes	no	no
WM 3-2	11	36.2	74.8	72.2	72	71.5	65.0	yes	yes	no	no
WM 3-2	12	39.0	74.6	72.0	72	71.2	64.8	yes	yes	no	no
WM 3-2	13	41.8	74.4	71.8	72	71.0	64.6	yes	yes	no	no
WM 3-2	14	44.6	74.2	71.6	72	70.8	64.4	yes	yes	no	no
WM 3-2	15	47.4	74.0	71.4	71	70.6	64.2	yes	yes	no	no
WM 3-2	16	50.2	73.8	71.2	71	70.4	64.1	yes	yes	no	no
WM 3-3	1	8.2	76.7	74.1	74	72.9	66.8	yes	yes	yes	yes

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Basic	Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds						
WM 3-3	2	11.0	78.5	75.9	76	75.0	67.9	yes	yes	no	no	
WM 3-3	3	13.8	78.4	75.9	76	74.9	67.8	yes	yes	yes	yes	
WM 3-3	4	16.6	78.2	75.6	76	74.6	67.6	yes	yes	yes	yes	
WM 3-3	5	19.4	77.8	75.3	75	74.3	67.4	yes	yes	yes	yes	
WM 3-3	6	22.2	77.5	74.9	75	73.9	67.1	yes	yes	yes	yes	
WM 3-3	7	25.0	77.2	74.6	75	73.6	66.9	yes	yes	yes	yes	
WM 3-3	8	27.8	76.9	74.3	74	73.3	66.6	yes	yes	yes	yes	
WM 3-3	9	30.6	76.6	74.0	74	73.0	66.4	yes	yes	yes	yes	
WM 3-3	10	33.4	76.3	73.7	74	72.7	66.2	yes	yes	yes	yes	
WM 3-3	11	36.2	76.0	73.5	73	72.5	66.0	yes	yes	yes	yes	
WM 3-3	12	39.0	75.8	73.2	73	72.2	65.7	yes	yes	yes	yes	
WM 3-3	13	41.8	75.5	73.0	73	72.0	65.5	yes	yes	yes	yes	
WM 3-3	14	44.6	75.3	72.7	73	71.7	65.3	yes	yes	yes	yes	
WM 3-3	15	47.4	75.1	72.5	72	71.5	65.1	yes	yes	yes	yes	
WM 3-3	16	50.2	74.8	72.3	72	71.3	65.0	yes	yes	yes	yes	
WM 3-4	1	8.2	82.3	79.8	80	79.2	70.9	yes	yes	no	no	
WM 3-4	2	11.0	82.6	80.1	80	79.6	71.4	yes	yes	no	no	
WM 3-4	3	13.8	82.2	79.7	80	79.2	71.2	yes	yes	no	no	
WM 3-4	4	16.6	81.7	79.2	79	78.8	70.9	yes	yes	no	no	
WM 3-4	5	19.4	81.3	78.8	79	78.3	70.6	yes	yes	no	no	
WM 3-4	6	22.2	80.9	78.3	78	77.9	70.3	yes	yes	no	no	
WM 3-4	7	25.0	80.5	78.0	78	77.5	70.0	yes	yes	no	no	
WM 3-4	8	27.8	80.1	77.6	78	77.2	69.7	yes	yes	no	no	
WM 3-4	9	30.6	79.8	77.2	77	76.8	69.4	yes	yes	no	no	
WM 3-4	10	33.4	79.4	76.9	77	76.5	69.1	yes	yes	no	no	
WM 3-4	11	36.2	79.1	76.6	77	76.2	68.8	yes	yes	no	no	
WM 3-4	12	39.0	78.9	76.4	76	75.9	68.6	yes	yes	no	no	
WM 3-4	13	41.8	78.6	76.1	76	75.6	68.3	yes	yes	no	no	
WM 3-4	14	44.6	78.3	75.8	76	75.3	68.1	yes	yes	no	no	
WM 3-4	15	47.4	78.1	75.6	76	75.1	67.9	yes	yes	no	no	
WM 3-4	16	50.2	77.9	75.4	75	74.9	67.7	yes	yes	no	no	
WM 3-5	1	8.2	82.1	79.6	80	79.2	70.7	yes	yes	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Basic	Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds						
WM 3-5	2	11.0	82.5	80.0	80	79.6	71.2	yes	yes	no	no	
WM 3-5	3	13.8	82.1	79.6	80	79.2	71.0	yes	yes	no	no	
WM 3-5	4	16.6	81.6	79.1	79	78.8	70.7	yes	yes	no	no	
WM 3-5	5	19.4	81.2	78.7	79	78.3	70.4	yes	yes	no	no	
WM 3-5	6	22.2	80.8	78.3	78	77.9	70.1	yes	yes	no	no	
WM 3-5	7	25.0	80.4	77.9	78	77.6	69.8	yes	yes	no	no	
WM 3-5	8	27.8	80.0	77.5	78	77.2	69.5	yes	yes	no	no	
WM 3-5	9	30.6	79.7	77.2	77	76.8	69.2	yes	yes	no	no	
WM 3-5	10	33.4	79.4	76.9	77	76.5	68.9	yes	yes	no	no	
WM 3-5	11	36.2	79.1	76.6	77	76.2	68.6	yes	yes	no	no	
WM 3-5	12	39.0	78.8	76.3	76	75.9	68.3	yes	yes	no	no	
WM 3-5	13	41.8	78.5	76.0	76	75.7	68.1	yes	yes	no	no	
WM 3-5	14	44.6	78.3	75.8	76	75.4	67.9	yes	yes	no	no	
WM 3-5	15	47.4	78.0	75.5	76	75.2	67.6	yes	yes	no	no	
WM 3-5	16	50.2	77.8	75.3	75	74.9	67.4	yes	yes	no	no	
WM 3-6	1	8.2	77.4	74.9	75	74.9	66.0	yes	yes	no	no	
WM 3-6	2	11.0	78.2	75.7	76	75.6	66.8	yes	yes	no	no	
WM 3-6	3	13.8	78.0	75.5	75	75.4	66.6	yes	yes	no	no	
WM 3-6	4	16.6	77.7	75.2	75	75.1	66.4	yes	yes	no	no	
WM 3-6	5	19.4	77.3	74.9	75	74.8	66.1	yes	yes	no	no	
WM 3-6	6	22.2	77.0	74.5	75	74.5	65.9	yes	yes	no	no	
WM 3-6	7	25.0	76.7	74.2	74	74.2	65.6	yes	yes	no	no	
WM 3-6	8	27.8	76.4	73.9	74	73.9	65.3	yes	yes	no	no	
WM 3-6	9	30.6	76.1	73.6	74	73.6	65.0	yes	yes	no	no	
WM 3-6	10	33.4	75.8	73.3	73	73.3	64.7	yes	yes	no	no	
WM 3-6	11	36.2	75.5	73.1	73	73.0	64.5	yes	yes	no	no	
WM 3-6	12	39.0	75.2	72.8	73	72.8	64.2	yes	yes	no	no	
WM 3-6	13	41.8	75.0	72.5	73	72.5	64.0	yes	yes	no	no	
WM 3-6	14	44.6	74.8	72.3	72	72.3	63.7	yes	yes	no	no	
WM 3-6	15	47.4	74.5	72.1	72	72.1	63.5	yes	yes	no	no	
WM 3-6	16	50.2	74.3	71.9	72	71.9	63.3	yes	yes	no	no	
WM 3-7	1	8.2	75.5	73.0	73	73.0	64.5	yes	yes	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 3-7	2	11.0	77.3	74.8	75	74.8	66.1	yes	yes	no	no	
WM 3-7	3	13.8	77.4	74.9	75	74.9	66.1	yes	yes	no	no	
WM 3-7	4	16.6	77.2	74.8	75	74.7	66.0	yes	yes	no	no	
WM 3-7	5	19.4	77.0	74.6	75	74.5	65.8	yes	yes	no	no	
WM 3-7	6	22.2	76.8	74.3	74	74.3	65.6	yes	yes	no	no	
WM 3-7	7	25.0	76.6	74.1	74	74.1	65.4	yes	yes	no	no	
WM 3-7	8	27.8	76.3	73.9	74	73.8	65.2	yes	yes	no	no	
WM 3-7	9	30.6	76.1	73.6	74	73.6	64.9	yes	yes	no	no	
WM 3-7	10	33.4	75.8	73.4	73	73.4	64.7	yes	yes	no	no	
WM 3-7	11	36.2	75.6	73.1	73	73.1	64.5	yes	yes	no	no	
WM 3-7	12	39.0	75.4	72.9	73	72.9	64.3	yes	yes	no	no	
WM 3-7	13	41.8	75.1	72.7	73	72.7	64.1	yes	yes	no	no	
WM 3-7	14	44.6	74.9	72.5	72	72.5	63.8	yes	yes	no	no	
WM 3-7	15	47.4	74.7	72.3	72	72.3	63.6	yes	yes	no	no	
WM 3-7	16	50.2	74.5	72.1	72	72.1	63.4	yes	yes	no	no	
WM 3-8	1	8.2	77.2	74.7	75	74.7	65.9	yes	yes	no	no	
WM 3-8	2	11.0	78.6	76.2	76	76.2	67.4	yes	yes	no	no	
WM 3-8	3	13.8	78.7	76.2	76	76.2	67.4	yes	yes	no	no	
WM 3-8	4	16.6	78.5	76.0	76	76.0	67.2	yes	yes	no	no	
WM 3-8	5	19.4	78.3	75.8	76	75.8	67.1	yes	yes	no	no	
WM 3-8	6	22.2	78.1	75.6	76	75.6	66.9	yes	yes	no	no	
WM 3-8	7	25.0	77.8	75.4	75	75.3	66.7	yes	yes	no	no	
WM 3-8	8	27.8	77.6	75.1	75	75.1	66.5	yes	yes	no	no	
WM 3-8	9	30.6	77.3	74.9	75	74.9	66.2	yes	yes	no	no	
WM 3-8	10	33.4	77.1	74.7	75	74.6	66.0	yes	yes	no	no	
WM 3-8	11	36.2	76.9	74.4	74	74.4	65.8	yes	yes	no	no	
WM 3-8	12	39.0	76.7	74.2	74	74.2	65.6	yes	yes	no	no	
WM 3-8	13	41.8	76.4	74.0	74	74.0	65.4	yes	yes	no	no	
WM 3-8	14	44.6	76.2	73.8	74	73.8	65.2	yes	yes	no	no	
WM 3-8	15	47.4	76.0	73.6	74	73.6	65.0	yes	yes	no	no	
WM 3-8	16	50.2	75.8	73.4	73	73.4	64.8	yes	yes	no	no	
WM 4-1	1	8.2	69.7	67.5	68	65.8	61.2	no	yes	yes	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):		Old/ Improved Rds	Basic		Test 1:	Test 2:	Test 3:	Eligible
				Mitigated	Mitigated with 0.5 rounded up				Mitigated	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?
WM 4-1	2	11.0	73.2	70.9	71	70.0	69.0	yes	yes	no	no	
WM 4-1	3	13.8	73.4	71.1	71	70.3	69.2	yes	yes	no	no	
WM 4-1	4	16.6	73.3	70.9	71	70.1	69.1	yes	yes	no	no	
WM 4-1	5	19.4	73.1	70.8	71	69.9	68.9	yes	yes	no	no	
WM 4-1	6	22.2	72.9	70.6	71	69.8	68.6	yes	yes	no	no	
WM 4-1	7	25.0	72.7	70.5	70	69.5	68.4	yes	yes	yes	yes	
WM 4-1	8	27.8	72.6	70.4	70	69.3	68.1	yes	yes	yes	yes	
WM 4-1	9	30.6	72.4	70.3	70	69.1	67.9	yes	yes	yes	yes	
WM 4-1	10	33.4	72.3	70.1	70	68.9	67.6	yes	yes	yes	yes	
WM 4-1	11	36.2	72.1	70.0	70	68.6	67.4	yes	yes	yes	yes	
WM 4-1	12	39.0	71.9	69.9	70	68.4	67.1	yes	yes	yes	yes	
WM 4-1	13	41.8	71.8	69.8	70	68.2	66.9	yes	yes	yes	yes	
WM 4-1	14	44.6	71.6	69.7	70	68.0	66.7	yes	yes	yes	yes	
WM 4-1	15	47.4	71.5	69.6	70	67.8	66.5	yes	yes	yes	yes	
WM 4-1	16	50.2	71.4	69.4	69	67.6	66.2	no	yes	yes	no	
WM 4-2	1	8.2	68.3	65.4	65	64.8	59.6	no	yes	no	no	
WM 4-2	2	11.0	72.0	69.3	69	69.0	68.1	no	yes	no	no	
WM 4-2	3	13.8	72.1	69.4	69	69.1	68.2	no	yes	no	no	
WM 4-2	4	16.6	72.0	69.3	69	68.9	68.1	no	yes	no	no	
WM 4-2	5	19.4	71.8	69.2	69	68.7	67.8	no	yes	no	no	
WM 4-2	6	22.2	71.6	69.2	69	68.7	67.6	no	yes	no	no	
WM 4-2	7	25.0	71.5	69.1	69	68.5	67.3	no	yes	no	no	
WM 4-2	8	27.8	71.3	69.0	69	68.3	67.1	no	yes	no	no	
WM 4-2	9	30.6	71.2	69.0	69	68.1	66.8	no	yes	no	no	
WM 4-2	10	33.4	71.0	68.9	69	67.9	66.6	no	yes	yes	no	
WM 4-2	11	36.2	70.9	68.8	69	67.6	66.3	no	yes	yes	no	
WM 4-2	12	39.0	70.7	68.6	69	67.4	66.1	no	yes	yes	no	
WM 4-2	13	41.8	70.6	68.6	69	67.2	65.8	no	yes	yes	no	
WM 4-2	14	44.6	70.5	68.5	68	67.0	65.6	no	yes	yes	no	
WM 4-2	15	47.4	70.4	68.4	68	66.8	65.4	no	yes	yes	no	
WM 4-2	16	50.2	70.3	68.3	68	66.6	65.1	no	yes	yes	no	
WM 4-3	1	8.2	73.1	70.1	70	69.8	69.4	yes	no	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Facade Noise Level dB(A): Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 4-3	2	11.0	73.7	70.8	71	70.4	70.1	yes	no	no	no	
WM 4-3	3	13.8	73.6	70.7	71	70.2	69.8	yes	no	no	no	
WM 4-3	4	16.6	73.3	70.5	71	69.9	69.5	yes	yes	no	no	
WM 4-3	5	19.4	73.1	70.5	70	69.8	69.2	yes	yes	no	no	
WM 4-3	6	22.2	72.9	70.3	70	69.6	68.9	yes	yes	no	no	
WM 4-3	7	25.0	72.7	70.2	70	69.3	68.6	yes	yes	no	no	
WM 4-3	8	27.8	72.5	70.1	70	69.1	68.2	yes	yes	yes	yes	
WM 4-3	9	30.6	72.3	70.0	70	68.8	67.9	yes	yes	yes	yes	
WM 4-3	10	33.4	72.1	69.9	70	68.6	67.6	yes	yes	yes	yes	
WM 4-3	11	36.2	72.0	69.8	70	68.3	67.3	yes	yes	yes	yes	
WM 4-3	12	39.0	71.8	69.7	70	68.1	67.1	yes	yes	yes	yes	
WM 4-3	13	41.8	71.7	69.6	70	67.8	66.8	yes	yes	yes	yes	
WM 4-3	14	44.6	71.6	69.4	69	67.6	66.6	no	yes	yes	no	
WM 4-3	15	47.4	71.5	69.4	69	67.4	66.3	no	yes	yes	no	
WM 4-3	16	50.2	71.3	69.3	69	67.2	66.1	no	yes	yes	no	
WM 4-4	1	8.2	78.5	75.9	76	74.7	74.1	yes	yes	yes	yes	
WM 4-4	2	11.0	78.5	75.9	76	74.6	74.0	yes	yes	yes	yes	
WM 4-4	3	13.8	78.2	75.6	76	74.3	73.7	yes	yes	yes	yes	
WM 4-4	4	16.6	77.9	75.4	75	73.9	73.3	yes	yes	yes	yes	
WM 4-4	5	19.4	77.5	75.1	75	73.6	72.9	yes	yes	yes	yes	
WM 4-4	6	22.2	77.2	74.8	75	73.2	72.5	yes	yes	yes	yes	
WM 4-4	7	25.0	77.0	74.6	75	72.9	72.1	yes	yes	yes	yes	
WM 4-4	8	27.8	76.7	74.4	74	72.5	71.7	yes	yes	yes	yes	
WM 4-4	9	30.6	76.4	74.2	74	72.2	71.4	yes	yes	yes	yes	
WM 4-4	10	33.4	76.2	73.9	74	71.9	71.0	yes	yes	yes	yes	
WM 4-4	11	36.2	76.0	73.7	74	71.6	70.7	yes	yes	yes	yes	
WM 4-4	12	39.0	75.8	73.5	74	71.3	70.4	yes	yes	yes	yes	
WM 4-4	13	41.8	75.6	73.4	73	71.1	70.1	yes	yes	yes	yes	
WM 4-4	14	44.6	75.4	73.2	73	70.8	69.8	yes	yes	yes	yes	
WM 4-4	15	47.4	75.2	73.1	73	70.6	69.6	yes	yes	yes	yes	
WM 4-4	16	50.2	75.1	72.9	73	70.4	69.3	yes	yes	yes	yes	
WM 4-5	1	8.2	79.5	77.0	77	75.5	74.7	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Basic		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds						
WM 4-5	2	11.0	79.3	76.8	77	75.2	74.5	yes	yes	yes	yes	
WM 4-5	3	13.8	79.0	76.5	76	74.8	74.1	yes	yes	yes	yes	
WM 4-5	4	16.6	78.6	76.2	76	74.4	73.7	yes	yes	yes	yes	
WM 4-5	5	19.4	78.3	75.9	76	74.0	73.2	yes	yes	yes	yes	
WM 4-5	6	22.2	78.0	75.6	76	73.6	72.8	yes	yes	yes	yes	
WM 4-5	7	25.0	77.7	75.3	75	73.2	72.4	yes	yes	yes	yes	
WM 4-5	8	27.8	77.4	75.1	75	72.9	72.0	yes	yes	yes	yes	
WM 4-5	9	30.6	77.1	74.8	75	72.5	71.7	yes	yes	yes	yes	
WM 4-5	10	33.4	76.9	74.6	75	72.2	71.3	yes	yes	yes	yes	
WM 4-5	11	36.2	76.6	74.4	74	71.9	71.0	yes	yes	yes	yes	
WM 4-5	12	39.0	76.4	74.2	74	71.6	70.7	yes	yes	yes	yes	
WM 4-5	13	41.8	76.2	74.0	74	71.4	70.4	yes	yes	yes	yes	
WM 4-5	14	44.6	76.0	73.8	74	71.1	70.1	yes	yes	yes	yes	
WM 4-5	15	47.4	75.8	73.6	74	70.9	69.9	yes	yes	yes	yes	
WM 4-5	16	50.2	75.6	73.5	73	70.7	69.6	yes	yes	yes	yes	
WM 4-6	1	8.2	76.1	73.8	74	71.1	70.8	yes	yes	yes	yes	
WM 4-6	2	11.0	76.4	74.1	74	71.5	71.1	yes	yes	yes	yes	
WM 4-6	3	13.8	76.2	73.9	74	71.2	70.9	yes	yes	yes	yes	
WM 4-6	4	16.6	76.0	73.7	74	70.9	70.6	yes	yes	yes	yes	
WM 4-6	5	19.4	75.7	73.5	73	70.6	70.2	yes	yes	yes	yes	
WM 4-6	6	22.2	75.4	73.2	73	70.2	69.9	yes	yes	yes	yes	
WM 4-6	7	25.0	75.1	72.9	73	69.9	69.5	yes	yes	yes	yes	
WM 4-6	8	27.8	74.8	72.6	73	69.5	69.2	yes	yes	yes	yes	
WM 4-6	9	30.6	74.6	72.4	72	69.2	68.9	yes	yes	yes	yes	
WM 4-6	10	33.4	74.3	72.1	72	68.9	68.6	yes	yes	yes	yes	
WM 4-6	11	36.2	74.1	71.9	72	68.6	68.3	yes	yes	yes	yes	
WM 4-6	12	39.0	73.8	71.7	72	68.4	68.0	yes	yes	yes	yes	
WM 4-6	13	41.8	73.6	71.5	71	68.1	67.7	yes	yes	yes	yes	
WM 4-6	14	44.6	73.4	71.3	71	67.9	67.5	yes	yes	yes	yes	
WM 4-6	15	47.4	73.2	71.1	71	67.6	67.2	yes	yes	yes	yes	
WM 4-6	16	50.2	73.0	70.9	71	67.4	67.0	yes	yes	yes	yes	
WM 4-7	1	8.2	73.4	71.1	71	68.5	68.8	yes	yes	yes	yes	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):			Test 1: Future > or = 70 dB(A)?		Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds						
WM 4-7	2	11.0	74.8	72.6	73	70.2	70.0	yes	yes	yes	yes	
WM 4-7	3	13.8	74.8	72.5	73	70.1	69.9	yes	yes	yes	yes	
WM 4-7	4	16.6	74.6	72.4	72	69.9	69.7	yes	yes	yes	yes	
WM 4-7	5	19.4	74.4	72.2	72	69.7	69.4	yes	yes	yes	yes	
WM 4-7	6	22.2	74.2	72.0	72	69.4	69.1	yes	yes	yes	yes	
WM 4-7	7	25.0	74.0	71.8	72	69.1	68.8	yes	yes	yes	yes	
WM 4-7	8	27.8	73.8	71.6	72	68.8	68.6	yes	yes	yes	yes	
WM 4-7	9	30.6	73.5	71.4	71	68.6	68.3	yes	yes	yes	yes	
WM 4-7	10	33.4	73.3	71.2	71	68.3	68.0	yes	yes	yes	yes	
WM 4-7	11	36.2	73.1	71.0	71	68.1	67.7	yes	yes	yes	yes	
WM 4-7	12	39.0	72.9	70.8	71	67.8	67.5	yes	yes	yes	yes	
WM 4-7	13	41.8	72.7	70.6	71	67.6	67.2	yes	yes	yes	yes	
WM 4-7	14	44.6	72.5	70.4	70	67.4	67.0	yes	yes	yes	yes	
WM 4-7	15	47.4	72.3	70.2	70	67.1	66.8	yes	yes	yes	yes	
WM 4-7	16	50.2	72.1	70.1	70	66.9	66.6	yes	yes	yes	yes	
WM 4-8	1	8.2	75.0	72.8	73	70.6	70.4	yes	yes	yes	yes	
WM 4-8	2	11.0	75.8	73.6	74	71.6	71.2	yes	yes	yes	yes	
WM 4-8	3	13.8	75.7	73.5	73	71.4	71.0	yes	yes	yes	yes	
WM 4-8	4	16.6	75.5	73.3	73	71.2	70.7	yes	yes	yes	yes	
WM 4-8	5	19.4	75.3	73.1	73	70.9	70.5	yes	yes	yes	yes	
WM 4-8	6	22.2	75.1	72.9	73	70.6	70.2	yes	yes	yes	yes	
WM 4-8	7	25.0	74.9	72.7	73	70.3	69.9	yes	yes	yes	yes	
WM 4-8	8	27.8	74.7	72.6	73	70.1	69.6	yes	yes	yes	yes	
WM 4-8	9	30.6	74.5	72.4	72	69.8	69.3	yes	yes	yes	yes	
WM 4-8	10	33.4	74.3	72.2	72	69.5	69.0	yes	yes	yes	yes	
WM 4-8	11	36.2	74.0	72.0	72	69.3	68.7	yes	yes	yes	yes	
WM 4-8	12	39.0	73.9	71.8	72	69.0	68.5	yes	yes	yes	yes	
WM 4-8	13	41.8	73.7	71.7	72	68.8	68.2	yes	yes	yes	yes	
WM 4-8	14	44.6	73.5	71.5	71	68.6	68.0	yes	yes	yes	yes	
WM 4-8	15	47.4	73.3	71.3	71	68.3	67.8	yes	yes	yes	yes	
WM 4-8	16	50.2	73.1	71.2	71	68.1	67.5	yes	yes	yes	yes	
WM 4-9	1	8.2	74.2	72.7	73	71.7	71.4	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up	Basic			Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
WM 4-9	2	11.0	74.0	72.5	72	71.4	71.2	yes	yes	yes	yes	
WM 4-9	3	13.8	73.8	72.2	72	71.0	70.8	yes	yes	yes	yes	
WM 4-9	4	16.6	73.6	72.0	72	70.6	70.5	yes	yes	yes	yes	
WM 4-9	5	19.4	73.3	71.7	72	70.2	70.2	yes	yes	yes	yes	
WM 4-9	6	22.2	73.1	71.4	71	69.9	69.9	yes	yes	yes	yes	
WM 4-9	7	25.0	72.8	71.2	71	69.5	69.6	yes	yes	yes	yes	
WM 4-9	8	27.8	72.6	70.9	71	69.2	69.2	yes	yes	yes	yes	
WM 4-9	9	30.6	72.3	70.6	71	68.9	68.9	yes	yes	yes	yes	
WM 4-9	10	33.4	72.1	70.4	70	68.6	68.6	yes	yes	yes	yes	
WM 4-9	11	36.2	71.9	70.2	70	68.3	68.4	yes	yes	yes	yes	
WM 4-9	12	39.0	71.7	70.0	70	68.0	68.1	yes	yes	yes	yes	
WM 4-9	13	41.8	71.5	69.8	70	67.8	67.8	yes	yes	yes	yes	
WM 4-9	14	44.6	71.3	69.6	70	67.5	67.6	yes	yes	yes	yes	
WM 4-9	15	47.4	71.1	69.4	69	67.3	67.4	no	yes	yes	no	
WM 4-9	16	50.2	70.9	69.2	69	67.1	67.1	no	yes	yes	no	
WM 5-1	1	8.2	68.6	65.4	65	64.2	61.3	no	yes	yes	no	
WM 5-1	2	11.0	72.2	69.2	69	68.6	68.7	no	no	no	no	
WM 5-1	3	13.8	72.3	69.4	69	68.8	68.9	no	no	no	no	
WM 5-1	4	16.6	72.2	69.3	69	68.7	68.8	no	no	no	no	
WM 5-1	5	19.4	72.1	69.2	69	68.6	68.6	no	no	no	no	
WM 5-1	6	22.2	72.0	69.7	70	69.1	68.4	yes	yes	no	no	
WM 5-1	7	25.0	71.9	69.7	70	69.0	68.2	yes	yes	no	no	
WM 5-1	8	27.8	71.8	69.6	70	68.8	67.9	yes	yes	no	no	
WM 5-1	9	30.6	71.7	69.6	70	68.6	67.7	yes	yes	yes	yes	
WM 5-1	10	33.4	71.6	69.5	70	68.4	67.5	yes	yes	yes	yes	
