Appendix 14

Environmental Noise Impact Assessment

Proposed Residential Development at Lot No. 4822 in D.D.104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories

Environmental Noise Impact Assessment

Prepared for:
Glory Queen Limited

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EIA · ACOUSTICS · NOISE · VIBRATION

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To assess noise impacts on the proposed residential development at Lot no. 4822 in D.D.104 and adjoining Government Land, Kam Pok Road, Mai Po, Yuen Long.

The project site is designated for residential use under a "R(D)" zoning. It was previously approved by Town Planning Board (TPB) for house development under a planning application (Application No. A/YL-MP/287). A NIA report was previously submitted to TPB and has been partially discharged the relevant planning condition under that planning application. The NIA report has identified and addressed the potential noise impacts on the project site.

This rezoning application aims to increase the domestic plot ratio to 1.5 with 1,303 flat units. The proposed Development comprises of 5 residential blocks with 16 residential storeys, and one 2-storey facility compound for clubhouse, kindergarten and Neighbourhood Elderly Centre (NEC) uses.

This NIA reveals any noise impacts and recommend appropriate noise mitigation measures for the proposed Development, whenever appropriate; and also to avoid noise impact by adjusting building layout. The adopted noise mitigation measures are as per the Hong Kong Planning Standards & Guidelines (HKPSG).

SUMMARY

All the residential flats (i.e. 100%) are designed within the 70dB(A) noise criterion, adverse road traffic noise impacts are not anticipated.

Fixed noise sources assessment were conducted based on the site survey of the industrial sites in the vicinity. With the provision of acoustic fins, the proposed scheme will comply with the noise limit set out in the HKPSG.

After considering the cumulative noise impact (the proposed plant rooms and clubhouse) in the proposed Development, all representative NSRs will comply with the stipulated noise criteria.

Noise assessments for the kindergarten were conducted and no adverse road traffic noise and fixed noise impacts are anticipated.

1. INTRODUCTION

1.1 Westwood Hong & Associates Ltd (WHA) has been commissioned to conduct a Noise Impact Assessment (NIA) for the proposed Development. Figure 1 shows the location of the proposed Development.

1.2 This environmental noise impact assessment report supports the Rezoning Application for the proposed Development.

1.3 This report is prepared based on MLP in Appendix 1 and Year 2046 Traffic Forecast in Appendix 2.

1.4 This report comprises the following assessments:-

- Road traffic noise affecting the proposed Development
- Fixed noise sources affecting the proposed Development
- Noise impact from fixed noise sources of the proposed Development

2. SITE LOCATION & BUILDING LAYOUT

Site Location

2.1 The project site is bounded by Fung Chuk Road to the north and Ha Chuk Yuen Road to the east, Kam Pok Road to the west and Ha San Wai Road to the south (Figure 1).

2.2 The residential developments in the vicinity of the project site are Fairview Park, Villa Camellia, Helene Terrace and 3-storey village dwellings in Ha San Wai and the Yau Pok Road Light Public Housing (Figure 1).

Development Layout

2.3 The proposed Development comprises a total of 5 residential blocks with 16 residential storeys, a 2-storey facility compound for clubhouse, kindergarten and NEC uses. The building layouts are shown in Appendix 1. The development parameters are summarised in Table 2.1 below.

2.4 The clubhouse and NEC would be equipped with central air-conditioning and would not rely on opened windows for ventilation. The proposed Development will not give rise to an adverse noise impact on existing or planned NSRs.

Table 2.1 Development Parameters of the Proposed Development

	Parameters
Zoning	"Residential (Group D)" zone on Approved Mai Po & Fairview Park Outline Zoning Plan No. S/YL-MP/8
Site Area	Private land: 37,702m^2 Government land: 168 m^2
Number of Residential Units	1,303
Number of Residential Storeys	16 residential storeys
Height of Building	59.85mPD
Use	- 5 residential blocks - 6-classroom kindergarten, - a Neighbourhood Elderly Centre (NEC) and - a clubhouse
Completion Year	2031
Name of Applicant	Glory Queen Limited

3. NOISE CRITERIA

Road Traffic Noise Criterion

3.1 According to the HKPSG[1], road traffic noise criterion for domestic premises is 70dB(A) L10(1 hour) at the external facades for the hour having the peak traffic flow. The noise criterion applied to the domestic premises which rely on opened windows for ventilation.

