

Appendix 5.14

Indirect Mitigation Measures

Indirect Mitigation Measures

All NSRs except N5-6, N9-1, N18-1, N18-2, N18-3 and N18-4 would comply with the noise criterion of 70dB(A). However, N5-6, N9-1, N18-1, N18-2, N18-3 and N18-4 would still exceed the noise criterion of 70dB(A) after exhausting all possible direct noise mitigation measures.

According to Section 4.8 of EIAO Guidance Note No. 12/2010, the testing criteria for consideration of Indirect Mitigation Measures are set out as below:

- (i) the predicted overall noise level from the road project together with other traffic noise in the vicinity must be above a specified noise level (e.g. 70 dB(A) for domestic premises and 65 dB(A) for education institutions, all in $L_{10(1hr)}$);
- (ii) the predicted overall noise level is at least 1.0 dB(A) more than the prevailing traffic noise level, i.e. the total traffic noise level existing before the works to construct the road were commenced; and
- (iii) the contribution to the increase in the predicted overall noise level from the road project must be at least 1.0dB(A).

Table 1 summarises the mitigated results against the above testing criteria. The maximum overall noise level of NSRs between normal days and festive days are presented in **Table 1**.

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Table 1 Mitigated results against testing criteria of indirect mitigation measures

NSR	Location ^[1,2]	NSR ID	Uses ^[3]	Criterion L ₁₀ (1 hr), dB(A)	Predicted L ₁₀ (1 hr), dB(A) ^[4]		Project Road Contribution, dB(A)	Testing Criteria (Y / N)			Indirect Mitigation Measures Required (Y / N)
					Prevailing Noise Level	With Project		(i) ^[5]	(ii) ^[6]	(iii) ^[7]	
N5	Village houses to the west of Sha Ling Road	N5-6	R	70	75	72	0.1	Y	N	N	N
N9	Village house to the north of Man Kam To Road	N9-1	R	70	74	73	0.0	Y	N	N	N
N18	Village houses near San Uk Ling	N18-1	R	70	78	77	0.2	Y	N	N	N
		N18-2			75	74	0.1	Y	N	N	N
		N18-3			76	73	0.5	Y	N	N	N
		N18-4			74	71	0.7	Y	N	N	N

Note:

- [1] The assessment will only include NSRs which rely on opened windows for ventilation.
- [2] NSRs that require mitigation measures are included.
- [3] R – Residential Premises.
- [4] Noise levels presented are rounded to the nearest dB(A). Bold value denotes non-compliance TM-EIAO’s criteria.
- [5] The predicted overall noise level from the road project together with other traffic noise in the vicinity must be above a specified noise level. (e.g. 70 dB(A) for domestic premises in L_{10(1hr)}).
- [6] The predicted overall noise level is at least 1.0 dB(A) more than the prevailing traffic noise level, i.e. the total traffic noise level existing before the works to construct the road were commenced.
- [7] The contribution to the increase in the predicted overall noise level from the road project must be at least 1.0 dB(A).

As seen from **Table 1**, as the NSRs exceeding the noise criterion of 70dB(A) do not fulfill the above 3 testing criteria as set out above, they are not eligible for indirect mitigation measures.