WM 5-1	11	36.2	71.5	69.4	69	68.3	67.2	no	yes	yes	no	
WM 5-1	12	39.0	71.3	69.3	69	68.1	67.0	no	yes	yes	no	
WM 5-1	13	41.8	71.2	69.3	69	67.9	66.8	no	yes	yes	no	
WM 5-1	14	44.6	71.1	69.2	69	67.7	66.6	no	yes	yes	no	
WM 5-1	15	47.4	71.0	69.1	69	67.5	66.4	no	yes	yes	no	
WM 5-1	16	50.2	70.9	69.0	69	67.4	66.2	no	yes	yes	no	
WM 5-2	1	8.2	67.8	63.5	64	62.8	59.5	no	yes	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Basic			Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]? >=[Prevailing+1]? roads	Contrib. from new >= 1 dB(A)?	
WM 5-2	2	11.0	71.1	67.5	68	67.1	67.4	no	no	no	no	
WM 5-2	3	13.8	71.2	67.8	68	67.3	67.6	no	no	no	no	
WM 5-2	4	16.6	71.1	67.8	68	67.2	67.5	no	no	no	no	
WM 5-2	5	19.4	71.0	67.7	68	67.0	67.3	no	no	no	no	
WM 5-2	6	22.2	70.9	68.4	68	67.8	67.1	no	yes	no	no	
WM 5-2	7	25.0	70.8	68.5	68	67.8	66.9	no	yes	no	no	
WM 5-2	8	27.8	70.7	68.5	68	67.6	66.7	no	yes	no	no	
WM 5-2	9	30.6	70.6	68.4	68	67.4	66.4	no	yes	yes	no	
WM 5-2	10	33.4	70.6	68.4	68	67.3	66.2	no	yes	yes	no	
WM 5-2	11	36.2	70.5	68.4	68	67.1	66.0	no	yes	yes	no	
WM 5-2	12	39.0	70.4	68.3	68	66.9	65.8	no	yes	yes	no	
WM 5-2	13	41.8	70.3	68.2	68	66.7	65.5	no	yes	yes	no	
WM 5-2	14	44.6	70.2	68.2	68	66.5	65.3	no	yes	yes	no	
WM 5-2	15	47.4	70.1	68.1	68	66.4	65.1	no	yes	yes	no	
WM 5-2	16	50.2	70.0	68.1	68	66.2	64.9	no	yes	yes	no	
WM 5-3	1	8.2	71.7	67.8	68	67.4	68.3	no	no	no	no	
WM 5-3	2	11.0	72.6	68.7	69	68.2	69.0	no	no	no	no	
WM 5-3	3	13.8	72.5	68.8	69	68.0	68.8	no	no	no	no	
WM 5-3	4	16.6	72.4	68.8	69	67.9	68.6	no	no	no	no	
WM 5-3	5	19.4	72.2	69.2	69	68.3	68.3	no	no	no	no	
WM 5-3	6	22.2	72.1	69.4	69	68.4	68.0	no	yes	yes	no	
WM 5-3	7	25.0	71.9	69.4	69	68.3	67.8	no	yes	yes	no	
WM 5-3	8	27.8	71.8	69.4	69	68.1	67.5	no	yes	yes	no	
WM 5-3	9	30.6	71.7	69.4	69	67.9	67.2	no	yes	yes	no	
WM 5-3	10	33.4	71.6	69.3	69	67.7	66.9	no	yes	yes	no	
WM 5-3	11	36.2	71.5	69.3	69	67.5	66.6	no	yes	yes	no	
WM 5-3	12	39.0	71.4	69.2	69	67.3	66.4	no	yes	yes	no	
WM 5-3	13	41.8	71.3	69.2	69	67.1	66.1	no	yes	yes	no	
WM 5-3	14	44.6	71.2	69.1	69	66.9	65.9	no	yes	yes	no	
WM 5-3	15	47.4	71.1	69.0	69	66.7	65.6	no	yes	yes	no	
WM 5-3	16	50.2	71.0	69.0	69	66.5	65.4	no	yes	yes	no	
WM 5-4	1	8.2	77.2	74.3	74	73.6	73.7	yes	no	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
WM 5-4	2	11.0	77.2	74.4	74	73.5	73.7	yes	no	no	no	
WM 5-4	3	13.8	77.0	74.3	74	73.3	73.4	yes	no	yes	no	
WM 5-4	4	16.6	76.9	74.2	74	73.1	73.1	yes	yes	yes	yes	
WM 5-4	5	19.4	76.6	74.2	74	73.0	72.7	yes	yes	yes	yes	
WM 5-4	6	22.2	76.4	74.0	74	72.8	72.4	yes	yes	yes	yes	
WM 5-4	7	25.0	76.2	73.9	74	72.5	72.0	yes	yes	yes	yes	
WM 5-4	8	27.8	76.0	73.7	74	72.3	71.7	yes	yes	yes	yes	
WM 5-4	9	30.6	75.8	73.5	74	72.0	71.4	yes	yes	yes	yes	
WM 5-4	10	33.4	75.6	73.4	73	71.8	71.0	yes	yes	yes	yes	
WM 5-4	11	36.2	75.5	73.2	73	71.5	70.7	yes	yes	yes	yes	
WM 5-4	12	39.0	75.3	73.1	73	71.3	70.5	yes	yes	yes	yes	
WM 5-4	13	41.8	75.1	73.0	73	71.0	70.2	yes	yes	yes	yes	
WM 5-4	14	44.6	75.0	72.8	73	70.8	69.9	yes	yes	yes	yes	
WM 5-4	15	47.4	74.9	72.7	73	70.6	69.7	yes	yes	yes	yes	
WM 5-4	16	50.2	74.7	72.6	73	70.4	69.5	yes	yes	yes	yes	
WM 5-5	1	8.2	77.3	74.6	75	73.8	73.7	yes	no	no	no	
WM 5-5	2	11.0	77.4	74.7	75	73.8	73.7	yes	yes	no	no	
WM 5-5	3	13.8	77.2	74.5	75	73.5	73.4	yes	yes	yes	yes	
WM 5-5	4	16.6	77.0	74.4	74	73.3	73.1	yes	yes	yes	yes	
WM 5-5	5	19.4	76.7	74.3	74	73.1	72.7	yes	yes	yes	yes	
WM 5-5	6	22.2	76.5	74.1	74	72.9	72.4	yes	yes	yes	yes	
WM 5-5	7	25.0	76.3	73.9	74	72.6	72.0	yes	yes	yes	yes	
WM 5-5	8	27.8	76.1	73.7	74	72.3	71.7	yes	yes	yes	yes	
WM 5-5	9	30.6	75.8	73.6	74	72.0	71.3	yes	yes	yes	yes	
WM 5-5	10	33.4	75.7	73.4	73	71.8	71.0	yes	yes	yes	yes	
WM 5-5	11	36.2	75.5	73.2	73	71.5	70.7	yes	yes	yes	yes	
WM 5-5	12	39.0	75.3	73.1	73	71.3	70.4	yes	yes	yes	yes	
WM 5-5	13	41.8	75.1	72.9	73	71.0	70.2	yes	yes	yes	yes	
WM 5-5	14	44.6	75.0	72.8	73	70.8	69.9	yes	yes	yes	yes	
WM 5-5	15	47.4	74.8	72.7	73	70.6	69.7	yes	yes	yes	yes	
WM 5-5	16	50.2	74.7	72.6	73	70.4	69.4	yes	yes	yes	yes	
WM 5-6	1	8.2	72.2	69.9	70	68.2	68.8	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Old/ Improved Rds	Basic	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Mitigated			Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?
WM 5-6	2	11.0	74.3	72.0	72	70.6	70.1	yes	yes	yes	yes	
WM 5-6	3	13.8	74.2	71.8	72	70.5	69.9	yes	yes	yes	yes	
WM 5-6	4	16.6	74.0	71.7	72	70.2	69.6	yes	yes	yes	yes	
WM 5-6	5	19.4	73.8	71.5	72	70.0	69.4	yes	yes	yes	yes	
WM 5-6	6	22.2	73.6	71.3	71	69.7	69.1	yes	yes	yes	yes	
WM 5-6	7	25.0	73.4	71.1	71	69.4	68.7	yes	yes	yes	yes	
WM 5-6	8	27.8	73.1	70.9	71	69.2	68.4	yes	yes	yes	yes	
WM 5-6	9	30.6	72.9	70.7	71	68.9	68.1	yes	yes	yes	yes	
WM 5-6	10	33.4	72.7	70.5	70	68.6	67.8	yes	yes	yes	yes	
WM 5-6	11	36.2	72.5	70.3	70	68.4	67.6	yes	yes	yes	yes	
WM 5-6	12	39.0	72.3	70.1	70	68.1	67.3	yes	yes	yes	yes	
WM 5-6	13	41.8	72.1	69.9	70	67.9	67.0	yes	yes	yes	yes	
WM 5-6	14	44.6	71.9	69.7	70	67.7	66.8	yes	yes	yes	yes	
WM 5-6	15	47.4	71.7	69.6	70	67.4	66.5	yes	yes	yes	yes	
WM 5-6	16	50.2	71.6	69.4	69	67.2	66.3	no	yes	yes	no	
WM 5-7	1	8.2	68.2	66.1	66	62.9	59.6	no	yes	yes	no	
WM 5-7	2	11.0	72.2	69.9	70	68.3	67.4	yes	yes	yes	yes	
WM 5-7	3	13.8	72.4	70.1	70	68.5	67.6	yes	yes	yes	yes	
WM 5-7	4	16.6	72.3	70.0	70	68.4	67.5	yes	yes	yes	yes	
WM 5-7	5	19.4	72.1	69.9	70	68.2	67.2	yes	yes	yes	yes	
WM 5-7	6	22.2	72.0	69.7	70	68.0	67.0	yes	yes	yes	yes	
WM 5-7	7	25.0	71.8	69.5	70	67.8	66.8	yes	yes	yes	yes	
WM 5-7	8	27.8	71.6	69.4	69	67.6	66.5	no	yes	yes	no	
WM 5-7	9	30.6	71.4	69.2	69	67.4	66.3	no	yes	yes	no	
WM 5-7	10	33.4	71.2	69.0	69	67.1	66.0	no	yes	yes	no	
WM 5-7	11	36.2	71.0	68.8	69	66.9	65.8	no	yes	yes	no	
WM 5-7	12	39.0	70.9	68.7	69	66.7	65.5	no	yes	yes	no	
WM 5-7	13	41.8	70.7	68.5	69	66.5	65.3	no	yes	yes	no	
WM 5-7	14	44.6	70.5	68.3	68	66.3	65.1	no	yes	yes	no	
WM 5-7	15	47.4	70.4	68.2	68	66.1	64.9	no	yes	yes	no	
WM 5-7	16	50.2	70.2	68.0	68	65.9	64.7	no	yes	yes	no	
WM 5-8	1	8.2	68.5	66.5	66	63.9	60.5	no	yes	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 5-8	2	11.0	72.2	70.0	70	68.8	67.8	yes	yes	yes	yes	
WM 5-8	3	13.8	72.5	70.2	70	69.2	68.2	yes	yes	yes	yes	
WM 5-8	4	16.6	72.4	70.1	70	69.0	68.1	yes	yes	yes	yes	
WM 5-8	5	19.4	72.2	70.0	70	68.9	67.9	yes	yes	yes	yes	
WM 5-8	6	22.2	72.1	69.9	70	68.7	67.6	yes	yes	yes	yes	
WM 5-8	7	25.0	71.9	69.8	70	68.5	67.4	yes	yes	yes	yes	
WM 5-8	8	27.8	71.8	69.7	70	68.2	67.2	yes	yes	yes	yes	
WM 5-8	9	30.6	71.7	69.6	70	68.0	66.9	yes	yes	yes	yes	
WM 5-8	10	33.4	71.5	69.4	69	67.8	66.7	no	yes	yes	no	
WM 5-8	11	36.2	71.4	69.4	69	67.6	66.4	no	yes	yes	no	
WM 5-8	12	39.0	71.2	69.3	69	67.4	66.2	no	yes	yes	no	
WM 5-8	13	41.8	71.1	69.2	69	67.2	66.0	no	yes	yes	no	
WM 5-8	14	44.6	71.0	69.1	69	67.0	65.7	no	yes	yes	no	
WM 5-8	15	47.4	70.8	69.0	69	66.8	65.5	no	yes	yes	no	
WM 5-8	16	50.2	70.7	68.9	69	66.6	65.3	no	yes	yes	no	
WM 6-1	1	8.2	69.2	63.0	63	61.7	62.7	no	no	yes	no	
WM 6-1	2	11.0	71.9	66.6	67	65.8	68.1	no	no	no	no	
WM 6-1	3	13.8	72.0	67.2	67	66.1	68.3	no	no	yes	no	
WM 6-1	4	16.6	72.0	67.3	67	66.1	68.2	no	no	yes	no	
WM 6-1	5	19.4	71.9	67.3	67	66.0	68.0	no	no	yes	no	
WM 6-1	6	22.2	71.8	67.8	68	66.4	67.8	no	no	yes	no	
WM 6-1	7	25.0	71.7	69.0	69	67.9	67.6	no	yes	yes	no	
WM 6-1	8	27.8	71.6	69.2	69	68.1	67.4	no	yes	yes	no	
WM 6-1	9	30.6	71.6	69.3	69	68.0	67.2	no	yes	yes	no	
WM 6-1	10	33.4	71.5	69.3	69	68.0	67.0	no	yes	yes	no	
WM 6-1	11	36.2	71.4	69.2	69	67.8	66.8	no	yes	yes	no	
WM 6-1	12	39.0	71.3	69.2	69	67.7	66.6	no	yes	yes	no	
WM 6-1	13	41.8	71.2	69.2	69	67.5	66.4	no	yes	yes	no	
WM 6-1	14	44.6	71.2	69.1	69	67.4	66.2	no	yes	yes	no	
WM 6-1	15	47.4	71.1	69.1	69	67.2	66.0	no	yes	yes	no	
WM 6-1	16	50.2	71.0	69.0	69	67.0	65.8	no	yes	yes	no	
WM 6-2	1	8.2	69.7	63.4	63	62.6	65.1	no	no	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):				Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds					
WM 6-2	2	11.0	71.5	65.2	65	64.3	67.5	no	no	no	no
WM 6-2	3	13.8	71.6	65.9	66	64.5	67.6	no	no	yes	no
WM 6-2	4	16.6	71.5	66.3	66	64.4	67.4	no	no	yes	no
WM 6-2	5	19.4	71.4	66.5	67	64.3	67.3	no	no	yes	no
WM 6-2	6	22.2	71.4	67.6	68	65.8	67.1	no	no	yes	no
WM 6-2	7	25.0	71.3	68.6	69	67.0	66.9	no	yes	yes	no
WM 6-2	8	27.8	71.3	68.7	69	67.0	66.6	no	yes	yes	no
WM 6-2	9	30.6	71.2	68.8	69	66.9	66.4	no	yes	yes	no
WM 6-2	10	33.4	71.2	68.9	69	66.9	66.2	no	yes	yes	no
WM 6-2	11	36.2	71.1	68.9	69	66.8	66.0	no	yes	yes	no
WM 6-2	12	39.0	71.1	68.9	69	66.6	65.8	no	yes	yes	no
WM 6-2	13	41.8	71.0	68.9	69	66.5	65.6	no	yes	yes	no
WM 6-2	14	44.6	71.0	68.9	69	66.3	65.4	no	yes	yes	no
WM 6-2	15	47.4	70.9	68.9	69	66.2	65.2	no	yes	yes	no
WM 6-2	16	50.2	70.8	68.8	69	66.0	65.0	no	yes	yes	no
WM 6-3	1	8.2	71.9	66.2	66	64.9	68.3	no	no	yes	no
WM 6-3	2	11.0	73.0	67.6	68	65.8	69.1	no	no	yes	no
WM 6-3	3	13.8	73.0	68.1	68	65.8	68.9	no	no	yes	no
WM 6-3	4	16.6	72.9	68.3	68	65.7	68.7	no	no	yes	no
WM 6-3	5	19.4	72.8	68.6	69	66.0	68.5	no	no	yes	no
WM 6-3	6	22.2	72.7	69.9	70	68.0	68.3	yes	yes	yes	yes
WM 6-3	7	25.0	72.7	70.0	70	68.0	68.0	yes	yes	yes	yes
WM 6-3	8	27.8	72.6	70.1	70	68.0	67.8	yes	yes	yes	yes
WM 6-3	9	30.6	72.5	70.2	70	67.9	67.5	yes	yes	yes	yes
WM 6-3	10	33.4	72.4	70.2	70	67.8	67.3	yes	yes	yes	yes
WM 6-3	11	36.2	72.4	70.1	70	67.6	67.0	yes	yes	yes	yes
WM 6-3	12	39.0	72.3	70.1	70	67.5	66.8	yes	yes	yes	yes
WM 6-3	13	41.8	72.2	70.1	70	67.3	66.6	yes	yes	yes	yes
WM 6-3	14	44.6	72.2	70.0	70	67.1	66.3	yes	yes	yes	yes
WM 6-3	15	47.4	72.1	69.9	70	66.9	66.1	yes	yes	yes	yes
WM 6-3	16	50.2	72.0	69.9	70	66.8	65.9	yes	yes	yes	yes
WM 6-4	1	8.2	76.9	73.1	73	72.1	73.4	yes	no	yes	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds			Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 6-4	2	11.0	76.8	73.2	73	72.0	73.3	yes	no	yes	no	
WM 6-4	3	13.8	76.7	73.2	73	71.8	73.0	yes	no	yes	no	
WM 6-4	4	16.6	76.6	73.2	73	71.6	72.8	yes	no	yes	no	
WM 6-4	5	19.4	76.4	73.8	74	72.5	72.5	yes	yes	yes	yes	
WM 6-4	6	22.2	76.3	73.8	74	72.4	72.2	yes	yes	yes	yes	
WM 6-4	7	25.0	76.1	73.7	74	72.2	71.9	yes	yes	yes	yes	
WM 6-4	8	27.8	75.9	73.6	74	72.1	71.5	yes	yes	yes	yes	
WM 6-4	9	30.6	75.8	73.5	74	71.9	71.2	yes	yes	yes	yes	
WM 6-4	10	33.4	75.7	73.4	73	71.6	71.0	yes	yes	yes	yes	
WM 6-4	11	36.2	75.5	73.3	73	71.4	70.7	yes	yes	yes	yes	
WM 6-4	12	39.0	75.4	73.2	73	71.2	70.4	yes	yes	yes	yes	
WM 6-4	13	41.8	75.2	73.0	73	71.0	70.2	yes	yes	yes	yes	
WM 6-4	14	44.6	75.1	72.9	73	70.8	69.9	yes	yes	yes	yes	
WM 6-4	15	47.4	75.0	72.8	73	70.6	69.7	yes	yes	yes	yes	
WM 6-4	16	50.2	74.9	72.7	73	70.4	69.5	yes	yes	yes	yes	
WM 6-5	1	8.2	76.8	73.4	73	72.5	73.4	yes	no	no	no	
WM 6-5	2	11.0	76.7	73.4	73	72.4	73.2	yes	no	yes	no	
WM 6-5	3	13.8	76.6	73.3	73	72.2	73.0	yes	no	yes	no	
WM 6-5	4	16.6	76.4	73.3	73	72.0	72.7	yes	no	yes	no	
WM 6-5	5	19.4	76.3	73.7	74	72.5	72.4	yes	yes	yes	yes	
WM 6-5	6	22.2	76.1	73.6	74	72.4	72.1	yes	yes	yes	yes	
WM 6-5	7	25.0	75.9	73.5	74	72.2	71.8	yes	yes	yes	yes	
WM 6-5	8	27.8	75.8	73.4	73	72.0	71.5	yes	yes	yes	yes	
WM 6-5	9	30.6	75.6	73.3	73	71.8	71.1	yes	yes	yes	yes	
WM 6-5	10	33.4	75.4	73.2	73	71.6	70.8	yes	yes	yes	yes	
WM 6-5	11	36.2	75.3	73.1	73	71.3	70.6	yes	yes	yes	yes	
WM 6-5	12	39.0	75.1	72.9	73	71.1	70.3	yes	yes	yes	yes	
WM 6-5	13	41.8	75.0	72.8	73	70.9	70.0	yes	yes	yes	yes	
WM 6-5	14	44.6	74.9	72.7	73	70.7	69.8	yes	yes	yes	yes	
WM 6-5	15	47.4	74.7	72.6	73	70.5	69.5	yes	yes	yes	yes	
WM 6-5	16	50.2	74.6	72.5	73	70.3	69.3	yes	yes	yes	yes	
WM 6-6	1	8.2	71.6	69.4	69	68.2	68.4	no	yes	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 6-6	2	11.0	73.1	70.8	71	69.7	69.5	yes	yes	yes	yes
WM 6-6	3	13.8	73.0	70.7	71	69.6	69.4	yes	yes	yes	yes
WM 6-6	4	16.6	72.9	70.6	71	69.4	69.1	yes	yes	yes	yes
WM 6-6	5	19.4	72.7	70.5	70	69.2	68.9	yes	yes	yes	yes
WM 6-6	6	22.2	72.5	70.3	70	69.0	68.6	yes	yes	yes	yes
WM 6-6	7	25.0	72.4	70.1	70	68.8	68.4	yes	yes	yes	yes
WM 6-6	8	27.8	72.2	70.0	70	68.6	68.1	yes	yes	yes	yes
WM 6-6	9	30.6	72.0	69.8	70	68.4	67.8	yes	yes	yes	yes
WM 6-6	10	33.4	71.8	69.6	70	68.2	67.5	yes	yes	yes	yes
WM 6-6	11	36.2	71.6	69.4	69	67.9	67.3	no	yes	yes	no
WM 6-6	12	39.0	71.4	69.3	69	67.7	67.0	no	yes	yes	no
WM 6-6	13	41.8	71.3	69.1	69	67.5	66.8	no	yes	yes	no
WM 6-6	14	44.6	71.1	68.9	69	67.3	66.5	no	yes	yes	no
WM 6-6	15	47.4	70.9	68.8	69	67.1	66.3	no	yes	yes	no
WM 6-6	16	50.2	70.8	68.7	69	66.9	66.1	no	yes	yes	no
WM 6-7	1	8.2	67.6	65.6	66	63.3	60.2	no	yes	yes	no
WM 6-7	2	11.0	71.3	69.1	69	68.0	67.5	no	yes	yes	no
WM 6-7	3	13.8	71.5	69.3	69	68.2	67.7	no	yes	yes	no
WM 6-7	4	16.6	71.4	69.2	69	68.1	67.6	no	yes	yes	no
WM 6-7	5	19.4	71.3	69.1	69	68.0	67.4	no	yes	yes	no
WM 6-7	6	22.2	71.2	69.0	69	67.8	67.2	no	yes	yes	no
WM 6-7	7	25.0	71.1	68.9	69	67.6	67.0	no	yes	yes	no
WM 6-7	8	27.8	70.9	68.8	69	67.5	66.8	no	yes	yes	no
WM 6-7	9	30.6	70.8	68.6	69	67.3	66.6	no	yes	yes	no
WM 6-7	10	33.4	70.6	68.5	69	67.1	66.4	no	yes	yes	no
WM 6-7	11	36.2	70.5	68.4	68	66.9	66.1	no	yes	yes	no
WM 6-7	12	39.0	70.3	68.2	68	66.7	65.9	no	yes	yes	no
WM 6-7	13	41.8	70.2	68.1	68	66.6	65.7	no	yes	yes	no
WM 6-7	14	44.6	70.0	67.9	68	66.4	65.5	no	yes	yes	no
WM 6-7	15	47.4	69.9	67.8	68	66.2	65.3	no	yes	yes	no
WM 6-7	16	50.2	69.7	67.7	68	66.0	65.1	no	yes	yes	no
WM 6-8	1	8.2	68.6	66.1	66	64.1	61.2	no	yes	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):				Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 6-8	2	11.0	72.2	69.7	70	68.8	68.4	yes	yes	no	no
WM 6-8	3	13.8	72.4	69.9	70	69.0	68.7	yes	yes	no	no
WM 6-8	4	16.6	72.3	69.8	70	68.9	68.6	yes	yes	no	no
WM 6-8	5	19.4	72.2	69.7	70	68.8	68.4	yes	yes	no	no
WM 6-8	6	22.2	72.1	69.9	70	68.9	68.2	yes	yes	yes	yes
WM 6-8	7	25.0	72.0	69.8	70	68.8	68.0	yes	yes	yes	yes
WM 6-8	8	27.8	71.9	69.8	70	68.6	67.7	yes	yes	yes	yes
WM 6-8	9	30.6	71.8	69.7	70	68.4	67.5	yes	yes	yes	yes
WM 6-8	10	33.4	71.7	69.6	70	68.2	67.3	yes	yes	yes	yes
WM 6-8	11	36.2	71.6	69.6	70	68.1	67.1	yes	yes	yes	yes
WM 6-8	12	39.0	71.5	69.4	69	67.9	66.9	no	yes	yes	no
WM 6-8	13	41.8	71.4	69.4	69	67.7	66.6	no	yes	yes	no
WM 6-8	14	44.6	71.2	69.3	69	67.5	66.4	no	yes	yes	no
WM 6-8	15	47.4	71.1	69.2	69	67.4	66.2	no	yes	yes	no
WM 6-8	16	50.2	71.0	69.2	69	67.2	66.0	no	yes	yes	no
WM 7-1	1	8.2	70.8	64.7	65	62.0	65.9	no	no	yes	no
WM 7-1	2	11.0	72.6	67.1	67	64.6	68.0	no	no	yes	no
WM 7-1	3	13.8	72.7	68.1	68	64.9	68.0	no	no	yes	no
WM 7-1	4	16.6	72.6	68.3	68	65.0	67.9	no	no	yes	no
WM 7-1	5	19.4	72.6	68.5	68	64.9	67.8	no	no	yes	no
WM 7-1	6	22.2	72.5	68.8	69	65.4	67.6	no	yes	yes	no
WM 7-1	7	25.0	72.5	69.4	69	66.6	67.4	no	yes	yes	no
WM 7-1	8	27.8	72.4	69.6	70	66.8	67.2	yes	yes	yes	yes
WM 7-1	9	30.6	72.4	69.7	70	66.9	67.1	yes	yes	yes	yes
WM 7-1	10	33.4	72.3	69.9	70	67.1	66.9	yes	yes	yes	yes
WM 7-1	11	36.2	72.3	70.0	70	67.1	66.7	yes	yes	yes	yes
WM 7-1	12	39.0	72.2	70.0	70	67.0	66.5	yes	yes	yes	yes
WM 7-1	13	41.8	72.1	69.9	70	66.9	66.3	yes	yes	yes	yes
WM 7-1	14	44.6	72.1	69.9	70	66.8	66.1	yes	yes	yes	yes
WM 7-1	15	47.4	72.0	69.9	70	66.6	65.9	yes	yes	yes	yes
WM 7-1	16	50.2	71.9	69.8	70	66.5	65.7	yes	yes	yes	yes
WM 7-2	1	8.2	70.7	65.1	65	61.4	65.5	no	no	yes	no