3.2 For the education institutions including kindergartens, road traffic noise criterion is 65dB(A) L10(1 hour) at the external facades for the hour having the peak traffic flow. The noise criterion applied to the kindergarten which rely on opened windows for ventilation.

Noise Criteria for Fixed Noise Sources

3.3 The proposed Development is located within a low density residential area, not being affected by any Influencing Factor (IF). With reference to the "Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites" (IND – DP)[2], an Area Sensitivity Rating (ASR) of "A" was assumed for the proposed Development. The Acceptable Noise Levels (ANLs) are shown in Table 3.1.

Table 3.1 ANLs for Day, Evening and Night-Time Periods

Time Period	**ANLs, ASR "A"** Leq (30 mins)
Day (0700 to 1900 hours) and evening (1900 to 2300 hours)	60dB(A)
Night (2300 to 0700 hours)	50dB(A)

Note: In any event, the ASR and the ANLs adopted in this report are only indicative and they are used for assessment only. It should be noted that the noise from fixed noise sources is controlled under section 13 of the Noise Control Ordinance. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force, and taking account of contemporary conditions/ situations of adjoining land uses. The assessment of noise impacts due to fixed noise sources in this report shall not bind the Noise Control Authority in the context of law enforcement against any of the noise from fixed noise sources being assessed.

3.4 The noise criteria for the design of noise sensitive developments near fixed noise sources shall refer to the IND – TM. Therefore, the assessment criteria for existing fixed noise sources in the vicinity of the proposed Development should refer to the ANLs in Table 3.1

3.5 The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be so located and designed that when assessed in accordance with the TM, the level of the intruding noise at the façade of the nearest sensitive use should be at least 5dB(A) below the appropriate ANL shown in Table 2 of the IND – TM or, in the case of the background being 5dB(A) lower than the ANL, should not be higher than the background.

3.6 Site measurements were made at the eastern site boundary on 30 April 2025, the prevailing background noise levels are summarised in Table 3.2 below. The measurement locations are provided in Figure 2.

Table 3.2 Prevailing Background Noise Measurement Details and Results

Noise Sensitive Receiver	**Date**	**Personnel**	**Weather**	**Field Observations**	**Measurement Results,** dB(A), L90 (1 hour)
Loc 1, Eastern site boundary	30 April 2025	Mr. Samuel Lee	Sunny, calm	Mainly community noise	Daytime: 56 Night-time: 52 (Façade)

3.7 The prevailing background noise levels of the identified noise sensitive receivers were higher than ANL – 5dB(A). Therefore, the ANL – 5dB(A) are used as the criteria for noise from planned fixed sources (i.e. 55dB(A) for daytime, and 45dB(A) for night-time).

4. SITE SURVEYS

Dates

4.1 Site surveys were conducted on 30 April 2025, 4 September 2024, 8 March 2023, 1 June, 18 & 26 May, 4 April and 31 March 2022, 15 December & 12 August 2021, 13 August, 26 July & 22 May 2019, 13 November & 14 September 2018, 23 June 2017, 31 August 2016, 4 July 2014, 12 September 2013, 10 February 2012 and 6 January 2010.

Instrumentation

4.2 The instruments used by WHA for the surveys comply with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). They are listed in Table 4.1 below.

Table 4.1 Instruments Used for the Noise Surveys

Manufacturer	Type
Ono Sokki	Precision Integrating Sound Level Meter (LA-5111 (Serial No.: 04100820))
Ono Sokki	Foam Windshield
Bruel and Kjaer	Noise Calibrator Type 4231 (Serial No.: 2699245)

4.3 The sound level meter was calibrated before use and further checks on completion of the survey, and confirmed that the calibration levels from before and after the noise measurement agree to within 1.0dB.

4.4 The site measurements including measurement equipment, calibration procedure, measurement methodology and weather conditions were conducted in accordance with the IND – TM.

Fixed Noise Sources in the Vicinity

4.5 The study area for the fixed noise sources impact assessment is 300m. The identified fixed noise sources are summarised in Tables 4.2 and 4.3 and illustrated in Figure 3. Detailed discussion on the fixed noise source impact is given in Section 7. The operation of the industrial sites in the approved NIA report and the current observations are provided in Table 4.2. The photos of the identified fixed noise sources are provided in Appendix 4.

