

INCIDENT REPORT ON ACTION LEVEL OR LIMIT LEVEL NON-COMPLIANCE

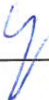
REF. NO.: N001

Project	Contract No. HY/2012/06 Widening of Fanling Highway — Tai Hang to Wo Hop Shek Interchange
Monitoring Date	12 June 2014
Monitoring Time	12 June 2014 10:11 – 10:41
Monitoring Location	M3 (Fanling Government Secondary School – Façade)
Parameter	Noise, $L_{eq}(30min)$
Action & Limit Levels	Action level: when one documented complaint is received Limit level: 65dB(A) (during school examination period)
Measured Level	66.3dB(A); exceedance of Limit Level
Possible reason for Action or Limit Level Non-compliance	<ul style="list-style-type: none"> • The location of construction works on 12 June 2014 closest to the noise monitoring location M3 was Wo Hop Shek Pedestrian and Cyclist Bridge (see Figure 1). • During the course of noise measurement on 12 June 2014, construction works carried out at Wo Hop Shek Pedestrian and Cyclist Bridge were general site cleaning and ground investigation. The operation noise of a drilling rig was unlikely leading to the exceedance due to the presence of noise barriers (see Figure 2) along the boundary of the working area. • According to the monitoring personnel who carried out monitoring field works on 12 June 2014, road traffic noise was dominant during the noise monitoring period. • Construction works near Wo Hop Shek Pedestrian and Cyclist Bridge commenced on 29 March 2014. The monitoring results before and after 29 March 2014 are compared. Before construction activities started on 29 March 2014, the average and maximum noise levels were 64.3dB(A) and 69.7dB(A) respectively. On 12 June 2014, the measured noise level was 66.3B(A). A small difference of 2dB(A) between the average noise level before construction activities started on 29 March 2014 and the measured noise level on 12 June 2014 could not suggest that the construction activities by the Contractor near Wo Hop Shek Pedestrian and Cyclist Bridge were the dominant noise sources which caused the exceedance of Limit Level. In addition, the maximum noise level before construction activities started on 29 March 2014 was higher than the measured noise level on 12 June 2014. This further suggests that the construction activities by the Contractor on 12 June 2014 were unlikely the dominant noise sources which caused the exceedance of Limit Level. <p>The noise exceedance was therefore considered non-project-related.</p>

Actions taken / to be taken	The Contractor was recommended to: 1) Continue implementing existing noise mitigation measures; 2) Consider rescheduling works to time out of the examination time slots to minimize noise disturbance; and 3) Communicate with Fanling Government Secondary School to inform the School of potential noisy construction activities in advance when the exam period approaches.
Remarks	Nil

Prepared by: Fung Yiu Wah

Designation: Environmental Team Leader

Signature: 

Date: 7 July 2014

Figure 1 - The location of construction works on 18 June 2014 near the noise monitoring location M3: Wo Hop Shek Pedestrian and Cyclist Bridge



Figure 2 – The works area screened by existing noise barriers



INCIDENT REPORT ON ACTION LEVEL OR LIMIT LEVEL NON-COMPLIANCE

REF. NO.: N002

Project	Contract No. HY/2012/06 Widening of Fanling Highway — Tai Hang to Wo Hop Shek Interchange
Monitoring Date	18 June 2014
Monitoring Time	18 June 2014 14:09 – 14:39
Monitoring Location	M3 (Fanling Government Secondary School – Façade)
Parameter	Noise, $L_{eq}(30min)$
Action & Limit Levels	Action level: when one documented complaint is received Limit level: 65dB(A) (during school examination period)
Measured Level	66.4dB(A); exceedance of Limit Level
Possible reason for Action or Limit Level Non-compliance	<ul style="list-style-type: none"> • The location of construction works on 18 June 2014 closest to the noise monitoring location M3 was Wo Hop Shek Pedestrian and Cyclist Bridge (see Figure 1). • During the course of noise measurement on 18 June 2014, construction works carried out at Wo Hop Shek Pedestrian and Cyclist Bridge were driving sheet pile at pile caps and trial pit excavation. Though the aforementioned works were in progress, the works area was completely screened by the existing noise barriers and residential buildings at Dawning View (see Figures 2 and 3). Thus, the construction noise from the Project work was unlikely to be dominant during the noise monitoring period. • According to the monitoring personnel who carried out monitoring field works on 18 June 2014, road traffic noise was dominant during the noise monitoring period. • Construction works near Wo Hop Shek Pedestrian and Cyclist Bridge commenced on 29 March 2014. The monitoring results before and after 29 March 2014 are compared. Before construction activities started on 29 March 2014, the average and maximum noise levels were 64.3dB(A) and 69.7dB(A) respectively. On 18 June 2014, the measured noise level was 66.4B(A). <p>A small difference of 2.1dB(A) between the average noise level before construction activities started on 29 March 2014 and the measured noise level on 18 June 2014 could not suggest that the construction activities by the Contractor near Wo Hop Shek Pedestrian and Cyclist Bridge were the dominant noise sources which caused the exceedance of Limit Level.</p> <p>In addition, the maximum noise level before construction activities started on 29 March 2014 was higher than the measured noise level on 18 June 2014. This further suggests that the construction activities by the Contractor on 18 June 2014</p>

	<p>were unlikely the dominant noise sources which caused the exceedance of Limit Level.</p> <p>The noise exceedance was therefore considered non-project-related.</p>
<p>Actions taken / to be taken</p>	<p>The Contractor was recommended to:</p> <ol style="list-style-type: none"> 1) Continue implementing existing noise mitigation measures; 2) Consider rescheduling works to time out of the examination time slots to minimize noise disturbance; 3) Communicate with Fanling Government Secondary School to inform the School of potential noisy construction activities in advance when the exam period approaches; and 4) Decrease the frequency of sheetpiling works especially during the exam period.
<p>Remarks</p>	<p>Nil</p>

Prepared by: Fung Yiu Wah

Designation: Environmental Team Leader

Signature: 

Date: 7 July 2014

Figure 1 - The location of construction works on 18 June 2014 near the noise monitoring location M3: Wo Hop Shek Pedestrian and Cyclist Bridge



Figure 2 – The works area screened by existing noise barriers and residential buildings at Dawning View



Figure 3 – The works area screened by existing noise barriers