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 7-2	2	11.0	72.4	67.4	67	63.9	67.2	no	no	yes	no
WM 7-2	3	13.8	72.4	68.3	68	64.1	67.2	no	yes	yes	no
WM 7-2	4	16.6	72.4	68.5	69	64.2	67.1	no	yes	yes	no
WM 7-2	5	19.4	72.3	68.7	69	64.2	66.9	no	yes	yes	no
WM 7-2	6	22.2	72.3	68.9	69	64.4	66.8	no	yes	yes	no
WM 7-2	7	25.0	72.3	69.2	69	65.3	66.6	no	yes	yes	no
WM 7-2	8	27.8	72.2	69.4	69	65.5	66.4	no	yes	yes	no
WM 7-2	9	30.6	72.2	69.6	70	65.8	66.2	yes	yes	yes	yes
WM 7-2	10	33.4	72.1	69.7	70	65.9	66.0	yes	yes	yes	yes
WM 7-2	11	36.2	72.1	69.8	70	66.1	65.8	yes	yes	yes	yes
WM 7-2	12	39.0	72.0	69.8	70	66.0	65.6	yes	yes	yes	yes
WM 7-2	13	41.8	72.0	69.8	70	65.8	65.4	yes	yes	yes	yes
WM 7-2	14	44.6	71.9	69.8	70	65.7	65.2	yes	yes	yes	yes
WM 7-2	15	47.4	71.8	69.7	70	65.5	65.0	yes	yes	yes	yes
WM 7-2	16	50.2	71.8	69.7	70	65.4	64.9	yes	yes	yes	yes
WM 7-3	1	8.2	73.1	68.1	68	64.6	68.1	no	no	yes	no
WM 7-3	2	11.0	73.8	69.5	70	65.3	68.5	yes	yes	yes	yes
WM 7-3	3	13.8	73.8	70.0	70	65.4	68.4	yes	yes	yes	yes
WM 7-3	4	16.6	73.7	70.2	70	65.3	68.2	yes	yes	yes	yes
WM 7-3	5	19.4	73.6	70.2	70	65.2	68.0	yes	yes	yes	yes
WM 7-3	6	22.2	73.5	70.5	71	66.2	67.8	yes	yes	yes	yes
WM 7-3	7	25.0	73.5	70.6	71	66.4	67.6	yes	yes	yes	yes
WM 7-3	8	27.8	73.4	70.7	71	66.7	67.4	yes	yes	yes	yes
WM 7-3	9	30.6	73.3	70.8	71	66.9	67.1	yes	yes	yes	yes
WM 7-3	10	33.4	73.2	70.9	71	66.9	66.9	yes	yes	yes	yes
WM 7-3	11	36.2	73.2	70.8	71	66.8	66.7	yes	yes	yes	yes
WM 7-3	12	39.0	73.1	70.8	71	66.6	66.5	yes	yes	yes	yes
WM 7-3	13	41.8	73.0	70.7	71	66.4	66.2	yes	yes	yes	yes
WM 7-3	14	44.6	72.9	70.7	71	66.3	66.0	yes	yes	yes	yes
WM 7-3	15	47.4	72.9	70.6	71	66.1	65.8	yes	yes	yes	yes
WM 7-3	16	50.2	72.8	70.5	71	65.9	65.6	yes	yes	yes	yes
WM 7-4	1	8.2	76.9	72.4	72	70.4	72.9	yes	no	yes	no