Table 4.2 Updated Observations for the Identified Fixed Noise Sources in Approved NIA Report

Source ID	Factory	Operation (in approved NIA report during S16)	Operation (in approved NIA report of discharge approval condition)	Current Observation
A-1	Fan Keung Kee	Operating noise of the warehouse	No change	No operation in the warehouse
A-2		Loading and unloading using forklift	No operation of forklift was observed	No operation of forklift was observed
A-3		Movement of Lorry	No change	No operation of lorry was observed
A-4		Lifting of precast units using a lorry with crane	No operation of the lorry with crane was observed	No operation of the lorry with crane was observed
B-1	Shing Fat Logistics ("the godown")	Loading and unloading using forklift	No operation of the godown	The godown no longer exists
B-2		Movement of lorry	No operation of the godown	The godown no longer exists
C	Chuk Yuen Floodwater Pumping Station	Operating noise	No change	No change

Table 4.3 Identified Existing Fixed Noise Sources

ID	Site	Identified Industrial Activities [1]	Location of Fixed Noise Sources	Operating Hours [2]
A	Fan Keung Kee	It is a storage yard of precast units. The industrial activities are loading / unloading of the precast units by using a lorry with crane, forklift and lorry. An operating noise (put down hand tools, fixing noise) was also observed inside the sheltered warehouse. The noise measurements were conducted at 5 – 10m distances from the noise sources, detailed noise measurement results are provided in Appendix 4. There was no industrial noise observed during the recent site survey.	on ground level	9:00am – 6:00pm.
B	Shing Fat Logistics ("the godown")	It is a godown, with industrial activities of loading/ unloading by a forklift and lorry. All the industrial activities were conducted inside the godown building. Many site surveys have been made, the operations of the godown were similar. However, the recent site survey revealed that the godown no longer exists. For conservative purpose, the previous noise measurements would be adopted in the assessment, with detailed measurement results provided in Appendix 4.	Inside the building, on ground level	8:30am – 5:30pm.

ID	Site	Identified Industrial Activities [1]	Location of Fixed Noise Sources	Operating Hours [2]
C	Chuk Yuen Floodwater Pumping Station	This pumping station is a completed enclosed structure, which managed by Drainage Services Department (DSD). It is designed for the discharge of collected rainwater during an exceptionally heavy rainfall, i.e. it will only operate under extreme condition when there is a threat of flooding in the area under extreme storm event. No industrial noise was observed during all site surveys.	Inside the building, on ground level	24 hours
D	Construct-ion	It is the construction site of Yau Pok Road Light Public Housing. No industrial noise was observed during recent site survey.	on ground level	8:30am – 6:00pm.
E	Hung Fai	It is a temporary structure with office use. No industrial noise was observed during site surveys.	Inside the building, on ground level	9:00am – 6:00pm.
F	Open Storage	It is a storage yard of construction materials and parking use. No industrial noise was observed during site surveys.	on ground level	8:30am – 5:30pm.
G	Wai Kwong Luen Logistic Company	A warehouse is constructed with a temporary structure with steel cover, it is used for parking and office, no industrial noise was observed during site surveys.	Inside the building, on ground level	8:00am – 5:30pm.
H	Kin Tak car repairing workshop	The workshop renamed as “Kin Tak” during recent survey, and no industrial noise was observed. For the previous workshop, the major daytime industrial activities are including fixing / replacement / disassembly / assembly of car components. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the most noisy noise source (i.e. assembly of car components inside the building, by a pneumatic screwdriver, from a distance of 8m). The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm
J	Sun Chun Car Shop	The major daytime industrial activities are including fixing / replacement / disassembly / assembly of car components and car washing. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the most noisy noise source (i.e. assembly of car components inside the building, by a pneumatic screwdriver, from a distance of 9m). The recent site survey revealed that the industrial activities were similar as the previous. The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm

