

**Predicted Cumulative Construction Noise Level at Representative NSRs**

**NSR1a - Wo Hop Shek San Tsuen**

Construction Activity of the New Columbarium at Kiu Tau Road	Total SWL, dB(A)	Slant Distance to Notional Source, m	Distance Correction, dB(A)	Facade Correction, dB(A)	Barrier Correction (Screened by topography, dB(A))	Predicted Noise Level from the New Columbarium at Kiu Tau Road, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	115	238	-56	3	-5	57.3	75
B - Pile Cap Works	121	238	-56	3	-5	63.0	
C - Site Formation and Slope Stabilisation	119	238	-56	3	-5	61.7	
D - Superstructure	123	238	-56	3	-5	65.6	

**NSR1b - Wo Hop Shek San Tsuen**

Construction Activity of the New Columbarium at Kiu Tau Road	Total SWL, dB(A)	Slant Distance to Notional Source, m	Distance Correction, dB(A)	Facade Correction, dB(A)	Barrier Correction (Screened by topography, dB(A))	Predicted Noise Level from the New Columbarium at Kiu Tau Road, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	115	393	-60	3	-5	52.9	75
B - Pile Cap Works	121	393	-60	3	-5	58.6	
C - Site Formation and Slope Stabilisation	119	393	-60	3	-5	57.3	
D - Superstructure	123	393	-60	3	-5	61.2	

**NSR2 - G/IC Zone**

Construction Activity of the New Columbarium at Kiu Tau Road	Total SWL, dB(A)	Slant Distance to Notional Source, m	Distance Correction, dB(A)	Facade Correction, dB(A)	Barrier Correction (Screened by topography, dB(A))	Predicted Noise Level from the New Columbarium at Kiu Tau Road, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	115	537	-63	3	-5	50.2	70 (65)
B - Pile Cap Works	121	537	-63	3	-5	55.9	
C - Site Formation and Slope Stabilisation	119	537	-63	3	-5	54.6	
D - Superstructure	123	537	-63	3	-5	58.5	

- Note:
1. The NSRs are screened from the concurrent project at Kiu Tau Road by natural topography. The NSRs have no direct line of sight to the construction site at Kiu Tau Road.
  2. The NSRs are screened from the Site by the natural topography and the existing columbarium at Kiu Tau Road. The NSRs have no direct line of sight to the Site.
  3. Slant distance between the NSR1a and the existing skeletal crematorium (Phase II); NSR1b and the existing skeletal crematorium; NSR2 and the existing skeletal crematorium (Phase I and Future Expansion Phase) are more than 300 m.
  4. "SWL" denotes as Sound Power Level.
  5. Figure in bracket indicates daytime noise standard for educational institution during examination periods.

**Predicted Cumulative Construction Noise Level at Representative NSRs (Unmitigated)**

**NSR1a - Wo Hop Shek San Tsuen**

Construction Activity of the Concurrent Project at Kiu Tau Road	Predicted Noise Level from the Concurrent Project at Kiu Tau Road, dB(A)	Construction Activity of the Project	Predicted Noise Level from the Project, dB(A)	Cumulative Noise Level, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	57.3	Phase I - C - General Construction	64.6	65.4	75
B - Pile Cap Works	63.0	Phase I - D - Landscaping Works	59.1	64.5	
C - Site Formation and Slope Stabilisation	61.7	Phase II - E - Demolition	66.4	67.7	
D - Superstructure	65.6	Phase II - F - Landscaping	57.6	66.2	

**NSR1b - Wo Hop Shek San Tsuen**

Construction Activity of the Concurrent Project at Kiu Tau Road	Predicted Noise Level from the Concurrent Project at Kiu Tau Road, dB(A)	Construction Activity of the Project	Predicted Noise Level from the Project, dB(A)	Cumulative Noise Level, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	52.9	Phase I - C - General Construction	66.9	67.1	75
B - Pile Cap Works	58.6	Phase I - D - Landscaping Works	67.2	67.8	
C - Site Formation and Slope Stabilisation	57.3	Phase II - E - Demolition	63.7	64.6	
D - Superstructure	61.2	Phase II - F - Landscaping	58.1	63.0	

**NSR2 - G/IC Zone**

Construction Activity of the Concurrent Project at Kiu Tau Road	Predicted Noise Level from the Concurrent Project at Kiu Tau Road, dB(A)	Construction Activity of the Project	Predicted Noise Level from the Project, dB(A)	Cumulative Noise Level, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	50.2	Phase I - C - General Construction	62.3	62.5	70 (65)
B - Pile Cap Works	55.9	Phase I - D - Landscaping Works	56.7	59.3	
C - Site Formation and Slope Stabilisation	54.6	Phase II - E - Demolition	67.8	<b>68.0</b>	
D - Superstructure	58.5	Phase II - F - Landscaping	59.0	61.8	