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up	Improved Rds			Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	
WM 7-4	2	11.0	76.9	72.7	73	70.4	72.8	yes	no	yes	no	
WM 7-4	3	13.8	76.8	72.9	73	70.4	72.6	yes	no	yes	no	
WM 7-4	4	16.6	76.7	73.0	73	70.2	72.4	yes	no	yes	no	
WM 7-4	5	19.4	76.6	73.5	74	71.1	72.2	yes	yes	yes	yes	
WM 7-4	6	22.2	76.5	73.8	74	71.5	71.9	yes	yes	yes	yes	
WM 7-4	7	25.0	76.4	73.8	74	71.5	71.6	yes	yes	yes	yes	
WM 7-4	8	27.8	76.2	73.8	74	71.5	71.3	yes	yes	yes	yes	
WM 7-4	9	30.6	76.1	73.8	74	71.4	71.1	yes	yes	yes	yes	
WM 7-4	10	33.4	76.0	73.7	74	71.2	70.8	yes	yes	yes	yes	
WM 7-4	11	36.2	75.9	73.6	74	71.0	70.6	yes	yes	yes	yes	
WM 7-4	12	39.0	75.8	73.5	74	70.9	70.3	yes	yes	yes	yes	
WM 7-4	13	41.8	75.7	73.5	73	70.7	70.1	yes	yes	yes	yes	
WM 7-4	14	44.6	75.6	73.4	73	70.5	69.8	yes	yes	yes	yes	
WM 7-4	15	47.4	75.5	73.3	73	70.3	69.6	yes	yes	yes	yes	
WM 7-4	16	50.2	75.3	73.2	73	70.1	69.4	yes	yes	yes	yes	
WM 7-5	1	8.2	76.7	72.2	72	70.6	72.9	yes	no	yes	no	
WM 7-5	2	11.0	76.7	72.5	72	70.6	72.8	yes	no	yes	no	
WM 7-5	3	13.8	76.6	72.7	73	70.5	72.6	yes	no	yes	no	
WM 7-5	4	16.6	76.5	72.7	73	70.4	72.4	yes	no	yes	no	
WM 7-5	5	19.4	76.4	73.4	73	71.3	72.2	yes	yes	yes	yes	
WM 7-5	6	22.2	76.2	73.6	74	71.6	71.9	yes	yes	yes	yes	
WM 7-5	7	25.0	76.1	73.6	74	71.6	71.6	yes	yes	yes	yes	
WM 7-5	8	27.8	76.0	73.6	74	71.6	71.3	yes	yes	yes	yes	
WM 7-5	9	30.6	75.9	73.6	74	71.5	71.1	yes	yes	yes	yes	
WM 7-5	10	33.4	75.8	73.5	73	71.3	70.8	yes	yes	yes	yes	
WM 7-5	11	36.2	75.6	73.4	73	71.1	70.5	yes	yes	yes	yes	
WM 7-5	12	39.0	75.5	73.3	73	70.9	70.3	yes	yes	yes	yes	
WM 7-5	13	41.8	75.4	73.2	73	70.7	70.1	yes	yes	yes	yes	
WM 7-5	14	44.6	75.3	73.1	73	70.5	69.8	yes	yes	yes	yes	
WM 7-5	15	47.4	75.2	73.0	73	70.3	69.6	yes	yes	yes	yes	
WM 7-5	16	50.2	75.1	72.9	73	70.1	69.4	yes	yes	yes	yes	
WM 7-6	1	8.2	71.5	67.7	68	66.7	68.1	no	no	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 7-6	2	11.0	72.4	68.7	69	67.7	69.1	no	no	yes	no
WM 7-6	3	13.8	72.3	68.7	69	67.7	68.9	no	no	yes	no
WM 7-6	4	16.6	72.3	68.8	69	67.6	68.7	no	no	yes	no
WM 7-6	5	19.4	72.1	68.9	69	67.7	68.5	no	no	yes	no
WM 7-6	6	22.2	72.0	69.4	69	68.3	68.3	no	yes	yes	no
WM 7-6	7	25.0	71.9	69.5	70	68.4	68.0	yes	yes	yes	yes
WM 7-6	8	27.8	71.8	69.5	70	68.3	67.8	yes	yes	yes	yes
WM 7-6	9	30.6	71.6	69.4	69	68.2	67.5	no	yes	yes	no
WM 7-6	10	33.4	71.5	69.3	69	68.0	67.3	no	yes	yes	no
WM 7-6	11	36.2	71.3	69.2	69	67.8	67.0	no	yes	yes	no
WM 7-6	12	39.0	71.2	69.0	69	67.7	66.8	no	yes	yes	no
WM 7-6	13	41.8	71.0	68.9	69	67.5	66.6	no	yes	yes	no
WM 7-6	14	44.6	70.9	68.8	69	67.3	66.3	no	yes	yes	no
WM 7-6	15	47.4	70.7	68.6	69	67.1	66.1	no	yes	yes	no
WM 7-6	16	50.2	70.6	68.5	69	66.9	65.9	no	yes	yes	no
WM 7-7	1	8.2	68.4	64.4	64	62.8	61.1	no	yes	yes	no
WM 7-7	2	11.0	71.2	67.3	67	66.1	67.6	no	no	yes	no
WM 7-7	3	13.8	71.3	67.5	67	66.3	67.7	no	no	yes	no
WM 7-7	4	16.6	71.2	67.5	67	66.3	67.6	no	no	yes	no
WM 7-7	5	19.4	71.1	67.5	67	66.2	67.4	no	no	yes	no
WM 7-7	6	22.2	71.0	67.9	68	66.6	67.2	no	no	yes	no
WM 7-7	7	25.0	71.0	68.5	68	67.3	67.0	no	yes	yes	no
WM 7-7	8	27.8	70.9	68.6	69	67.3	66.8	no	yes	yes	no
WM 7-7	9	30.6	70.8	68.6	69	67.3	66.6	no	yes	yes	no
WM 7-7	10	33.4	70.7	68.6	69	67.2	66.4	no	yes	yes	no
WM 7-7	11	36.2	70.6	68.6	69	67.0	66.2	no	yes	yes	no
WM 7-7	12	39.0	70.5	68.5	68	66.9	66.0	no	yes	yes	no
WM 7-7	13	41.8	70.4	68.4	68	66.8	65.8	no	yes	yes	no
WM 7-7	14	44.6	70.3	68.3	68	66.6	65.6	no	yes	yes	no
WM 7-7	15	47.4	70.1	68.2	68	66.4	65.4	no	yes	yes	no
WM 7-7	16	50.2	70.0	68.1	68	66.3	65.2	no	yes	yes	no
WM 7-8	1	8.2	68.7	64.2	64	62.7	61.9	no	yes	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
WM 7-8	2	11.0	71.5	67.3	67	66.2	68.0	no	no	yes	no	
WM 7-8	3	13.8	71.7	67.6	68	66.5	68.2	no	no	yes	no	
WM 7-8	4	16.6	71.6	67.6	68	66.4	68.1	no	no	yes	no	
WM 7-8	5	19.4	71.6	67.5	68	66.4	67.9	no	no	yes	no	
WM 7-8	6	22.2	71.5	67.9	68	66.7	67.7	no	no	yes	no	
WM 7-8	7	25.0	71.4	68.9	69	67.9	67.6	no	yes	yes	no	
WM 7-8	8	27.8	71.3	69.0	69	67.9	67.4	no	yes	yes	no	
WM 7-8	9	30.6	71.3	69.1	69	67.9	67.2	no	yes	yes	no	
WM 7-8	10	33.4	71.2	69.1	69	67.8	67.0	no	yes	yes	no	
WM 7-8	11	36.2	71.1	69.1	69	67.7	66.8	no	yes	yes	no	
WM 7-8	12	39.0	71.0	69.1	69	67.5	66.6	no	yes	yes	no	
WM 7-8	13	41.8	70.9	69.0	69	67.4	66.4	no	yes	yes	no	
WM 7-8	14	44.6	70.9	69.0	69	67.2	66.2	no	yes	yes	no	
WM 7-8	15	47.4	70.8	68.9	69	67.1	66.0	no	yes	yes	no	
WM 7-8	16	50.2	70.7	68.9	69	66.9	65.8	no	yes	yes	no	
WM 8-1	1	8.2	70.2	63.6	64	62.6	65.9	no	no	yes	no	
WM 8-1	2	11.0	72.0	66.0	66	64.9	68.1	no	no	yes	no	
WM 8-1	3	13.8	72.0	66.8	67	65.2	68.1	no	no	yes	no	
WM 8-1	4	16.6	72.0	67.0	67	65.2	68.0	no	no	yes	no	
WM 8-1	5	19.4	71.9	67.1	67	65.2	67.9	no	no	yes	no	
WM 8-1	6	22.2	71.9	67.6	68	65.8	67.7	no	no	yes	no	
WM 8-1	7	25.0	71.8	68.6	69	67.2	67.6	no	yes	yes	no	
WM 8-1	8	27.8	71.7	68.9	69	67.3	67.4	no	yes	yes	no	
WM 8-1	9	30.6	71.7	69.1	69	67.5	67.2	no	yes	yes	no	
WM 8-1	10	33.4	71.6	69.3	69	67.6	67.0	no	yes	yes	no	
WM 8-1	11	36.2	71.5	69.4	69	67.7	66.8	no	yes	yes	no	
WM 8-1	12	39.0	71.4	69.4	69	67.6	66.6	no	yes	yes	no	
WM 8-1	13	41.8	71.4	69.4	69	67.5	66.4	no	yes	yes	no	
WM 8-1	14	44.6	71.3	69.3	69	67.3	66.2	no	yes	yes	no	
WM 8-1	15	47.4	71.2	69.3	69	67.2	66.1	no	yes	yes	no	
WM 8-1	16	50.2	71.1	69.2	69	67.0	65.9	no	yes	yes	no	
WM 8-2	1	8.2	69.1	63.9	64	63.0	65.5	no	no	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):		Test 1: Future > or = 70 dB(A)?		Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?	
				Mitigated	Mitigated with 0.5 rounded up						Old/ Improved Rds
WM 8-2	2	11.0	70.8	65.6	66	64.7	67.3	no	no	no	no
WM 8-2	3	13.8	70.9	65.8	66	64.8	67.4	no	no	yes	no
WM 8-2	4	16.6	70.8	65.8	66	64.7	67.2	no	no	yes	no
WM 8-2	5	19.4	70.7	65.9	66	64.6	67.1	no	no	yes	no
WM 8-2	6	22.2	70.7	66.6	67	65.3	66.9	no	no	yes	no
WM 8-2	7	25.0	70.6	67.9	68	66.9	66.8	no	yes	yes	no
WM 8-2	8	27.8	70.6	68.1	68	67.0	66.6	no	yes	yes	no
WM 8-2	9	30.6	70.6	68.3	68	67.1	66.4	no	yes	yes	no
WM 8-2	10	33.4	70.5	68.4	68	67.0	66.2	no	yes	yes	no
WM 8-2	11	36.2	70.5	68.4	68	66.9	66.0	no	yes	yes	no
WM 8-2	12	39.0	70.4	68.4	68	66.8	65.8	no	yes	yes	no
WM 8-2	13	41.8	70.3	68.4	68	66.7	65.6	no	yes	yes	no
WM 8-2	14	44.6	70.2	68.3	68	66.5	65.4	no	yes	yes	no
WM 8-2	15	47.4	70.1	68.3	68	66.4	65.2	no	yes	yes	no
WM 8-2	16	50.2	70.0	68.2	68	66.2	65.1	no	yes	yes	no
WM 8-3	1	8.2	71.9	67.0	67	66.5	68.7	no	no	no	no
WM 8-3	2	11.0	72.3	67.6	68	66.8	69.1	no	no	no	no
WM 8-3	3	13.8	72.2	67.6	68	66.8	68.9	no	no	no	no
WM 8-3	4	16.6	72.2	67.7	68	66.7	68.8	no	no	yes	no
WM 8-3	5	19.4	72.1	67.8	68	66.7	68.6	no	no	yes	no
WM 8-3	6	22.2	72.0	69.4	69	68.5	68.3	no	yes	no	no
WM 8-3	7	25.0	71.9	69.4	69	68.5	68.1	no	yes	no	no
WM 8-3	8	27.8	71.8	69.5	70	68.4	67.9	yes	yes	yes	yes
WM 8-3	9	30.6	71.8	69.5	70	68.4	67.7	yes	yes	yes	yes
WM 8-3	10	33.4	71.7	69.5	70	68.2	67.4	yes	yes	yes	yes
WM 8-3	11	36.2	71.5	69.4	69	68.1	67.2	no	yes	yes	no
WM 8-3	12	39.0	71.4	69.4	69	67.9	67.0	no	yes	yes	no
WM 8-3	13	41.8	71.3	69.3	69	67.7	66.7	no	yes	yes	no
WM 8-3	14	44.6	71.2	69.2	69	67.6	66.5	no	yes	yes	no
WM 8-3	15	47.4	71.1	69.1	69	67.4	66.3	no	yes	yes	no
WM 8-3	16	50.2	70.9	69.0	69	67.2	66.1	no	yes	yes	no
WM 8-4	1	8.2	77.7	73.7	74	70.2	72.6	yes	yes	yes	yes

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			Eligible for compensation?
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
WM 8-4	2	11.0	77.6	74.0	74	70.1	72.5	yes	yes	yes	yes	
WM 8-4	3	13.8	77.5	74.1	74	70.1	72.3	yes	yes	yes	yes	
WM 8-4	4	16.6	77.4	74.1	74	69.9	72.1	yes	yes	yes	yes	
WM 8-4	5	19.4	77.3	74.1	74	70.1	71.9	yes	yes	yes	yes	
WM 8-4	6	22.2	77.2	74.4	74	70.9	71.7	yes	yes	yes	yes	
WM 8-4	7	25.0	77.0	74.3	74	70.9	71.4	yes	yes	yes	yes	
WM 8-4	8	27.8	76.9	74.4	74	71.0	71.2	yes	yes	yes	yes	
WM 8-4	9	30.6	76.7	74.4	74	71.0	70.9	yes	yes	yes	yes	
WM 8-4	10	33.4	76.6	74.3	74	70.9	70.7	yes	yes	yes	yes	
WM 8-4	11	36.2	76.5	74.2	74	70.7	70.4	yes	yes	yes	yes	
WM 8-4	12	39.0	76.3	74.0	74	70.5	70.2	yes	yes	yes	yes	
WM 8-4	13	41.8	76.2	73.9	74	70.3	69.9	yes	yes	yes	yes	
WM 8-4	14	44.6	76.0	73.8	74	70.1	69.7	yes	yes	yes	yes	
WM 8-4	15	47.4	75.9	73.7	74	69.9	69.5	yes	yes	yes	yes	
WM 8-4	16	50.2	75.8	73.5	74	69.7	69.3	yes	yes	yes	yes	
WM 8-5	1	8.2	79.1	75.7	76	71.0	72.7	yes	yes	yes	yes	
WM 8-5	2	11.0	79.0	75.9	76	70.9	72.6	yes	yes	yes	yes	
WM 8-5	3	13.8	78.9	75.8	76	70.8	72.5	yes	yes	yes	yes	
WM 8-5	4	16.6	78.7	75.6	76	70.6	72.3	yes	yes	yes	yes	
WM 8-5	5	19.4	78.5	75.5	76	70.6	72.0	yes	yes	yes	yes	
WM 8-5	6	22.2	78.3	75.6	76	71.1	71.8	yes	yes	yes	yes	
WM 8-5	7	25.0	78.1	75.5	76	71.1	71.5	yes	yes	yes	yes	
WM 8-5	8	27.8	77.9	75.4	75	71.1	71.3	yes	yes	yes	yes	
WM 8-5	9	30.6	77.7	75.3	75	71.1	71.0	yes	yes	yes	yes	
WM 8-5	10	33.4	77.6	75.2	75	70.9	70.8	yes	yes	yes	yes	
WM 8-5	11	36.2	77.4	75.0	75	70.7	70.5	yes	yes	yes	yes	
WM 8-5	12	39.0	77.2	74.9	75	70.5	70.3	yes	yes	yes	yes	
WM 8-5	13	41.8	77.0	74.7	75	70.3	70.0	yes	yes	yes	yes	
WM 8-5	14	44.6	76.9	74.6	75	70.1	69.8	yes	yes	yes	yes	
WM 8-5	15	47.4	76.7	74.4	74	69.9	69.6	yes	yes	yes	yes	
WM 8-5	16	50.2	76.5	74.3	74	69.8	69.4	yes	yes	yes	yes	
WM 8-6	1	8.2	79.2	76.5	76	71.8	70.2	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Basic			Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
WM 8-6	2	11.0	79.5	76.8	77	72.3	70.4	yes	yes	yes	yes	
WM 8-6	3	13.8	79.3	76.7	77	72.1	70.3	yes	yes	yes	yes	
WM 8-6	4	16.6	79.1	76.5	76	71.9	70.1	yes	yes	yes	yes	
WM 8-6	5	19.4	78.8	76.2	76	71.7	69.9	yes	yes	yes	yes	
WM 8-6	6	22.2	78.6	76.0	76	71.4	69.7	yes	yes	yes	yes	
WM 8-6	7	25.0	78.4	75.8	76	71.2	69.5	yes	yes	yes	yes	
WM 8-6	8	27.8	78.1	75.5	76	70.9	69.3	yes	yes	yes	yes	
WM 8-6	9	30.6	77.9	75.4	75	70.8	69.0	yes	yes	yes	yes	
WM 8-6	10	33.4	77.7	75.2	75	70.8	68.8	yes	yes	yes	yes	
WM 8-6	11	36.2	77.5	75.0	75	70.5	68.6	yes	yes	yes	yes	
WM 8-6	12	39.0	77.2	74.8	75	70.3	68.3	yes	yes	yes	yes	
WM 8-6	13	41.8	77.0	74.7	75	70.1	68.1	yes	yes	yes	yes	
WM 8-6	14	44.6	76.9	74.5	74	69.9	67.9	yes	yes	yes	yes	
WM 8-6	15	47.4	76.7	74.3	74	69.7	67.7	yes	yes	yes	yes	
WM 8-6	16	50.2	76.5	74.1	74	69.5	67.5	yes	yes	yes	yes	
WM 8-7	1	8.2	77.2	74.5	74	67.2	68.4	yes	yes	yes	yes	
WM 8-7	2	11.0	78.3	75.6	76	69.5	69.6	yes	yes	yes	yes	
WM 8-7	3	13.8	78.2	75.5	75	69.5	69.5	yes	yes	yes	yes	
WM 8-7	4	16.6	78.0	75.3	75	69.3	69.3	yes	yes	yes	yes	
WM 8-7	5	19.4	77.7	75.1	75	69.1	69.1	yes	yes	yes	yes	
WM 8-7	6	22.2	77.5	74.9	75	68.8	68.9	yes	yes	yes	yes	
WM 8-7	7	25.0	77.3	74.6	75	68.6	68.8	yes	yes	yes	yes	
WM 8-7	8	27.8	77.1	74.4	74	68.4	68.5	yes	yes	yes	yes	
WM 8-7	9	30.6	76.8	74.2	74	68.2	68.3	yes	yes	yes	yes	
WM 8-7	10	33.4	76.6	74.1	74	68.2	68.1	yes	yes	yes	yes	
WM 8-7	11	36.2	76.4	74.0	74	68.3	67.9	yes	yes	yes	yes	
WM 8-7	12	39.0	76.2	73.8	74	68.1	67.7	yes	yes	yes	yes	
WM 8-7	13	41.8	76.0	73.7	74	68.0	67.5	yes	yes	yes	yes	
WM 8-7	14	44.6	75.8	73.5	73	67.8	67.3	yes	yes	yes	yes	
WM 8-7	15	47.4	75.7	73.3	73	67.6	67.1	yes	yes	yes	yes	
WM 8-7	16	50.2	75.5	73.2	73	67.4	66.9	yes	yes	yes	yes	
WM 8-8	1	8.2	78.7	75.9	76	68.4	69.8	yes	yes	yes	yes	

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NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds			Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 8-8	2	11.0	78.8	76.1	76	68.8	70.3	yes	yes	yes	yes	
WM 8-8	3	13.8	78.6	75.8	76	68.7	70.1	yes	yes	yes	yes	
WM 8-8	4	16.6	78.3	75.6	76	68.4	70.0	yes	yes	yes	yes	
WM 8-8	5	19.4	78.0	75.3	75	68.2	69.8	yes	yes	yes	yes	
WM 8-8	6	22.2	77.8	75.0	75	67.9	69.6	yes	yes	yes	yes	
WM 8-8	7	25.0	77.5	74.8	75	67.8	69.4	yes	yes	yes	yes	
WM 8-8	8	27.8	77.2	74.5	75	67.8	69.2	yes	yes	yes	yes	
WM 8-8	9	30.6	77.0	74.4	74	67.7	69.0	yes	yes	yes	yes	
WM 8-8	10	33.4	76.7	74.2	74	67.9	68.8	yes	yes	yes	yes	
WM 8-8	11	36.2	76.5	74.1	74	68.0	68.5	yes	yes	yes	yes	
WM 8-8	12	39.0	76.3	73.9	74	67.8	68.3	yes	yes	yes	yes	
WM 8-8	13	41.8	76.1	73.7	74	67.7	68.1	yes	yes	yes	yes	
WM 8-8	14	44.6	75.9	73.6	74	67.5	67.9	yes	yes	yes	yes	
WM 8-8	15	47.4	75.7	73.4	73	67.3	67.7	yes	yes	yes	yes	
WM 8-8	16	50.2	75.5	73.2	73	67.2	67.6	yes	yes	yes	yes	
WM 8-9	1	8.2	83.2	80.6	81	78.8	72.2	yes	yes	yes	yes	
WM 8-9	2	11.0	82.8	80.3	80	78.5	72.0	yes	yes	yes	yes	
WM 8-9	3	13.8	82.4	79.8	80	78.1	71.8	yes	yes	yes	yes	
WM 8-9	4	16.6	81.9	79.4	79	77.6	71.5	yes	yes	yes	yes	
WM 8-9	5	19.4	81.5	78.9	79	77.2	71.2	yes	yes	yes	yes	
WM 8-9	6	22.2	81.1	78.5	79	76.7	70.9	yes	yes	yes	yes	
WM 8-9	7	25.0	80.7	78.1	78	76.3	70.6	yes	yes	yes	yes	
WM 8-9	8	27.8	80.3	77.8	78	76.0	70.3	yes	yes	yes	yes	
WM 8-9	9	30.6	79.9	77.4	77	75.6	70.1	yes	yes	yes	yes	
WM 8-9	10	33.4	79.6	77.1	77	75.3	69.8	yes	yes	yes	yes	
WM 8-9	11	36.2	79.3	76.8	77	75.0	69.5	yes	yes	yes	yes	
WM 8-9	12	39.0	79.0	76.6	77	74.8	69.3	yes	yes	yes	yes	
WM 8-9	13	41.8	78.8	76.3	76	74.5	69.0	yes	yes	yes	yes	
WM 8-9	14	44.6	78.5	76.1	76	74.2	68.8	yes	yes	yes	yes	
WM 8-9	15	47.4	78.3	75.9	76	74.0	68.6	yes	yes	yes	yes	
WM 8-9	16	50.2	78.1	75.6	76	73.8	68.4	yes	yes	yes	yes	
WM 4-10	1	8.2	72.9	71.7	72	70.8	70.5	yes	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):		Basic		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
				Mitigated	Mitigated with 0.5 rounded up						
WM 4-10	2	11.0	72.6	71.4	71	70.5	70.2	yes	yes	no	no
WM 4-10	3	13.8	72.4	71.1	71	70.0	69.9	yes	yes	yes	yes
WM 4-10	4	16.6	72.1	70.8	71	69.6	69.5	yes	yes	yes	yes
WM 4-10	5	19.4	71.8	70.4	70	69.2	69.1	yes	yes	yes	yes
WM 4-10	6	22.2	71.6	70.2	70	68.9	68.7	yes	yes	yes	yes
WM 4-10	7	25.0	71.4	69.9	70	68.5	68.6	yes	yes	yes	yes
WM 4-10	8	27.8	71.2	69.7	70	68.2	68.3	yes	yes	yes	yes
WM 4-10	9	30.6	70.9	69.4	69	67.9	68.0	no	yes	yes	no
WM 4-10	10	33.4	70.7	69.2	69	67.6	67.7	no	yes	yes	no
WM 4-10	11	36.2	70.5	69.0	69	67.3	67.4	no	yes	yes	no
WM 4-10	12	39.0	70.3	68.8	69	67.1	67.2	no	yes	yes	no
WM 4-10	13	41.8	70.1	68.6	69	66.8	66.9	no	yes	yes	no
WM 4-10	14	44.6	69.9	68.4	68	66.6	66.7	no	yes	yes	no
WM 4-10	15	47.4	69.7	68.2	68	66.4	66.5	no	yes	yes	no
WM 4-10	16	50.2	69.5	68.0	68	66.1	66.3	no	yes	yes	no
WM 4-11	1	8.2	63.9	63.9	64	64.0	63.6	no	no	no	no
WM 4-11	2	11.0	64.2	64.2	64	64.3	64.0	no	no	no	no
WM 4-11	3	13.8	63.9	63.9	64	64.0	63.7	no	no	no	no
WM 4-11	4	16.6	63.5	63.5	64	63.6	63.3	no	no	no	no
WM 4-11	5	19.4	63.1	63.1	63	63.2	63.0	no	no	no	no
WM 4-11	6	22.2	62.7	62.7	63	62.7	62.6	no	no	no	no
WM 4-11	7	25.0	62.3	62.3	62	62.3	62.2	no	no	no	no
WM 4-11	8	27.8	61.9	61.9	62	61.9	61.8	no	no	no	no
WM 4-11	9	30.6	61.6	61.6	62	61.6	61.5	no	no	no	no
WM 4-11	10	33.4	61.2	61.2	61	61.2	61.1	no	no	no	no
WM 4-11	11	36.2	60.9	60.9	61	60.9	60.8	no	no	no	no
WM 4-11	12	39.0	60.6	60.6	61	60.6	60.5	no	no	no	no
WM 4-11	13	41.8	60.3	60.3	60	60.3	60.2	no	no	no	no
WM 4-11	14	44.6	60.0	60.0	60	60.0	59.9	no	no	no	no
WM 4-11	15	47.4	59.8	59.8	60	59.8	59.7	no	no	no	no
WM 4-11	16	50.2	59.5	59.5	60	59.5	59.4	no	no	no	no
WM 4-12	1	8.2	61.6	61.6	62	61.7	61.4	no	no	no	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Facade Noise Levels (dB(A)):				Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds					
WM 4-12	2	11.0	63.0	63.0	63	63.1	62.8	no	no	no	no
WM 4-12	3	13.8	63.0	63.0	63	63.0	62.7	no	no	no	no
WM 4-12	4	16.6	62.7	62.7	63	62.8	62.4	no	no	no	no
WM 4-12	5	19.4	62.4	62.4	62	62.5	62.2	no	no	no	no
WM 4-12	6	22.2	62.1	62.1	62	62.1	61.9	no	no	no	no
WM 4-12	7	25.0	61.8	61.8	62	61.8	61.6	no	no	no	no
WM 4-12	8	27.8	61.5	61.5	61	61.5	61.3	no	no	no	no
WM 4-12	9	30.6	61.2	61.2	61	61.2	61.0	no	no	no	no
WM 4-12	10	33.4	60.9	60.9	61	60.9	60.7	no	no	no	no
WM 4-12	11	36.2	60.6	60.6	61	60.6	60.4	no	no	no	no
WM 4-12	12	39.0	60.3	60.3	60	60.4	60.2	no	no	no	no
WM 4-12	13	41.8	60.1	60.1	60	60.1	59.9	no	no	no	no
WM 4-12	14	44.6	59.8	59.8	60	59.8	59.7	no	no	no	no
WM 4-12	15	47.4	59.6	59.6	60	59.6	59.4	no	no	no	no
WM 4-12	16	50.2	59.4	59.4	59	59.4	59.2	no	no	no	no
WM 4-13	1	8.2	63.8	63.8	64	63.9	63.5	no	no	no	no
WM 4-13	2	11.0	64.0	64.0	64	64.0	63.6	no	no	no	no
WM 4-13	3	13.8	63.8	63.8	64	63.8	63.5	no	no	no	no
WM 4-13	4	16.6	63.7	63.7	64	63.6	63.2	no	no	no	no
WM 4-13	5	19.4	63.4	63.4	63	63.3	63.0	no	no	no	no
WM 4-13	6	22.2	63.2	63.2	63	63.0	62.7	no	no	no	no
WM 4-13	7	25.0	63.0	63.0	63	62.8	62.4	no	no	no	no
WM 4-13	8	27.8	62.8	62.7	63	62.5	62.1	no	no	no	no
WM 4-13	9	30.6	62.5	62.4	62	62.2	62.1	no	no	no	no
WM 4-13	10	33.4	62.2	62.2	62	61.9	61.9	no	no	no	no
WM 4-13	11	36.2	62.1	62.0	62	61.7	61.6	no	no	no	no
WM 4-13	12	39.0	61.9	61.7	62	61.5	61.3	no	no	no	no
WM 4-13	13	41.8	61.6	61.5	62	61.2	61.1	no	no	no	no
WM 4-13	14	44.6	61.4	61.3	61	61.0	60.9	no	no	no	no
WM 4-13	15	47.4	61.2	61.1	61	60.8	60.6	no	no	no	no
WM 4-13	16	50.2	61.1	60.9	61	60.5	60.4	no	no	no	no
WM 8-10	1	8.2	83.3	80.8	81	79.5	72.0	yes	yes	yes	yes

