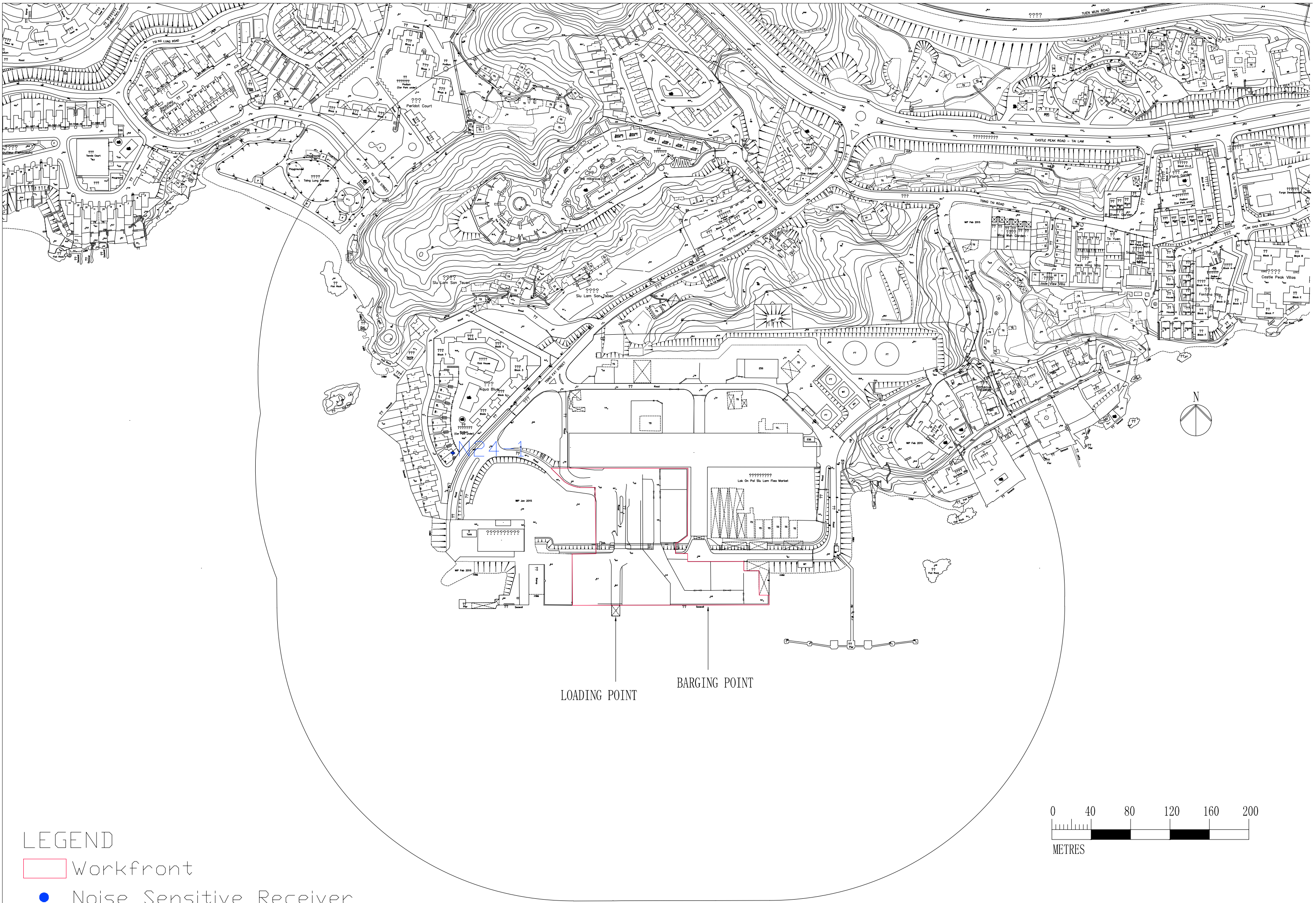


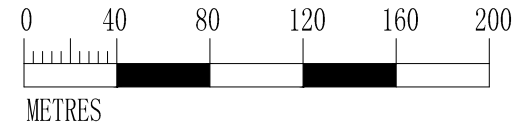
**Appendix 5.6a**

Unmitigated Construction Noise  
Impact (Barging Point)



LEGEND

- Workfront
- Noise Sensitive Receiver



**Project :** Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery  
**Title :** Noise from Haul Road  
**Subtitle :** Siu Lam Barging Activities NSR : N24-1

Source	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Correction					Overall Noise Level
						Dist dB(A)	Facade dB(A)	Tonal dB(A)	Topo dB(A)	Screen dB(A)	Daytime dB(A)
<i>Daytime</i>											
Lorry (CNP141) vehicle / hr [1]											64
Barge (CNP061) Loading Point	104	1	100%	104	220	-55	3		0		52
Barge (CNP061) Barging Point	104	1	100%	104	300	-58	3		0		49
Dump Truck (CNP067) Loading Point	117	2	100%	120	155	-52	3		0		71
Backhoe (CNP081) Loading Point	112	2	100%	115	155	-52	3		0		66
<b>Total Noise Impacts, dB(A)</b>											<b>73</b>
<b>Criterion, dB(A)</b>											<b>75</b>
<b>Exceedence, dB(A)</b>											<b>-</b>

Note:

[1] : See separate calculations for noise impacts from haul road

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Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	Angle deg	Correction [1]					Overall Noise Level
									Dist dB(A)	Facade dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry (CNP141) vehicle / hr - Daytime only	II	112	44	100%	128	155	20	180	-22	3	-13	0		64
<b>Noise Impacts from Haul Road, dB(A)</b>														<b>64</b>

Note:

- I - Daytime, evening and night-time operation
- II - Daytime operation only
- III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)

$$L_{eq} = L_w - 33 + 10 \log(Qty) - 10 \log(\text{speed}) - 10 \log(\text{dist}) + 10 \log(\text{angle} / 180) + C_{\text{facade}}$$