Note:

1. The NSRs are screened from the concurrent project at Kiu Tau Road by natural topography. The NSRs have no direct line of sight to the construction site at Kiu Tau Road.
2. The NSRs are screened from the Site by the natural topography and the existing columbarium at Kiu Tau Road. The NSRs have no direct line of sight to the Site.
3. Slant distance between the NSR1a and the existing skeletal crematorium (Phase II); NSR1b and the existing skeletal crematorium; NSR2 and the existing skeletal crematorium (Phase I and Future Expansion Phase) are more than 300 m.
4. "SWL" denotes as Sound Power Level.
5. Figure in bracket indicates daytime noise standard for educational institution during examination periods.
6. Bold and Italic figure indicates exceedance of daytime noise standard.
7. There will be overlapping of construction activities for later stage of Phase I, Phase II and Future Expansion Phase of the Project and the concurrent project at Kiu Tau Road. Considering the predicted construction noise generated from Future Expansion Phase of the Project are far below the noise standards, the cumulative noise impact from the concurrent project at Kiu Tau Road at the representative NSRs will not be significant.

**Predicted Cumulative Construction Noise Level at Representative NSRs (Mitigated Using Quiet Plant)**

**NSR1a - Wo Hop Shek San Tsuen**

Construction Activity of the Concurrent Project at Kiu Tau Road	Predicted Noise Level from the Concurrent Project at Kiu Tau Road, dB(A)	Construction Activity of the Project	Predicted Noise Level from the Project, dB(A)	Cumulative Noise Level, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	57.3	Phase I - C - General Construction	64.6	65.4	75
B - Pile Cap Works	63.0	Phase I - D - Landscaping Works	59.1	64.5	
C - Site Formation and Slope Stabilisation	61.7	Phase II - E - Demolition	63.6	65.8	
D - Superstructure	65.6	Phase II - F - Landscaping	57.6	66.2	

**NSR1b - Wo Hop Shek San Tsuen**

Construction Activity of the Concurrent Project at Kiu Tau Road	Predicted Noise Level from the Concurrent Project at Kiu Tau Road, dB(A)	Construction Activity of the Project	Predicted Noise Level from the Project, dB(A)	Cumulative Noise Level, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	52.9	Phase I - C - General Construction	63.7	64.0	75
B - Pile Cap Works	58.6	Phase I - D - Landscaping Works	58.1	61.4	
C - Site Formation and Slope Stabilisation	57.3	Phase II - E - Demolition	64.7	65.5	
D - Superstructure	61.2	Phase II - F - Landscaping	58.8	63.2	

**NSR2 - G/IC Zone**

Construction Activity of the Concurrent Project at Kiu Tau Road	Predicted Noise Level from the Concurrent Project at Kiu Tau Road, dB(A)	Construction Activity of the Project	Predicted Noise Level from the Project, dB(A)	Cumulative Noise Level, dB(A)	Daytime Noise Standard, dB(A)
A - Piling Works	50.2	Phase I - C - General Construction	62.3	62.5	70 (65)
B - Pile Cap Works	55.9	Phase I - D - Landscaping Works	56.7	59.3	
C - Site Formation and Slope Stabilisation	54.6	Phase II - E - Demolition	65.0	65.3	
D - Superstructure	58.5	Phase II - F - Landscaping	59.0	61.8	

**Note:**

1. The NSRs are screened from the concurrent project at Kiu Tau Road by natural topography. The NSRs have no direct line of sight to the construction site at Kiu Tau Road.
2. The NSRs are screened from the Site by the natural topography and the existing columbarium at Kiu Tau Road. The NSRs have no direct line of sight to the Site.
3. Slant distance between the NSR1a and the existing skeletal crematorium (Phase II); NSR1b and the existing skeletal crematorium; NSR2 and the existing skeletal crematorium (Phase I and Future Expansion Phase) are more than 300 m.
4. "SWL" denotes as Sound Power Level.
5. Figure in bracket indicates daytime noise standard for educational institution during examination periods.
6. There will be overlapping of construction activities for later stage of Phase I, Phase II and Future Expansion Phase of the Project and the concurrent project at Kiu Tau Road. Considering the predicted construction noise generated from Future Expansion Phase of the Project are far below the noise standards, the cumulative noise impact from the concurrent project at Kiu Tau Road at the representative NSRs will not be significant.