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 8-10	2	11.0	82.9	80.4	80	79.2	71.9	yes	yes	yes	yes
WM 8-10	3	13.8	82.4	79.9	80	78.8	71.6	yes	yes	yes	yes
WM 8-10	4	16.6	81.9	79.4	79	78.3	71.3	yes	yes	yes	yes
WM 8-10	5	19.4	81.5	78.9	79	77.8	71.0	yes	yes	yes	yes
WM 8-10	6	22.2	81.0	78.5	78	77.4	70.7	yes	yes	yes	yes
WM 8-10	7	25.0	80.6	78.1	78	77.0	70.4	yes	yes	yes	yes
WM 8-10	8	27.8	80.3	77.7	78	76.6	70.1	yes	yes	yes	yes
WM 8-10	9	30.6	79.9	77.4	77	76.3	69.8	yes	yes	yes	yes
WM 8-10	10	33.4	79.6	77.1	77	75.9	69.6	yes	yes	yes	yes
WM 8-10	11	36.2	79.3	76.8	77	75.6	69.3	yes	yes	yes	yes
WM 8-10	12	39.0	79.0	76.5	76	75.3	69.1	yes	yes	yes	yes
WM 8-10	13	41.8	78.7	76.3	76	75.1	68.8	yes	yes	yes	yes
WM 8-10	14	44.6	78.5	76.0	76	74.9	68.6	yes	yes	yes	yes
WM 8-10	15	47.4	78.3	75.8	76	74.6	68.4	yes	yes	yes	yes
WM 8-10	16	50.2	78.0	75.6	76	74.4	68.2	yes	yes	yes	yes
WM 8-11	1	8.2	76.8	74.3	74	74.3	66.2	yes	yes	no	no
WM 8-11	2	11.0	78.6	76.1	76	75.9	67.4	yes	yes	no	no
WM 8-11	3	13.8	78.4	75.9	76	75.7	67.2	yes	yes	no	no
WM 8-11	4	16.6	78.0	75.5	76	75.4	67.0	yes	yes	no	no
WM 8-11	5	19.4	77.7	75.2	75	75.1	66.8	yes	yes	no	no
WM 8-11	6	22.2	77.4	74.9	75	74.8	66.5	yes	yes	no	no
WM 8-11	7	25.0	77.0	74.5	75	74.5	66.2	yes	yes	no	no
WM 8-11	8	27.8	76.7	74.2	74	74.2	65.9	yes	yes	no	no
WM 8-11	9	30.6	76.4	73.9	74	73.9	65.6	yes	yes	no	no
WM 8-11	10	33.4	76.1	73.6	74	73.6	65.4	yes	yes	no	no
WM 8-11	11	36.2	75.8	73.3	73	73.3	65.1	yes	yes	no	no
WM 8-11	12	39.0	75.6	73.1	73	73.0	64.8	yes	yes	no	no
WM 8-11	13	41.8	75.3	72.8	73	72.8	64.6	yes	yes	no	no
WM 8-11	14	44.6	75.1	72.6	73	72.5	64.4	yes	yes	no	no
WM 8-11	15	47.4	74.8	72.3	72	72.3	64.1	yes	yes	no	no
WM 8-11	16	50.2	74.6	72.1	72	72.1	63.9	yes	yes	no	no
WM 8-12	1	8.2	74.5	72.0	72	71.9	63.6	yes	yes	no	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011) Facade Noise Levels (dB(A)):				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
WM 8-12	2	11.0	76.8	74.3	74	74.2	65.9	yes	yes	no	no
WM 8-12	3	13.8	77.0	74.5	74	74.4	66.0	yes	yes	no	no
WM 8-12	4	16.6	76.8	74.3	74	74.2	65.8	yes	yes	no	no
WM 8-12	5	19.4	76.6	74.1	74	74.0	65.7	yes	yes	no	no
WM 8-12	6	22.2	76.4	73.9	74	73.8	65.5	yes	yes	no	no
WM 8-12	7	25.0	76.1	73.6	74	73.5	65.2	yes	yes	no	no
WM 8-12	8	27.8	75.8	73.3	73	73.3	65.0	yes	yes	no	no
WM 8-12	9	30.6	75.6	73.1	73	73.0	64.8	yes	yes	no	no
WM 8-12	10	33.4	75.3	72.8	73	72.8	64.6	yes	yes	no	no
WM 8-12	11	36.2	75.1	72.6	73	72.6	64.3	yes	yes	no	no
WM 8-12	12	39.0	74.9	72.4	72	72.3	64.1	yes	yes	no	no
WM 8-12	13	41.8	74.6	72.1	72	72.1	63.9	yes	yes	no	no
WM 8-12	14	44.6	74.4	71.9	72	71.9	63.7	yes	yes	no	no
WM 8-12	15	47.4	74.2	71.7	72	71.7	63.5	yes	yes	no	no
WM 8-12	16	50.2	74.0	71.5	71	71.5	63.3	yes	yes	no	no
WM 8-13	1	8.2	75.9	73.3	73	73.2	64.9	yes	yes	no	no
WM 8-13	2	11.0	77.6	75.1	75	75.1	66.9	yes	yes	no	no
WM 8-13	3	13.8	77.8	75.3	75	75.2	66.8	yes	yes	no	no
WM 8-13	4	16.6	77.6	75.1	75	75.0	66.7	yes	yes	no	no
WM 8-13	5	19.4	77.4	74.9	75	74.8	66.5	yes	yes	no	no
WM 8-13	6	22.2	77.1	74.6	75	74.6	66.3	yes	yes	no	no
WM 8-13	7	25.0	76.9	74.4	74	74.3	66.1	yes	yes	no	no
WM 8-13	8	27.8	76.7	74.1	74	74.1	65.9	yes	yes	no	no
WM 8-13	9	30.6	76.4	73.9	74	73.8	65.7	yes	yes	no	no
WM 8-13	10	33.4	76.2	73.7	74	73.6	65.5	yes	yes	no	no
WM 8-13	11	36.2	75.9	73.4	73	73.4	65.3	yes	yes	no	no
WM 8-13	12	39.0	75.7	73.2	73	73.1	65.1	yes	yes	no	no
WM 8-13	13	41.8	75.5	73.0	73	72.9	64.9	yes	yes	no	no
WM 8-13	14	44.6	75.3	72.8	73	72.7	64.7	yes	yes	no	no
WM 8-13	15	47.4	75.0	72.6	73	72.5	64.5	yes	yes	no	no
WM 8-13	16	50.2	74.8	72.4	72	72.3	64.3	yes	yes	no	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Basic	Future (2011) Facade Noise Levels (dB(A)):			Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
				Mitigated	Mitigated with 0.5 rounded up				Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
Hung Hom Bay Centre												
HHB 2-1	1	17.2	67.4	65.6	66	63.7	63.6	no	yes	yes	no	
HHB 2-1	2	20.0	70.3	68.3	68	67.2	68.1	no	no	yes	no	
HHB 2-1	3	22.8	70.1	68.1	68	66.9	68.0	no	no	yes	no	
HHB 2-1	4	25.6	69.9	67.9	68	66.6	67.8	no	no	yes	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):			Basic			Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1dB(A)?	
HHB 2-1	5	28.4	69.6	67.7	68	66.3	67.6	no	no	yes	no	
HHB 2-1	6	31.2	69.4	67.5	68	66.0	67.4	no	no	yes	no	
HHB 2-1	7	34.0	69.2	67.4	67	65.8	67.2	no	no	yes	no	
HHB 2-1	8	36.8	69.1	67.3	67	65.5	67.0	no	no	yes	no	
HHB 2-1	9	39.6	68.9	67.2	67	65.3	66.8	no	no	yes	no	
HHB 2-1	10	42.4	68.8	67.1	67	65.1	66.6	no	no	yes	no	
HHB 2-1	11	45.2	68.6	67.0	67	64.9	66.4	no	no	yes	no	
HHB 2-1	12	48.0	68.5	66.9	67	64.7	66.2	no	no	yes	no	
HHB 2-1	13	50.8	68.4	66.8	67	64.5	66.0	no	no	yes	no	
HHB 2-1	14	53.6	68.3	66.7	67	64.3	65.8	no	no	yes	no	
HHB 2-2	1	17.2	75.1	72.7	73	71.8	72.0	yes	no	no	no	
HHB 2-2	2	20.0	74.8	72.5	72	71.4	71.7	yes	no	yes	no	
HHB 2-2	3	22.8	74.5	72.3	72	71.0	71.4	yes	no	yes	no	
HHB 2-2	4	25.6	74.3	72.1	72	70.7	71.1	yes	yes	yes	yes	
HHB 2-2	5	28.4	74.1	71.9	72	70.4	70.9	yes	yes	yes	yes	
HHB 2-2	6	31.2	73.9	71.8	72	70.1	70.6	yes	yes	yes	yes	
HHB 2-2	7	34.0	73.7	71.6	72	69.8	70.3	yes	yes	yes	yes	
HHB 2-2	8	36.8	73.5	71.5	71	69.5	70.0	yes	yes	yes	yes	
HHB 2-2	9	39.6	73.3	71.3	71	69.2	69.8	yes	yes	yes	yes	
HHB 2-2	10	42.4	73.2	71.2	71	69.0	69.5	yes	yes	yes	yes	
HHB 2-2	11	45.2	73.0	71.1	71	68.8	69.3	yes	yes	yes	yes	
HHB 2-2	12	48.0	72.8	70.9	71	68.5	69.1	yes	yes	yes	yes	
HHB 2-2	13	50.8	72.7	70.8	71	68.3	68.9	yes	yes	yes	yes	
HHB 2-2	14	53.6	72.6	70.7	71	68.1	68.7	yes	yes	yes	yes	
HHB 2-3	1	17.2	66.3	64.2	64	59.7	57.0	no	yes	yes	no	
HHB 2-3	2	20.0	70.4	68.1	68	66.6	68.2	no	no	yes	no	
HHB 2-3	3	22.8	70.3	68.0	68	66.4	68.2	no	no	yes	no	
HHB 2-3	4	25.6	70.1	67.9	68	66.2	68.0	no	no	yes	no	
HHB 2-3	5	28.4	70.0	67.9	68	65.9	67.7	no	no	yes	no	
HHB 2-3	6	31.2	69.9	67.9	68	65.7	67.5	no	no	yes	no	
HHB 2-3	7	34.0	69.8	67.8	68	65.4	67.3	no	no	yes	no	
HHB 2-3	8	36.8	69.7	67.8	68	65.2	67.0	no	no	yes	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future	Future	Contrib. from new roads	>= 1 dB(A)? compensation?
HHB 2-3	9	39.6	69.6	67.7	68	65.0	66.8	no	no	yes	no	
HHB 2-3	10	42.4	69.5	67.6	68	64.8	66.6	no	yes	yes	no	
HHB 2-3	11	45.2	69.4	67.6	68	64.5	66.4	no	yes	yes	no	
HHB 2-3	12	48.0	69.3	67.5	67	64.3	66.2	no	yes	yes	no	
HHB 2-3	13	50.8	69.2	67.4	67	64.1	66.0	no	yes	yes	no	
HHB 2-3	14	53.6	69.1	67.3	67	63.9	65.8	no	yes	yes	no	
HHB 7-1	1	8.8	39.9	39.4	39	32.4	16.6	no	yes	yes	no	
HHB 7-1	2	11.6	41.2	40.9	41	33.0	16.5	no	yes	yes	no	
HHB 7-1	3	14.4	42.8	42.5	43	33.7	16.5	no	yes	yes	no	
HHB 7-1	4	17.2	44.7	44.5	45	34.6	16.4	no	yes	yes	no	
HHB 7-1	5	20.0	47.1	47.0	47	35.8	16.4	no	yes	yes	no	
HHB 7-1	6	22.8	50.5	50.4	50	37.1	16.3	no	yes	yes	no	
HHB 7-1	7	25.6	57.6	57.5	58	35.8	16.2	no	yes	yes	no	
HHB 7-1	8	28.4	58.9	58.9	59	40.6	16.2	no	yes	yes	no	
HHB 7-1	9	31.2	59.6	59.5	60	44.9	16.1	no	yes	yes	no	
HHB 7-1	10	34.0	59.9	59.9	60	46.7	16.0	no	yes	yes	no	
HHB 7-1	11	36.8	60.2	60.2	60	47.6	15.9	no	yes	yes	no	
HHB 7-1	12	39.6	60.3	60.3	60	48.2	15.8	no	yes	yes	no	
HHB 7-1	13	42.4	60.5	60.5	61	48.4	15.7	no	yes	yes	no	
HHB 7-1	14	45.2	60.8	60.8	61	48.7	15.6	no	yes	yes	no	
HHB 7-1	15	48.0	60.9	60.9	61	48.8	15.4	no	yes	yes	no	
HHB 7-1	16	50.8	61.0	61.0	61	48.9	15.3	no	yes	yes	no	
HHB 7-2	1	8.8	58.7	56.5	57	55.9	56.1	no	no	no	no	
HHB 7-2	2	11.6	58.9	56.7	57	55.8	56.7	no	no	no	no	
HHB 7-2	3	14.4	59.3	57.6	58	55.5	56.7	no	no	yes	no	
HHB 7-2	4	17.2	59.5	58.0	58	55.2	56.6	no	yes	yes	no	
HHB 7-2	5	20.0	59.8	58.6	59	54.9	56.6	no	yes	yes	no	
HHB 7-2	6	22.8	60.3	59.2	59	54.7	56.5	no	yes	yes	no	
HHB 7-2	7	25.6	62.3	61.7	62	54.4	56.4	no	yes	yes	no	
HHB 7-2	8	28.4	63.1	62.6	63	54.4	56.4	no	yes	yes	no	
HHB 7-2	9	31.2	63.5	63.1	63	54.6	56.3	no	yes	yes	no	
HHB 7-2	10	34.0	63.7	63.3	63	54.6	56.2	no	yes	yes	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)					Calculated Prevailing	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Facade Noise Level dB(A):	Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds	Basic	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?	
HHB 7-2	11	36.8	64.0	63.6	64	54.7	56.1	no	yes	yes	no	
HHB 7-2	12	39.6	64.2	63.9	64	54.7	56.0	no	yes	yes	no	
HHB 7-2	13	42.4	64.3	64.0	64	54.6	55.9	no	yes	yes	no	
HHB 7-2	14	45.2	64.4	64.1	64	54.6	55.8	no	yes	yes	no	
HHB 7-2	15	48.0	64.4	64.1	64	54.5	55.7	no	yes	yes	no	
HHB 7-2	16	50.8	64.4	64.2	64	54.5	55.6	no	yes	yes	no	
HHB 7-3	1	8.8	61.7	59.4	59	59.1	59.4	no	no	no	no	
HHB 7-3	2	11.6	61.7	59.3	59	58.9	59.4	no	no	no	no	
HHB 7-3	3	14.4	61.8	59.6	60	58.8	59.4	no	no	no	no	
HHB 7-3	4	17.2	61.8	59.8	60	58.6	59.3	no	no	yes	no	
HHB 7-3	5	20.0	61.9	60.0	60	58.4	59.3	no	no	yes	no	
HHB 7-3	6	22.8	62.1	60.4	60	58.2	59.2	no	yes	yes	no	
HHB 7-3	7	25.6	63.5	62.4	62	58.0	59.2	no	yes	yes	no	
HHB 7-3	8	28.4	64.1	63.2	63	57.9	59.1	no	yes	yes	no	
HHB 7-3	9	31.2	64.4	63.7	64	57.9	59.0	no	yes	yes	no	
HHB 7-3	10	34.0	64.6	63.9	64	57.8	58.9	no	yes	yes	no	
HHB 7-3	11	36.8	64.8	64.1	64	57.7	58.9	no	yes	yes	no	
HHB 7-3	12	39.6	64.9	64.3	64	57.6	58.8	no	yes	yes	no	
HHB 7-3	13	42.4	65.0	64.4	64	57.5	58.7	no	yes	yes	no	
HHB 7-3	14	45.2	65.0	64.5	64	57.4	58.6	no	yes	yes	no	
HHB 7-3	15	48.0	65.0	64.5	64	57.3	58.5	no	yes	yes	no	
HHB 7-3	16	50.8	65.0	64.5	64	57.2	58.4	no	yes	yes	no	
HHB 5-1	1	8.8	61.1	59.8	60	59.7	58.9	no	no	no	no	
HHB 5-1	2	11.6	65.8	65.3	65	65.3	64.5	no	no	no	no	
HHB 5-1	3	14.4	65.8	65.3	65	65.2	64.4	no	no	no	no	
HHB 5-1	4	17.2	66.2	65.4	65	65.3	64.5	no	no	no	no	
HHB 5-1	5	20.0	65.9	65.1	65	65.0	64.2	no	no	no	no	
HHB 5-1	6	22.8	65.6	64.8	65	64.9	64.1	no	no	no	no	
HHB 5-1	7	25.6	65.5	64.6	65	64.5	63.8	no	no	no	no	
HHB 5-1	8	28.4	65.2	64.3	64	64.2	63.4	no	no	no	no	
HHB 5-1	9	31.2	64.9	64.0	64	63.9	63.2	no	no	no	no	
HHB 5-1	10	34.0	64.7	63.7	64	63.6	62.9	no	no	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 5-1	11	36.8	64.4	63.5	63	63.4	62.6	no	no	no	no
HHB 5-1	12	39.6	64.2	63.2	63	63.1	62.3	no	no	no	no
HHB 5-1	13	42.4	64.0	63.0	63	62.9	62.1	no	no	no	no
HHB 5-1	14	45.2	63.8	62.8	63	62.6	61.9	no	no	no	no
HHB 5-1	15	48.0	63.6	62.6	63	62.4	61.7	no	no	no	no
HHB 5-1	16	50.8	63.4	62.4	62	62.2	61.4	no	yes	no	no
HHB 5-2	1	8.8	64.8	62.9	63	62.6	65.1	no	no	no	no
HHB 5-2	2	11.6	68.0	67.0	67	66.8	65.8	no	yes	no	no
HHB 5-2	3	14.4	67.8	66.7	67	66.5	65.5	no	yes	no	no
HHB 5-2	4	17.2	67.7	66.5	67	66.2	65.2	no	yes	no	no
HHB 5-2	5	20.0	68.0	66.7	67	66.3	65.4	no	yes	no	no
HHB 5-2	6	22.8	67.8	66.5	67	66.0	65.1	no	yes	no	no
HHB 5-2	7	25.6	67.7	66.4	66	65.7	64.8	no	yes	no	no
HHB 5-2	8	28.4	67.6	66.3	66	65.4	64.5	no	yes	no	no
HHB 5-2	9	31.2	67.6	66.3	66	65.2	64.3	no	yes	yes	no
HHB 5-2	10	34.0	67.5	66.2	66	64.9	64.0	no	yes	yes	no
HHB 5-2	11	36.8	67.4	66.1	66	64.7	63.8	no	yes	yes	no
HHB 5-2	12	39.6	67.3	66.1	66	64.5	63.6	no	yes	yes	no
HHB 5-2	13	42.4	67.3	66.0	66	64.3	63.3	no	yes	yes	no
HHB 5-2	14	45.2	67.2	65.9	66	64.1	63.1	no	yes	yes	no
HHB 5-2	15	48.0	67.1	65.9	66	63.9	62.9	no	yes	yes	no
HHB 5-2	16	50.8	67.0	65.8	66	63.7	62.8	no	yes	yes	no
HHB 5-3	1	8.8	72.6	71.9	72	71.2	70.3	yes	yes	no	no
HHB 5-3	2	11.6	72.1	71.3	71	70.6	69.9	yes	yes	no	no
HHB 5-3	3	14.4	71.6	70.7	71	70.0	69.4	yes	yes	no	no
HHB 5-3	4	17.2	71.1	70.2	70	69.4	68.8	yes	yes	no	no
HHB 5-3	5	20.0	70.7	69.7	70	68.9	68.4	yes	yes	no	no
HHB 5-3	6	22.8	70.4	69.4	69	68.4	67.9	no	yes	yes	no
HHB 5-3	7	25.6	70.2	69.1	69	68.0	67.5	no	yes	yes	no
HHB 5-3	8	28.4	70.0	68.9	69	67.6	67.2	no	yes	yes	no
HHB 5-3	9	31.2	69.8	68.7	69	67.3	66.9	no	yes	yes	no
HHB 5-3	10	34.0	69.6	68.5	68	67.0	66.6	no	yes	yes	no

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds rounded up	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 5-3	11	36.8	69.5	68.3	68	66.7	66.3	no	yes	yes	no	
HHB 5-3	12	39.6	69.3	68.2	68	66.4	66.0	no	yes	yes	no	
HHB 5-3	13	42.4	69.2	68.0	68	66.2	65.8	no	yes	yes	no	
HHB 5-3	14	45.2	69.1	67.9	68	66.0	65.5	no	yes	yes	no	
HHB 5-3	15	48.0	68.9	67.8	68	65.8	65.3	no	yes	yes	no	
HHB 5-3	16	50.8	68.8	67.6	68	65.6	65.1	no	yes	yes	no	
HHB 5-4	1	8.8	60.5	60.5	60	65.1	64.4	no	no	no	no	
HHB 5-4	2	11.6	65.6	65.6	66	65.5	64.9	no	no	no	no	
HHB 5-4	3	14.4	65.1	65.1	65	65.0	64.5	no	no	no	no	
HHB 5-4	4	17.2	64.5	64.5	65	64.5	64.0	no	no	no	no	
HHB 5-4	5	20.0	64.0	64.0	64	63.9	63.5	no	no	no	no	
HHB 5-4	6	22.8	63.5	63.5	63	63.4	63.1	no	no	no	no	
HHB 5-4	7	25.6	63.0	63.0	63	63.0	62.7	no	no	no	no	
HHB 5-4	8	28.4	62.6	62.6	63	62.5	62.3	no	no	no	no	
HHB 5-4	9	31.2	62.1	62.1	62	62.1	61.9	no	no	no	no	
HHB 5-4	10	34.0	61.8	61.8	62	61.8	61.5	no	no	no	no	
HHB 5-4	11	36.8	61.4	61.4	61	61.4	61.2	no	no	no	no	
HHB 5-4	12	39.6	61.1	61.1	61	61.1	60.9	no	no	no	no	
HHB 5-4	13	42.4	60.8	60.8	61	60.8	60.6	no	no	no	no	
HHB 5-4	14	45.2	60.5	60.5	60	60.5	60.3	no	no	no	no	
HHB 5-4	15	48.0	60.2	60.2	60	60.2	60.1	no	no	no	no	
HHB 5-4	16	50.8	60.0	60.0	60	60.0	59.8	no	no	no	no	
HHB 5-5	1	8.8	55.9	55.9	56	56.0	56.1	no	no	no	no	
HHB 5-5	2	11.6	65.1	65.1	65	65.1	64.4	no	no	no	no	
HHB 5-5	3	14.4	65.0	65.0	65	65.0	64.3	no	no	no	no	
HHB 5-5	4	17.2	64.6	64.6	65	64.5	63.9	no	no	no	no	
HHB 5-5	5	20.0	64.1	64.1	64	64.1	63.6	no	no	no	no	
HHB 5-5	6	22.8	63.7	63.7	64	63.6	63.2	no	no	no	no	
HHB 5-5	7	25.6	63.3	63.3	63	63.2	62.8	no	no	no	no	
HHB 5-5	8	28.4	62.9	62.8	63	62.8	62.4	no	no	no	no	
HHB 5-5	9	31.2	62.5	62.5	62	62.4	62.1	no	no	no	no	
HHB 5-5	10	34.0	62.1	62.1	62	62.1	61.7	no	no	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			Eligible for compensation?
			Basic	Facade Noise Levels (dB(A)):		Basic			Test 1:	Test 2:	Test 3:	
				Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
HHB 5-5	11	36.8	61.8	61.8	62	61.8	61.4	no	no	no	no	
HHB 5-5	12	39.6	61.5	61.5	61	61.5	61.1	no	no	no	no	
HHB 5-5	13	42.4	61.2	61.2	61	61.2	60.8	no	no	no	no	
HHB 5-5	14	45.2	60.9	60.9	61	60.9	60.6	no	no	no	no	
HHB 5-5	15	48.0	60.7	60.6	61	60.6	60.3	no	no	no	no	
HHB 5-5	16	50.8	60.4	60.4	60	60.4	60.1	no	no	no	no	
HHB 3-1	1	17.2	65.1	63.4	63	61.5	56.3	no	yes	yes	no	
HHB 3-1	2	20.0	69.8	67.6	68	66.8	68.0	no	no	no	no	
HHB 3-1	3	22.8	69.7	67.6	68	66.7	68.0	no	no	no	no	
HHB 3-1	4	25.6	69.6	67.5	67	66.5	67.8	no	no	yes	no	
HHB 3-1	5	28.4	69.4	67.3	67	66.2	67.6	no	no	yes	no	
HHB 3-1	6	31.2	69.2	67.2	67	66.0	67.4	no	no	yes	no	
HHB 3-1	7	34.0	69.0	67.1	67	65.7	67.1	no	no	yes	no	
HHB 3-1	8	36.8	68.9	66.9	67	65.5	66.9	no	no	yes	no	
HHB 3-1	9	39.6	68.7	66.8	67	65.2	66.7	no	no	yes	no	
HHB 3-1	10	42.4	68.5	66.7	67	65.0	66.4	no	no	yes	no	
HHB 3-1	11	45.2	68.4	66.6	67	64.8	66.2	no	no	yes	no	
HHB 3-1	12	48.0	68.2	66.4	66	64.6	66.0	no	no	yes	no	
HHB 3-1	13	50.8	68.1	66.3	66	64.4	65.8	no	no	yes	no	
HHB 3-1	14	53.6	67.9	66.2	66	64.2	65.6	no	no	yes	no	
HHB 3-2	1	17.2	75.4	73.0	73	71.6	72.5	yes	no	yes	no	
HHB 3-2	2	20.0	75.2	72.8	73	71.3	72.2	yes	no	yes	no	
HHB 3-2	3	22.8	74.9	72.6	73	70.9	71.8	yes	no	yes	no	
HHB 3-2	4	25.6	74.7	72.4	72	70.6	71.5	yes	no	yes	no	
HHB 3-2	5	28.4	74.5	72.3	72	70.3	71.2	yes	yes	yes	yes	
HHB 3-2	6	31.2	74.3	72.1	72	70.0	70.9	yes	yes	yes	yes	
HHB 3-2	7	34.0	74.1	72.0	72	69.7	70.6	yes	yes	yes	yes	
HHB 3-2	8	36.8	73.9	71.9	72	69.5	70.3	yes	yes	yes	yes	
HHB 3-2	9	39.6	73.8	71.7	72	69.2	70.0	yes	yes	yes	yes	
HHB 3-2	10	42.4	73.6	71.6	72	69.0	69.7	yes	yes	yes	yes	
HHB 3-2	11	45.2	73.4	71.5	71	68.7	69.5	yes	yes	yes	yes	
HHB 3-2	12	48.0	73.3	71.3	71	68.5	69.2	yes	yes	yes	yes	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible for compensation?
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	
HHB 3-2	13	50.8	73.2	71.2	71	68.3	69.0	yes	yes	yes	yes	
HHB 3-2	14	53.6	73.0	71.1	71	68.1	68.8	yes	yes	yes	yes	
HHB 3-3	1	17.2	66.9	64.9	65	58.0	55.5	no	yes	yes	no	
HHB 3-3	2	20.0	71.4	69.1	69	65.6	68.8	no	no	yes	no	
HHB 3-3	3	22.8	72.3	70.0	70	67.3	68.7	yes	yes	yes	yes	
HHB 3-3	4	25.6	72.2	69.9	70	67.2	68.5	yes	yes	yes	yes	
HHB 3-3	5	28.4	72.0	69.8	70	66.9	68.2	yes	yes	yes	yes	
HHB 3-3	6	31.2	71.9	69.7	70	66.7	68.0	yes	yes	yes	yes	
HHB 3-3	7	34.0	71.8	69.6	70	66.4	67.7	yes	yes	yes	yes	
HHB 3-3	8	36.8	71.6	69.5	70	66.2	67.4	yes	yes	yes	yes	
HHB 3-3	9	39.6	71.5	69.4	69	66.0	67.2	no	yes	yes	no	
HHB 3-3	10	42.4	71.4	69.3	69	65.7	67.0	no	yes	yes	no	
HHB 3-3	11	45.2	71.2	69.2	69	65.5	66.7	no	yes	yes	no	
HHB 3-3	12	48.0	71.1	69.1	69	65.3	66.5	no	yes	yes	no	
HHB 3-3	13	50.8	71.0	69.0	69	65.1	66.3	no	yes	yes	no	
HHB 3-3	14	53.6	70.9	68.9	69	64.9	66.1	no	yes	yes	no	
HHB 6-1	1	8.8	58.7	57.7	58	57.7	56.5	no	yes	no	no	
HHB 6-1	2	11.6	65.8	65.5	66	65.5	64.6	no	no	no	no	
HHB 6-1	3	14.4	65.7	65.5	65	65.4	64.5	no	yes	no	no	
HHB 6-1	4	17.2	65.3	65.1	65	65.0	64.1	no	yes	no	no	
HHB 6-1	5	20.0	64.9	64.6	65	64.6	63.7	no	no	no	no	
HHB 6-1	6	22.8	64.5	64.2	64	64.2	63.3	no	no	no	no	
HHB 6-1	7	25.6	64.2	63.8	64	63.8	63.0	no	no	no	no	
HHB 6-1	8	28.4	63.8	63.5	63	63.4	62.6	no	no	no	no	
HHB 6-1	9	31.2	63.5	63.1	63	63.1	62.3	no	no	no	no	
HHB 6-1	10	34.0	63.3	62.9	63	62.8	62.0	no	no	no	no	
HHB 6-1	11	36.8	63.1	62.7	63	62.5	61.6	no	yes	no	no	
HHB 6-1	12	39.6	62.8	62.4	62	62.2	61.4	no	yes	no	no	
HHB 6-1	13	42.4	62.6	62.2	62	62.0	61.1	no	yes	no	no	
HHB 6-1	14	45.2	62.4	62.0	62	61.7	60.8	no	yes	no	no	
HHB 6-1	15	48.0	62.2	61.7	62	61.5	60.6	no	yes	no	no	
HHB 6-1	16	50.8	62.1	61.6	62	61.3	60.3	no	yes	no	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 6-2	1	8.8	61.0	59.7	60	59.2	64.4	no	no	no	no	
HHB 6-2	2	11.6	66.7	66.3	66	66.1	65.3	no	yes	no	no	
HHB 6-2	3	14.4	66.4	65.9	66	65.7	65.0	no	no	no	no	
HHB 6-2	4	17.2	66.0	65.5	65	65.2	64.6	no	no	no	no	
HHB 6-2	5	20.0	65.6	65.1	65	64.8	64.2	no	no	no	no	
HHB 6-2	6	22.8	65.3	64.7	65	64.4	63.8	no	no	no	no	
HHB 6-2	7	25.6	65.1	64.5	65	64.0	63.4	no	yes	no	no	
HHB 6-2	8	28.4	65.0	64.4	64	63.7	63.1	no	yes	no	no	
HHB 6-2	9	31.2	64.9	64.2	64	63.3	62.8	no	yes	no	no	
HHB 6-2	10	34.0	64.7	64.1	64	63.0	62.5	no	yes	yes	no	
HHB 6-2	11	36.8	64.6	63.9	64	62.8	62.2	no	yes	yes	no	
HHB 6-2	12	39.6	64.4	63.7	64	62.5	61.9	no	yes	yes	no	
HHB 6-2	13	42.4	64.3	63.6	64	62.3	61.7	no	yes	yes	no	
HHB 6-2	14	45.2	64.2	63.5	63	62.0	61.5	no	yes	yes	no	
HHB 6-2	15	48.0	64.0	63.4	63	61.8	61.2	no	yes	yes	no	
HHB 6-2	16	50.8	64.0	63.3	63	61.6	61.0	no	yes	yes	no	
HHB 6-3	1	8.8	71.7	71.3	71	71.0	69.9	yes	yes	no	no	
HHB 6-3	2	11.6	71.1	70.7	71	70.4	69.4	yes	yes	no	no	
HHB 6-3	3	14.4	70.5	70.0	70	69.7	68.8	yes	yes	no	no	
HHB 6-3	4	17.2	70.0	69.4	69	69.1	68.3	no	yes	no	no	
HHB 6-3	5	20.0	69.5	68.9	69	68.5	67.7	no	yes	no	no	
HHB 6-3	6	22.8	69.2	68.5	68	68.0	67.3	no	yes	no	no	
HHB 6-3	7	25.6	68.8	68.1	68	67.6	66.8	no	yes	no	no	
HHB 6-3	8	28.4	68.6	67.8	68	67.2	66.4	no	yes	no	no	
HHB 6-3	9	31.2	68.3	67.5	67	66.9	66.0	no	yes	no	no	
HHB 6-3	10	34.0	68.1	67.2	67	66.6	65.7	no	yes	no	no	
HHB 6-3	11	36.8	67.9	67.0	67	66.3	65.4	no	yes	no	no	
HHB 6-3	12	39.6	67.7	66.7	67	66.0	65.1	no	yes	no	no	
HHB 6-3	13	42.4	67.5	66.5	67	65.8	64.8	no	yes	no	no	
HHB 6-3	14	45.2	67.3	66.4	66	65.6	64.6	no	yes	no	no	
HHB 6-3	15	48.0	67.2	66.2	66	65.4	64.3	no	yes	no	no	
HHB 6-3	16	50.8	67.1	66.0	66	65.2	64.1	no	yes	no	no	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 6-4	1	8.8	66.9	66.3	66	66.2	64.7	no	yes	no	no
HHB 6-4	2	11.6	67.1	66.4	66	66.4	64.8	no	yes	no	no
HHB 6-4	3	14.4	66.7	66.0	66	66.0	64.4	no	yes	no	no
HHB 6-4	4	17.2	66.4	65.6	66	65.6	64.0	no	yes	no	no
HHB 6-4	5	20.0	66.0	65.2	65	65.2	63.6	no	yes	no	no
HHB 6-4	6	22.8	65.7	64.9	65	64.8	63.1	no	yes	no	no
HHB 6-4	7	25.6	65.5	64.5	65	64.5	62.7	no	yes	no	no
HHB 6-4	8	28.4	65.3	64.2	64	64.2	62.3	no	yes	no	no
HHB 6-4	9	31.2	65.1	64.0	64	64.0	62.0	no	yes	no	no
HHB 6-4	10	34.0	64.9	63.8	64	63.7	61.7	no	yes	no	no
HHB 6-4	11	36.8	64.7	63.5	64	63.5	61.3	no	yes	no	no
HHB 6-4	12	39.6	64.6	63.3	63	63.3	61.1	no	yes	no	no
HHB 6-4	13	42.4	64.4	63.2	63	63.2	60.8	no	yes	no	no
HHB 6-4	14	45.2	64.3	63.0	63	63.0	60.5	no	yes	no	no
HHB 6-4	15	48.0	64.2	62.9	63	62.9	60.3	no	yes	no	no
HHB 6-4	16	50.8	64.1	62.7	63	62.7	60.0	no	yes	no	no
HHB 6-5	1	8.8	66.6	65.8	66	65.7	63.9	no	yes	no	no
HHB 6-5	2	11.6	67.5	66.8	67	66.8	64.9	no	yes	no	no
HHB 6-5	3	14.4	67.3	66.5	67	66.5	64.6	no	yes	no	no
HHB 6-5	4	17.2	67.0	66.2	66	66.2	64.3	no	yes	no	no
HHB 6-5	5	20.0	66.7	65.9	66	65.9	63.9	no	yes	no	no
HHB 6-5	6	22.8	66.5	65.6	66	65.6	63.5	no	yes	no	no
HHB 6-5	7	25.6	66.3	65.3	65	65.3	63.2	no	yes	no	no
HHB 6-5	8	28.4	66.0	65.0	65	65.0	62.8	no	yes	no	no
HHB 6-5	9	31.2	65.9	64.8	65	64.8	62.5	no	yes	no	no
HHB 6-5	10	34.0	65.7	64.6	65	64.6	62.2	no	yes	no	no
HHB 6-5	11	36.8	65.5	64.4	64	64.4	61.9	no	yes	no	no
HHB 6-5	12	39.6	65.4	64.2	64	64.2	61.6	no	yes	no	no
HHB 6-5	13	42.4	65.3	64.0	64	64.0	61.4	no	yes	no	no
HHB 6-5	14	45.2	65.2	63.9	64	63.9	61.1	no	yes	no	no
HHB 6-5	15	48.0	65.0	63.8	64	63.7	60.9	no	yes	no	no
HHB 6-5	16	50.8	64.9	63.6	64	63.6	60.7	no	yes	no	no

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NSR ID	Floor No.	EI(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 1-1	1	17.2	68.0	66.1	66	64.6	66.0	no	no	yes	no
HHB 1-1	2	20.0	68.7	66.8	67	65.4	66.4	no	no	yes	no
HHB 1-1	3	22.8	68.5	66.6	67	65.1	66.3	no	no	yes	no
HHB 1-1	4	25.6	68.3	66.5	66	64.9	66.1	no	no	yes	no
HHB 1-1	5	28.4	68.2	66.4	66	64.6	66.0	no	no	yes	no
HHB 1-1	6	31.2	68.0	66.2	66	64.3	65.8	no	no	yes	no
HHB 1-1	7	34.0	67.8	66.1	66	64.1	65.7	no	no	yes	no
HHB 1-1	8	36.8	67.7	66.1	66	63.9	65.5	no	no	yes	no
HHB 1-1	9	39.6	67.7	66.1	66	63.7	65.3	no	no	yes	no
HHB 1-1	10	42.4	67.5	66.0	66	63.5	65.1	no	no	yes	no
HHB 1-1	11	45.2	67.4	65.8	66	63.3	65.0	no	no	yes	no
HHB 1-1	12	48.0	67.3	65.7	66	63.1	64.8	no	no	yes	no
HHB 1-1	13	50.8	67.2	65.8	66	62.9	64.6	no	yes	yes	no
HHB 1-1	14	53.6	67.1	65.7	66	62.7	64.5	no	yes	yes	no
HHB 1-2	1	17.2	73.8	71.5	72	70.5	70.6	yes	no	yes	no
HHB 1-2	2	20.0	73.6	71.4	71	70.2	70.4	yes	yes	yes	yes
HHB 1-2	3	22.8	73.4	71.3	71	70.0	70.2	yes	yes	yes	yes
HHB 1-2	4	25.6	73.3	71.2	71	69.7	70.0	yes	yes	yes	yes
HHB 1-2	5	28.4	73.1	71.1	71	69.5	69.8	yes	yes	yes	yes
HHB 1-2	6	31.2	73.0	71.1	71	69.2	69.6	yes	yes	yes	yes
HHB 1-2	7	34.0	72.9	71.0	71	69.0	69.4	yes	yes	yes	yes
HHB 1-2	8	36.8	72.7	70.9	71	68.8	69.2	yes	yes	yes	yes
HHB 1-2	9	39.6	72.6	70.8	71	68.6	69.0	yes	yes	yes	yes
HHB 1-2	10	42.4	72.5	70.7	71	68.4	68.8	yes	yes	yes	yes
HHB 1-2	11	45.2	72.5	70.8	71	68.3	68.6	yes	yes	yes	yes
HHB 1-2	12	48.0	72.4	70.7	71	68.1	68.4	yes	yes	yes	yes
HHB 1-2	13	50.8	72.3	70.6	71	68.0	68.2	yes	yes	yes	yes
HHB 1-2	14	53.6	72.2	70.6	71	67.8	68.0	yes	yes	yes	yes
HHB 1-3	1	17.2	68.3	65.9	66	64.6	65.0	no	no	yes	no
HHB 1-3	2	20.0	71.7	69.3	69	68.5	68.9	no	no	no	no
HHB 1-3	3	22.8	71.7	69.3	69	68.4	68.8	no	no	no	no
HHB 1-3	4	25.6	71.6	69.3	69	68.2	68.6	no	no	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 1-3	5	28.4	71.4	69.2	69	68.0	68.4	no	no	yes	no	
HHB 1-3	6	31.2	71.3	69.1	69	67.8	68.2	no	no	yes	no	
HHB 1-3	7	34.0	71.2	69.1	69	67.5	68.1	no	yes	yes	no	
HHB 1-3	8	36.8	71.1	69.0	69	67.3	67.9	no	yes	yes	no	
HHB 1-3	9	39.6	70.9	68.9	69	67.1	67.7	no	yes	yes	no	
HHB 1-3	10	42.4	70.8	68.8	69	66.9	67.5	no	yes	yes	no	
HHB 1-3	11	45.2	70.7	68.7	69	66.8	67.3	no	yes	yes	no	
HHB 1-3	12	48.0	70.6	68.6	69	66.6	67.1	no	yes	yes	no	
HHB 1-3	13	50.8	70.5	68.5	69	66.4	66.9	no	yes	yes	no	
HHB 1-3	14	53.6	70.4	68.5	69	66.2	66.8	no	yes	yes	no	
HHB 1-4	1	17.2	61.3	59.3	59	56.8	55.4	no	yes	yes	no	
HHB 1-4	2	20.0	66.4	64.1	64	62.8	63.0	no	yes	yes	no	
HHB 1-4	3	22.8	69.3	67.1	67	66.1	66.3	no	no	yes	no	
HHB 1-4	4	25.6	69.6	67.4	67	66.3	66.3	no	yes	yes	no	
HHB 1-4	5	28.4	69.5	67.4	67	66.1	66.1	no	yes	yes	no	
HHB 1-4	6	31.2	69.4	67.3	67	66.0	66.0	no	yes	yes	no	
HHB 1-4	7	34.0	69.4	67.3	67	65.8	65.9	no	yes	yes	no	
HHB 1-4	8	36.8	69.3	67.3	67	65.6	65.7	no	yes	yes	no	
HHB 1-4	9	39.6	69.2	67.2	67	65.5	65.6	no	yes	yes	no	
HHB 1-4	10	42.4	69.1	67.2	67	65.3	65.5	no	yes	yes	no	
HHB 1-4	11	45.2	69.0	67.1	67	65.2	65.3	no	yes	yes	no	
HHB 1-4	12	48.0	68.9	67.1	67	65.1	65.2	no	yes	yes	no	
HHB 1-4	13	50.8	68.9	67.0	67	64.9	65.0	no	yes	yes	no	
HHB 1-4	14	53.6	68.8	67.0	67	64.8	64.9	no	yes	yes	no	
HHB 5-1	1	17.2	68.6	66.6	67	63.9	57.2	no	yes	yes	no	
HHB 5-1	2	20.0	70.6	68.5	69	66.8	68.9	no	no	yes	no	
HHB 5-1	3	22.8	70.9	68.8	69	67.2	68.8	no	no	yes	no	
HHB 5-1	4	25.6	70.8	68.7	69	67.0	68.6	no	no	yes	no	
HHB 5-1	5	28.4	70.6	68.6	69	66.7	68.3	no	no	yes	no	
HHB 5-1	6	31.2	70.5	68.5	68	66.5	68.0	no	no	yes	no	
HHB 5-1	7	34.0	70.3	68.4	68	66.2	67.8	no	no	yes	no	
HHB 5-1	8	36.8	70.1	68.2	68	66.0	67.5	no	no	yes	no	

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NSR ID	Floor No.	El(m)	Future (2011)				Old/ Improved Rds	Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):						Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up				Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
HHB 5-1	9	39.6	70.0	68.1	68	65.8	67.2	no	no	yes	no	
HHB 5-1	10	42.4	69.8	68.0	68	65.5	67.0	no	yes	yes	no	
HHB 5-1	11	45.2	69.6	67.8	68	65.3	66.8	no	yes	yes	no	
HHB 5-1	12	48.0	69.5	67.7	68	65.1	66.5	no	yes	yes	no	
HHB 5-1	13	50.8	69.4	67.6	68	64.9	66.3	no	yes	yes	no	
HHB 5-1	14	53.6	69.2	67.5	68	64.7	66.1	no	yes	yes	no	
HHB 5-2	1	17.2	77.0	74.6	75	72.2	72.9	yes	yes	yes	yes	
HHB 5-2	2	20.0	76.7	74.3	74	71.8	72.5	yes	yes	yes	yes	
HHB 5-2	3	22.8	76.4	74.1	74	71.5	72.1	yes	yes	yes	yes	
HHB 5-2	4	25.6	76.1	73.9	74	71.1	71.8	yes	yes	yes	yes	
HHB 5-2	5	28.4	75.9	73.7	74	70.8	71.4	yes	yes	yes	yes	
HHB 5-2	6	31.2	75.7	73.4	73	70.5	71.1	yes	yes	yes	yes	
HHB 5-2	7	34.0	75.4	73.3	73	70.2	70.8	yes	yes	yes	yes	
HHB 5-2	8	36.8	75.2	73.1	73	69.9	70.5	yes	yes	yes	yes	
HHB 5-2	9	39.6	75.0	72.9	73	69.7	70.2	yes	yes	yes	yes	
HHB 5-2	10	42.4	74.8	72.8	73	69.4	69.9	yes	yes	yes	yes	
HHB 5-2	11	45.2	74.7	72.6	73	69.2	69.6	yes	yes	yes	yes	
HHB 5-2	12	48.0	74.5	72.5	72	68.9	69.4	yes	yes	yes	yes	
HHB 5-2	13	50.8	74.3	72.3	72	68.7	69.2	yes	yes	yes	yes	
HHB 5-2	14	53.6	74.2	72.2	72	68.5	68.9	yes	yes	yes	yes	
HHB 5-3	1	17.2	73.2	70.8	71	67.9	67.5	yes	yes	yes	yes	
HHB 5-3	2	20.0	74.1	71.8	72	69.3	69.6	yes	yes	yes	yes	
HHB 5-3	3	22.8	74.2	72.0	72	69.8	69.5	yes	yes	yes	yes	
HHB 5-3	4	25.6	74.0	71.9	72	69.6	69.2	yes	yes	yes	yes	
HHB 5-3	5	28.4	73.8	71.7	72	69.3	69.0	yes	yes	yes	yes	
HHB 5-3	6	31.2	73.6	71.6	72	69.0	68.7	yes	yes	yes	yes	
HHB 5-3	7	34.0	73.5	71.4	71	68.8	68.4	yes	yes	yes	yes	
HHB 5-3	8	36.8	73.3	71.3	71	68.5	68.2	yes	yes	yes	yes	
HHB 5-3	9	39.6	73.1	71.1	71	68.2	67.9	yes	yes	yes	yes	
HHB 5-3	10	42.4	72.9	71.0	71	68.0	67.7	yes	yes	yes	yes	
HHB 5-3	11	45.2	72.8	70.8	71	67.8	67.4	yes	yes	yes	yes	
HHB 5-3	12	48.0	72.6	70.7	71	67.6	67.2	yes	yes	yes	yes	

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Basic	Future (2011) Facade Noise Levels (dB(A)):			Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
				Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Test 1: Future > or = 70 dB(A)?	Test 2: Future >=[Prevailing+1]?	Test 3: Contrib. from new roads >= 1 dB(A)?	Eligible for compensation?
HHB 5-3	13	50.8	72.5	70.6	71	67.3	67.0	yes	yes	yes	yes
HHB 5-3	14	53.6	72.4	70.5	70	67.1	66.8	yes	yes	yes	yes
HHB 5-4	1	17.2	73.2	71.8	72	70.7	70.0	yes	yes	yes	yes
HHB 5-4	2	20.0	72.9	71.4	71	70.2	69.5	yes	yes	yes	yes
HHB 5-4	3	22.8	72.6	71.0	71	69.8	69.1	yes	yes	yes	yes
HHB 5-4	4	25.6	72.3	70.8	71	69.4	68.7	yes	yes	yes	yes
HHB 5-4	5	28.4	72.1	70.5	71	69.1	68.4	yes	yes	yes	yes
HHB 5-4	6	31.2	71.9	70.3	70	68.8	68.0	yes	yes	yes	yes
HHB 5-4	7	34.0	71.7	70.2	70	68.5	67.7	yes	yes	yes	yes
HHB 5-4	8	36.8	71.5	70.0	70	68.2	67.5	yes	yes	yes	yes
HHB 5-4	9	39.6	71.4	69.8	70	67.9	67.2	yes	yes	yes	yes
HHB 5-4	10	42.4	71.2	69.6	70	67.7	66.9	yes	yes	yes	yes
HHB 5-4	11	45.2	71.0	69.4	69	67.4	66.7	no	yes	yes	no
HHB 5-4	12	48.0	70.9	69.3	69	67.2	66.5	no	yes	yes	no
HHB 5-4	13	50.8	70.7	69.2	69	67.0	66.2	no	yes	yes	no
HHB 5-4	14	53.6	70.6	69.1	69	66.8	66.0	no	yes	yes	no

Receivers near Whampoa Street

A0-1	1	5.2	76.2	74.8	75	72.7	74.8	yes	no	yes	no
A0-2	1	5.2	76.7	75.0	75	73.1	75.7	yes	no	yes	no
A0-3	1	5.2	76.7	74.9	75	73.1	75.7	yes	no	yes	no
A0-4	1	5.2	77.9	75.8	76	74.7	77.1	yes	no	yes	no
A0-5	1	5.2	78.0	75.8	76	75.0	77.3	yes	no	no	no
A0-6	1	5.2	78.6	76.3	76	75.7	77.8	yes	no	no	no
A0-7	1	5.2	71.5	69.0	69	68.6	70.3	no	no	no	no
A0-8	1	5.2	70.2	67.6	68	67.1	68.7	no	no	no	no
A0-1	2	8.2	76.1	74.7	75	72.5	74.7	yes	no	yes	no
A0-2	2	8.2	76.6	74.8	75	72.9	75.5	yes	no	yes	no
A0-3	2	8.2	76.5	74.7	75	73.0	75.5	yes	no	yes	no
A0-4	2	8.2	77.5	75.4	75	74.4	76.8	yes	no	yes	no

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NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			Eligible for compensation?
			Basic	Facade Noise Levels (dB(A)):		Basic		Test 1:	Test 2:	Test 3:	
				Mitigated	Mitigated with 0.5 rounded up			Old/ Improved Rds	Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	
A0-5	2	8.2	77.6	75.5	75	74.6	76.9	yes	no	no	no
A0-6	2	8.2	78.0	75.8	76	75.0	77.3	yes	no	no	no
A0-7	2	8.2	71.5	68.9	69	68.6	70.3	no	no	no	no
A0-8	2	8.2	70.2	67.6	68	67.1	68.7	no	no	no	no
A0-1	3	11.0	75.9	74.5	75	72.2	74.4	yes	no	yes	no
A0-2	3	11.0	76.3	74.6	75	72.6	75.2	yes	no	yes	no
A0-3	3	11.0	76.2	74.4	74	72.6	75.2	yes	no	yes	no
A0-4	3	11.0	77.0	75.0	75	73.8	76.2	yes	no	yes	no
A0-5	3	11.0	77.0	75.0	75	73.9	76.3	yes	no	yes	no
A0-6	3	11.0	77.3	75.1	75	74.2	76.6	yes	no	no	no
A0-7	3	11.0	71.4	68.8	69	68.4	70.1	no	no	no	no
A0-8	3	11.0	70.1	67.5	68	67.0	68.6	no	no	no	no
A0-1	4	13.8	75.7	74.3	74	71.9	74.1	yes	no	yes	no
A0-2	4	13.8	76.0	74.3	74	72.2	74.7	yes	no	yes	no
A0-3	4	13.8	75.9	74.1	74	72.3	74.7	yes	no	yes	no
A0-4	4	13.8	76.5	74.5	75	73.1	75.5	yes	no	yes	no
A0-5	4	13.8	76.5	74.5	74	73.3	75.6	yes	no	yes	no
A0-6	4	13.8	76.6	74.5	74	73.5	75.8	yes	no	yes	no
A0-7	4	13.8	71.2	68.7	69	68.3	70.0	no	no	no	no
A0-8	4	13.8	70.1	67.5	67	66.9	68.5	no	no	no	no
A0-1	5	16.6	75.4	74.0	74	71.5	73.7	yes	no	yes	no
A0-2	5	16.6	75.6	74.0	74	71.8	74.3	yes	no	yes	no
A0-3	5	16.6	75.5	73.8	74	71.9	74.3	yes	no	yes	no
A0-4	5	16.6	76.0	74.1	74	72.6	74.9	yes	no	yes	no
A0-5	5	16.6	76.0	74.1	74	72.7	74.9	yes	no	yes	no
A0-6	5	16.6	76.1	74.0	74	72.9	75.1	yes	no	yes	no
A0-7	5	16.6	71.0	68.6	69	68.1	69.7	no	no	no	no
A0-8	5	16.6	70.0	67.4	67	66.8	68.4	no	no	no	no
A0-1	6	19.4	75.1	73.8	74	71.1	73.3	yes	no	yes	no
A0-2	6	19.4	75.3	73.7	74	71.4	73.9	yes	no	yes	no
A0-3	6	19.4	75.2	73.5	73	71.5	73.8	yes	no	yes	no
A0-4	6	19.4	75.6	73.8	74	72.1	74.3	yes	no	yes	no

95421 Hung Hom Bypass

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Noise Modelling Results

NSR ID	Floor No.	El(m)	Future (2011)				Calculated Prevailing Facade Noise Level dB(A): Basic	Criteria Tests:			
			Facade Noise Levels (dB(A)):					Test 1:	Test 2:	Test 3:	Eligible
			Basic	Mitigated	Mitigated with 0.5 rounded up	Old/ Improved Rds		Future > or = 70 dB(A)?	Future >=[Prevailing+1]?	Contrib. from new roads >= 1 dB(A)?	for compensation?
A0-5	6	19.4	75.6	73.7	74	72.1	74.3	yes	no	yes	no
A0-6	6	19.4	75.7	73.7	74	72.3	74.4	yes	no	yes	no
A0-7	6	19.4	70.9	68.4	68	67.9	69.5	no	no	no	no
A0-8	6	19.4	69.9	67.3	67	66.7	68.2	no	no	no	no
A0-1	7	22.2	74.8	73.6	74	70.7	72.9	yes	no	yes	no
A0-2	7	22.2	75.0	73.4	73	71.0	73.4	yes	no	yes	no
A0-3	7	22.2	74.9	73.2	73	71.1	73.4	yes	no	yes	no
A0-4	7	22.2	75.3	73.5	73	71.6	73.7	yes	no	yes	no
A0-5	7	22.2	75.3	73.4	73	71.7	73.8	yes	no	yes	no
A0-6	7	22.2	75.3	73.4	73	71.8	73.9	yes	no	yes	no
A0-7	7	22.2	70.7	68.3	68	67.6	69.2	no	no	no	no
A0-8	7	22.2	69.8	67.4	67	66.6	68.1	no	no	no	no
A0-1	8	25.0	74.6	73.4	73	70.3	72.5	yes	no	yes	no
A0-2	8	25.0	74.7	73.2	73	70.7	73.0	yes	no	yes	no
A0-3	8	25.0	74.6	73.0	73	70.7	73.0	yes	no	yes	no
A0-4	8	25.0	75.0	73.2	73	71.2	73.3	yes	no	yes	no
A0-5	8	25.0	74.9	73.2	73	71.2	73.3	yes	no	yes	no
A0-6	8	25.0	75.0	73.1	73	71.3	73.4	yes	no	yes	no
A0-7	8	25.0	70.6	68.3	68	67.4	68.9	no	no	no	no
A0-8	8	25.0	69.8	67.5	67	66.4	67.9	no	no	yes	no

VOLUME 2

Underpass Air Quality Assessment

ENGINEERING INFRASTRUCTURE ON HUNG HOM BAY RECLAMATION

UNDERPASS AIR QUALITY ASSESSMENT

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Appendix

Appendix A	Calculations of the Air Quality Impact Assessment
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1 INTRODUCTION

The Hung Hom Bypass is part of the proposed North-South Highway which will link East Tsim Sha Tsui with To Kwa Wan, Kowloon City and Kowloon Bay. Part of this route, Hung Hom Road, has already been constructed in conjunction with the Whampoa Garden Development in Hung Hom as a dual two-lane primary distributor road with provision for widening to dual three-lane. At the intersection of Hung Hom Road and Hung Hom South Road to the south of Whampoa Garden Development, an underpass will be constructed.

The underpass is a two-way dual single-lane road 42 metres in length. This assessment focuses on the air quality impacts of the vehicle emissions in the underpass and around the portal areas during the operational stage.

2 LEGISLATION AND ASSESSMENT CRITERIA

2.1 Air Quality Criteria

The Air Pollution Control Ordinance (Cap. 311, 1983) provides powers for controlling air pollutants from a variety of stationary and mobile sources, including fugitive dust emissions from construction sites, and encompasses a number of Air Quality Objectives (AQO). Currently AQOs stipulate concentrations for a range of pollutants, of which carbon monoxide (CO) and nitrogen dioxide (NO₂) are relevant to this Study. The AQOs are listed in Table 2.1.

Table 2.1 Hong Kong Air Quality Objectives

Air Pollutant	Maximum Average Concentration (μgm^{-3}) ¹			
	1-Hour ²	8-Hour ³	24-Hour ³	Annual ⁴
CO	30000	10000	-----	-----
NO ₂	300	-----	150	80

- 1 Measured at 298 K and 101.325 kPa.
- 2 Not to be exceeded more than three times per year.
- 3 Not to be exceeded more than once per year.
- 4 Arithmetic mean.

The tunnel air quality guidelines recommended by the Environmental Protection Department (EPD) for the air quality assessment of the underpass are tabulated in Table 2.2 below.

Table 2.2 Tunnel Air Quality Guidelines

Air Pollutant	Averaging Time (minutes)	Maximum Average Concentration ¹	
		μgm^{-3}	ppm
CO	5	115000	100
NO ₂	5	1800	1

¹ Measured at 298 K and 101.325 kPa.

2.2 Health Effects

Carbon Monoxide

CO is produced by the incomplete combustion of fossil fuels and a significant source is motor vehicles. Build-up of the gas in confined areas can be harmful to health and ultimately prove fatal.

CO becomes dangerous at elevated levels for two reasons. The colourless, odourless and tasteless gas is a non-irritant. This means that the gas cannot be detected naturally. There are no physical warning signs.

Secondly, CO severely interferes with the oxygen carrying capacity of the blood. Its toxicity comes from the affinity of CO for haemoglobin which is 200 times that for oxygen. Oxygen is essential for all life processes and the body tissues die when this is replaced by CO in the blood stream. The reduced uptake of oxygen causes dizziness, blurred vision and rapid breathing. Continued exposure to high concentrations of CO results in asphyxiation.

The effects of CO are based on the carboxyhaemoglobin (COHb) levels in the blood stream. Concentrations of less than 3% have no observable health effects, and experiments indicate that work capacity is affected at concentrations of 5%. The build up of COHb is a function of the concentration and exposure time. Data indicate that at concentration of 100 ppm and an exposure time of 15 minutes, the COHb level will be 1.2% for sedentary activity such as controlling a vehicle.

The general recommendations are that COHb levels should not exceed 2.5-3.0% in the general population, and that exposure to 100 mgm^{-3} should not be permitted for more than 15 minutes.

Nitrogen Dioxide

NO₂ is also a by product of the combustion of fossil fuels and motor vehicles are major sources of this pollutant. Health effects associated with prolonged exposures are aggravation of respiratory problems and lung diseases.

High levels of NO₂ (0.7 ppm) can affect breathing particularly in people with respiratory problems such as asthma, the elderly and the young. Symptoms include irritation of eyes, nose and lungs. Damage is caused by the oxidant properties of the gas. Prolonged exposure

increases susceptibility to respiratory infections and impairs lung function. In severe cases NO₂ exposure can result in emphysema.

Experimental data vary as to the effects of short term NO₂ exposure. Exposure to 4 ppm for 75 minutes, including heavy exercise showed no effects or symptoms in one study. A number of other studies indicated that below 1 ppm there were no short term effects on healthy individuals.

3 AIR QUALITY SENSITIVE RECEIVERS

The areas of concern are the potential impacts on the users of the underpass in terms of the exposure to CO and NO₂. The other concern relates to potential emissions from the portals of the underpass. The regions around the east and the west portal were identified as air quality sensitive.

4 ASSESSMENT METHODOLOGY

4.1 Traffic Flow Predictions

Traffic volume estimates for Hung Hom South Road Underpass for years 2001, 2006 and 2011 were taken from the Hung Hom Bypass and Princess Margaret Road Link Preliminary Report and are shown in Table 4.1. The traffic composition for Hung Hom South Road is shown in Table 4.2.

Table 4.1 Traffic Flow Prediction of Hung Hom South Road Underpass

Direction	Hourly Traffic Flows in PCUs					
	Year 2001		Year 2006		Year 2011	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Eastbound	200	400	300	400	300	400
Westbound	500	500	500	500	600	600
Two-way Total	700	900	800	900	900	1000

4.2 Emissions Within the Underpass

The emission factors of vehicles in the underpass are based on the recommendations of the 1991 Permanent International Association of Road Congress (PIARC) Report. For CO, the FTP 75 standard was employed for all passenger cars (both petrol and diesel engines) and the same emission value for passenger cars with petrol engines were taken for goods vehicles and buses with diesel engines. For nitrogen oxides (NO_x), FTP 75 standard was employed for all passenger cars (both petrol and diesel engines) and US Transient 88 was employed for goods vehicles and buses with diesel engines. These are given in Table 4.2 below.

Table 4.2 Basic Vehicle Emission Factors

Fuel	Vehicle Type	Composition (%)	Emission Rate (g veh ⁻¹ min ⁻¹)	
			CO	NO _x
Petrol	< 5 ton vehicle	37	2.50	0.67
Diesel	< 5 ton vehicle	43	1.67	0.67
	5 ton vehicle	7	2.50	5.50
	20 ton vehicle	6	2.50	15.00
	30 ton vehicle	7	2.50	17.50
Composite Emission Rate (g veh ⁻¹ min ⁻¹)			2.14	3.05

For normal traffic conditions, the worst case conditions were simulated with 2011 PM peak hour traffic flows. The above calculated composite emission rates were corrected for speed, gradient and altitude factors according to the 1991 PIARC Report.

For congested traffic conditions, worst case conditions were simulated assuming the underpass to be filled with vehicles and all vehicles in the congested underpass were stationary with engine idling. Idle emission rates were estimated using USEPA Compilation of Air Pollutant Emission Factors, Mobile Sources (AP-42) with the assumption that all vehicles will be on average 7 years old with an average mileage of 50000 miles.

Vehicle emissions for different traffic conditions are given in Table 4.3. Details of the calculations are provided in Appendix A.

Table 4.3 Emissions within the Tunnel for Different Traffic Conditions

Traffic Condition	No. of Vehicles in Tunnel	Vehicle Emission Rate (g min ⁻¹)		Total Emission Rate (g min ⁻¹)	
		CO	NO _x	CO	NO _x
Normal Traffic	0.66	2.56	3.06	1.69	2.02
Congested Traffic	20	2.29	0.15	45.80	3.00

4.3 Portal Emissions

Based on the recommendations of the 1991 PIARC Report, dispersion modelling was undertaken for tunnel exhaust flows into a depressed cutting along the road under sheltered jet situation. The ISCST dispersion model was used for the modelling of portal emissions. In the modelling, the portal air jet was taken as volume sources. Worst-case meteorological conditions (Pasquill stability class D, mixing height 500 m and wind speed 1 ms⁻¹) were adopted for the calculation of 1-hour average air pollutants concentrations around the portal

areas. Dispersion modelling was undertaken for maximum tunnel emission rates during congested traffic condition.

5 IMPACT ANALYSIS

5.1 Emissions Within the Underpass

Normal Traffic Conditions

Traffic induced ventilation of the underpass may be estimated using the empirical formulae given in the MERL Report No.64. However, the equations apply only to uni-directional flow situations, where the induced ventilation is in one direction only. There are currently no analytical techniques available for assessment of induced ventilation for two-way flow situations. For major tunnels these may be assessed on an individual basis with physical testing, but for short underpass sections such an option is not considered economically feasible.

In order to estimate the induced ventilation rate, it is necessary to assume that the underpass will be partitioned between the flow directions. Alternatively, it is reasonable to suppose that the flow will effectively be single-way because of the low traffic flows. Table 4.3 shows that on average there is less than one vehicle in the underpass at any time for two-way traffic in peak hour traffic condition. Therefore, the impact analysis under normal traffic condition, assumed that traffic flow in the underpass at any time would be uni-directional.

Calculated traffic induced air movement and pollutant concentrations are given in Table 5.1. Assumed background concentrations for CO and NO₂ of 2000 µgm⁻³ and 200 µgm⁻³ respectively were incorporated in the calculations. It should be noted that the calculated pollutant concentrations in the underpass show no exceedance of tunnel air quality guidelines for both CO and NO₂. The users of the underpass should not be adversely affected by air pollutants under normal traffic conditions.

Details of the calculations are given in Appendix A.

Table 5.1 Traffic Induced Air Velocity and Air Pollutant Concentrations in the Underpass under Normal Traffic Conditions, Assuming Uni-directional Flow

Traffic Induced Air Velocity (ms ⁻¹)	Pollutant Concentration (µgm ⁻³)	
	CO	NO ₂
1.72	2330	306

Congested Traffic Conditions

Worst-case conditions were simulated with the underpass (both eastbound and westbound) congested with vehicles and all vehicles in the congested underpass were stationary with engines idling. High pollutant concentrations would build up quickly with no natural or forced ventilation.

The times taken for the pollutant concentrations to build up from the assumed background concentrations for CO and NO₂ of 2000 µgm⁻¹ and 200 µgm⁻³ respectively to the tunnel air quality guidelines tabulated in Table 2.2 are given in Table 5.2. The minimum ventilation rate to meet the recommended tunnel air quality guidelines under congested conditions is also given in Table 5.2. Details of the calculations are given in Appendix A.

It is noted that under worst-case congested traffic condition, the concentration of NO₂ would build up from the assumed background NO₂ concentration of 200 µgm⁻³ to the tunnel air quality guideline level in less than 5 minutes. Noting that traffic congestion period of 5 minutes in Hong Kong is not rare, it is expected that the air pollutants concentrations in the underpass may reach the tunnel air quality guideline levels under congested traffic conditions with no natural or forced ventilation. A forced ventilation system to deliver the quantities of air as given in Table 5.2 may be required in the underpass.

Table 5.2 Pollutant Built Up Time and Minimum Ventilation Rate for Air Quality Guidelines under Congested Traffic Conditions

Air Pollutant	Pollutant Built Up Time (min)	Minimum ventilation Rate (m ³ s ⁻¹)
CO	5.19	6.77
NO ₂	4.10	8.57

5.2 Portal Emissions

Based on dispersion modelling, Figures 5.1 and 5.2 show the maximum 1-hour average concentration contours of CO and NO₂ around the underpass portal areas. It is noted that the area of influence is confined around the portal air jet. Without taking into account the background pollutants concentrations, influence of the portal air jet on the surrounding vicinity as shown in the figures is limited and the maximum air pollutants concentrations are substantially less than the AQOs for CO and NO₂. In view of the small underpass length, and relatively low flow, portal emissions would not be expected to be a problem.

6 CONCLUSIONS AND RECOMMENDATIONS

The operational air quality impact of vehicle emissions around the portal areas of the Hung Hom South Road underpass is found to be within the AQOs for major air pollutants.

For the assessment of air quality within the underpass during normal traffic conditions, it was necessary to assume that the traffic flow in the underpass would be uni-directional traffic flow

situation. This assumption is considered reasonable on the basis that under normal flow, less than one vehicle is present in the tunnel at any time. On the basis of this assumption, calculations showed that the traffic induced ventilation will be sufficient to dilute the concentration of major air pollutants well within the tunnel air quality guidelines recommended by EPD.

For the air quality within the underpass during congested traffic conditions, a worst-case scenario was tested. It was shown that the concentration of the critical air pollutants may build up to the tunnel air quality guideline levels in less than 5 minutes. A forced ventilation system with ventilation rate not less than $8.6 \text{ m}^3\text{s}^{-1}$ may be required for operation under abnormal conditions. It has been confirmed by the Highways Department that a mechanical ventilation system will be provided in the underpass to prevent built up of pollutant under adverse traffic conditions.

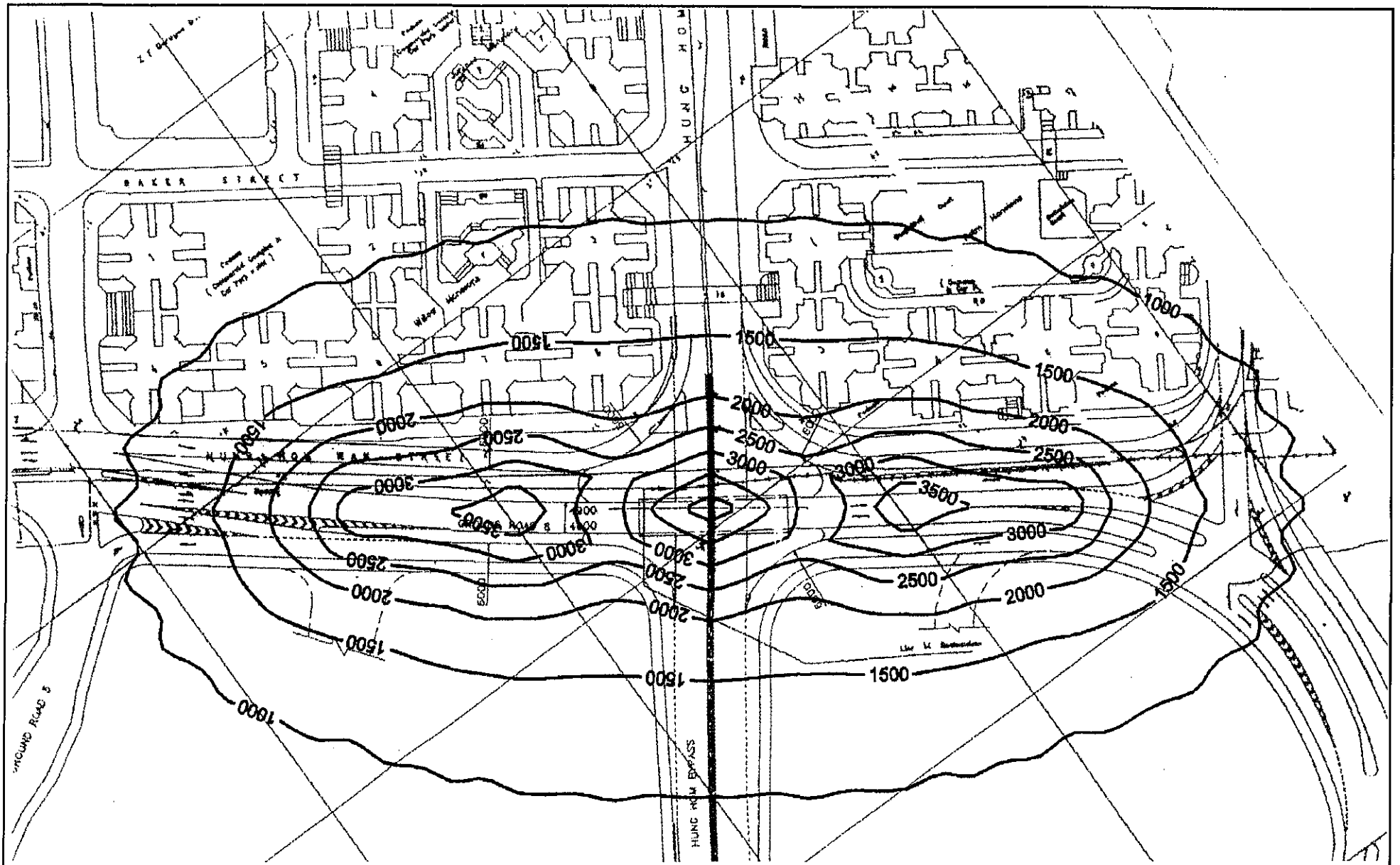


Figure 5.1 Worst-Case Hourly Average CO Concentration Contours in μgm^{-3} Around Underpass Portal Areas

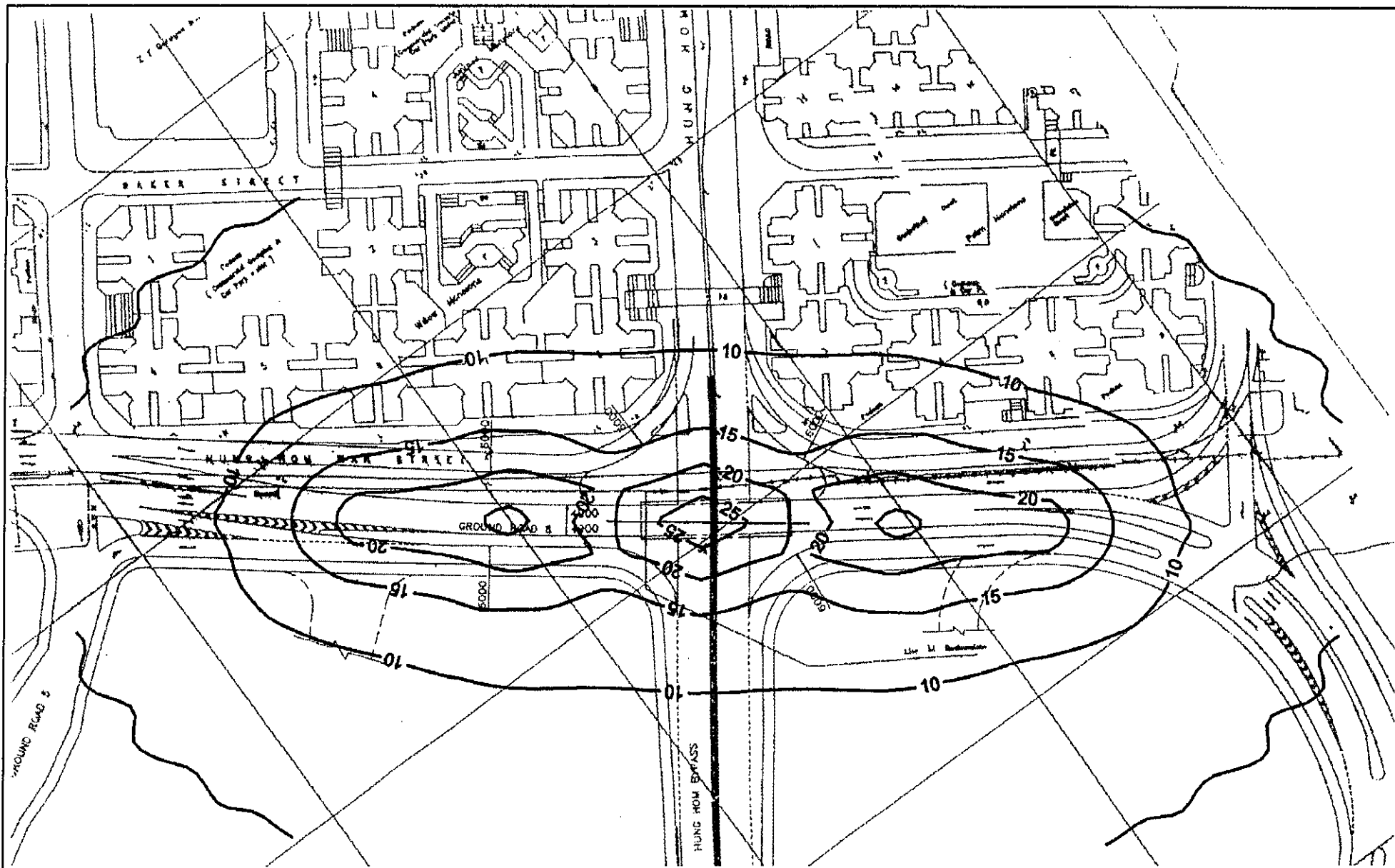


Figure 5.2 Worst-Case Hourly Average NO₂ Concentration Contours in μgm⁻³ Around Underpass Portal Areas

APPENDIX A

CALCULATIONS OF THE
AIR QUALITY IMPACT ASSESSMENT

Underpass dimensions

Length	=	42.2 m
Width	=	9.8 m
Height	=	5.1 m
Gradient	=	±5.9%

Normal Traffic Conditions

Taking the 2011 PM peak hour traffic flow (Table 4.1),

Two-way total flow

$$= 1000 \text{ pcu/hr}$$

$$= \frac{1000 \text{ pcu/hr}}{1.2725 \text{ pcu/vehicle}} \times \frac{1 \text{ hr}}{3600 \text{ sec}}$$

$$= 0.2183 \text{ vehicle/sec}$$

Given speed limit in the underpass is 50 km/hr,

Time for a vehicle to pass through the underpass

$$= \frac{42.2 \text{ m}}{50 \times 1000 \times \frac{1}{3600} \text{ m/sec}}$$

$$= 3.3084 \text{ sec}$$

Therefore, number of vehicle in the underpass assuming uniform traffic flow of 1000 pcu/hr at 50 km/hr

$$= 0.2183 \text{ vehicle/sec} \times 3.3084 \text{ sec}$$

$$= 0.66 \text{ vehicle}$$

Since the average number of vehicle for both ways in the underpass is less than 1 in two-way traffic in peak hour traffic condition, therefore assuming that traffic flow in the under-pass at any time would be uni-direction and using the formula for traffic induced air draught in a one-way road tunnel from the MERL Report No.64,

Induced air draught, v

$$= \frac{u}{1 + \sqrt{s} \sqrt{\frac{k A_t + C_t P_t L}{C_v A_v L}}} - C_1 \text{ m/min}$$

$$= 103.08 \text{ m/min or } 1.72 \text{ m/sec}$$

where	A_t	Cross-sectional area of tunnel	=	49.98 m ²
	A_v	Vehicle frontal area	=	3.7125 m ²
	C_1	Velocity correction constant	=	(small enough to be usually ignored)
	C_t	Tunnel wall drag coefficient	=	0.0155
	C_v	Vehicle drag coefficient	=	0.565
	k	End loss coefficient	=	1.0 for sharp entry and exit
	L	Length of tunnel	=	42.2 m
	P_t	Perimeter of tunnel	=	29.8 m
	s	Vehicle spacing	=	63.94 m (tunnel length / no. of vehicle)
	u	Vehicle speed (average)	=	833.33 m/min

Based on the recommendation of the 1991 PIARC Report, the vehicle emission rate (Table 4.3),

$$Q = q_0 f_v f_i f_H$$

$$Q_{CO} = 2.56 \text{ g/vehicle min}$$

$$Q_{NO_x} = 3.06 \text{ g/vehicle min}$$

where	q_0	=	basic emission value per vehicle and hour at a velocity of 60 km/hr (Table 4.2)	
	$q_{0, CO}$	=	2.14 g/vehicle min	
	q_{0, NO_x}	=	3.05 g/vehicle min	
	f_v	=	speed factor, relative to hourly emission value	
	$f_{v, CO}$	=	0.96	
	f_{v, NO_x}	=	0.83	
	f_i	=	gradient factor	
	$f_{i, CO}$	=	$\frac{1}{2} (1.49 + 1.00)$	= 1.245
	f_{i, NO_x}	=	$\frac{1}{2} (1.98 + 0.44)$	= 1.21
	f_H	=	altitude factor	
	$f_{i, CO}$	=	1.0	
	f_{i, NO_x}	=	1.0	

Therefore, air pollutant concentration in the underpass (Table 5.1), X

$$= \frac{\text{tunnel emission rate}}{\text{traffic induced air draught volume}} + \text{background pollutant level}$$

$$= \frac{\text{vehicle emission rate} \times \text{no. of vehicle in tunnel}}{\text{induced air draught} \times \text{tunnel cross-sectional area}} + \text{background pollutant level}$$

$$= \text{vehicle emission rate} \times \frac{0.66}{103.08 \times 49.98} + \text{background pollutant level}$$

Thus, $X_{CO} = 2330 \mu\text{gm}^{-3}$
 Assuming a conversion factor of 0.27 from NO_x to NO_2
 $X_{NO_2} = 306 \mu\text{gm}^{-3}$

Congested Traffic Conditions

Worst case conditions were simulated with the whole tunnel congested with vehicles and all vehicles in the congested underpass were stationary with engine idling. Idle emission rates were estimated using USEPA Compilation of Air Pollutant Emission Factors, Mobile Sources (AP-42) with the assumption that all light duty vehicles will be on average 7 years old with an average mileage of 50000 miles (Table 4.3).

Assuming 95% of the length of the underpass will be filled with vehicles of an average length of 4.0 m, therefore, number of vehicle in the tunnel

$$= 2 \times \frac{42.2 \times 0.95}{4.0}$$
$$\cong 20$$

Therefore, time for air pollutants to built up from background pollutant level to air quality guideline level, t

$$= \frac{(\text{air quality guideline level} - \text{background pollutant level}) \times \text{tunnel volume}}{\text{tunnel emission rate}}$$

$$t_{\text{CO}} = \frac{(115000 \times 10^{-6} - 2000 \times 10^{-6}) \times 49.98 \times 42.2}{20 \times 2.29} \text{ min}$$
$$= 5.19 \text{ min}$$

$$t_{\text{NO}_2} = \frac{(1800 \times 10^{-6} - 200 \times 10^{-6}) \times 49.98 \times 42.2}{20 \times 0.15 \times 0.27} \text{ min}$$
$$= 4.10 \text{ min}$$

Minimum ventilation rate, R

$$= \frac{\text{tunnel emission rate}}{(\text{air quality guideline level} - \text{background pollutant level})}$$

$$R_{\text{CO}} = \frac{20 \times 2.29}{115000 \times 10^{-6} - 2000 \times 10^{-6}} \text{ m}^3/\text{min}$$
$$= 406 \text{ m}^3/\text{min} \text{ or } 6.77 \text{ m}^3/\text{sec}$$

$$R_{\text{NO}_2} = \frac{20 \times 0.15 \times 0.27}{1800 \times 10^{-6} - 200 \times 10^{-6}} \text{ m}^3/\text{min}$$
$$= 514 \text{ m}^3/\text{min} \text{ or } 8.57 \text{ m}^3/\text{sec}$$