ID	Site	Identified Industrial Activities [1]	Location of Fixed Noise Sources	Operating Hours [2]
K	Akina Auto Center	No industrial noise was observed during the recent site survey. According to the previous observation, the major daytime industrial activities are including fixing / replacement / disassembly / assembly of car components and car washing. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the most noisy noise source (i.e. assembly of car components inside the building, by a pneumatic screwdriver, from a distance of 8m). The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm
L	Vacant	The previous retail shop no longer exists.	-	-
M	Vacant	The previous Chin Hung car repairing workshop no longer exist.	-	-
N	Sun Hing car repairing workshop	No industrial noise was observed during the recent site survey. According to the previous observation, the major daytime industrial activities are including fixing / replacement / disassembly / assembly of car components and car washing. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the most noisy noise source (i.e. assembly of car components inside the building, by a pneumatic screwdriver, from a distance of 8m). The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm
P	Classic Motor Service Limited	It is for office use only, no industrial noise was observed during site surveys.	Inside the building, on ground level	9:00am – 6:00pm
Q	Lung Yee car repairing workshop	The major daytime industrial activities are including fixing / replacement / disassembly / assembly of car components and car washing. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the most noisy noise source (i.e. assembly of car components inside the building, by a pneumatic screwdriver, from a distance of 5m). The recent site survey revealed that the industrial activities were similar as the previous. The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm

ID	Site	Identified Industrial Activities [1]	Location of Fixed Noise Sources	Operating Hours [2]
R	Hing Lee car repairing workshop	The major daytime industrial activities are including fixing / replacement / disassembly / assembly of car components and car washing. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the most noisy noise source (i.e. assembly of car components inside the building, by a pneumatic screwdriver, from a distance of 5m). The recent site survey revealed that the industrial activities were similar as the previous. The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm
S	Wing Tai Tyre	No industrial noise was observed during the recent site survey. According to the previous observation, the major daytime industrial activities are including fixing tyre. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards the noise source (i.e. fixing tyre by a pneumatic screwdriver, from a distance of 5m). The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	9:00am – 6:00pm
T	Petrol Filling Station	No industrial noise was observed during site surveys.	On ground level	24 hours
U	Alicar Fairview Workshop	It is a self-car washing centre. No mechanical washing machine is provided. The centre provides a space with simply washing tools to the driver. Washing and waxing were observed during site surveys. Site surveys have revealed that the busiest time were 1600 – 1800. Water pump noise was observed and noise of compressed air gun, vacuum cleaner and water jetting were also observed, which were the major industrial noise sources. The noise measurements were conducted by placing with measurement equipment (i.e. the sound level meter mounted on a stand at 1.2m height) directly towards these noise sources from a distance of 10m. The detailed noise measurements are provided in Appendix 4. The recent site survey revealed that the industrial activities were similar as the previous. Only half of the washing bays were occupied during the noise measurements. As a conservative approach, a correction of +3dB(A) to the SWL will be considered in the fixed noise assessment in Section 7.	On ground level, with temporary structure	24 hours
V	Vacant	The previous Ka Fu car repairing workshop no longer exists.	-	-

ID	Site	Identified Industrial Activities [1]	Location of Fixed Noise Sources	Operating Hours [2]
W	Fugro warehouse	No industrial noise was observed during the recent site survey. According to the previous observation, it is a warehouse for storage use of the construction materials and equipment. Loading and unloading was observed during site surveys. The noise measurements were conducted at 1.2m height directly towards the noise sources (i.e. loading and unloading, from a distance of 3m). The detailed noise measurements are provided in Appendix 4.	Inside the building, on ground level	8:00am – 5:00pm
Y	Temporary structure with office use	It is a temporary structure with office use. A condenser was observed under the steel cover. The noise measurements were conducted at 1.2m height directly towards the noise sources (i.e. condenser, from a distance of 2m). The recent site survey revealed that the industrial activities were similar as the previous. The detailed noise measurements are provided in Appendix 4.	On ground level	8:30am – 5:00pm
Z	Open Storage	It is a storage yard of construction material and containers. No industrial noise was observed during site surveys.	On ground level	9:00am – 5:00pm
AA	Car repairing workshop	The workshop was closed during a few times of site survey, no industrial noise was observed. The recent site survey revealed that the workshop has been opened but without industrial noise.	On ground level	9:00am – 6:00pm
AB	Open yard for construct-ion materials	It is a storage yard of construction material (pipes, steel plates). A lorry with crane was observed, but no operation.	On ground level	9:00am – 6:00pm
AC	Top 1 Car Audio Workshop	Audio installation workshop, no industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm
AD	EV-Pro HK	Car repairing workshop, but no industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm
AE	KUAIFU	Office use only, no industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm
AF	Xinyi Auto-mobile Glass Co. Ltd.	Office use only, no industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm No night-time operation

Noted:

[1] The operation of the identified fixed noise sources were observed during site surveys and confirmed with the staffs.

[2] The operating hours of the identified fixed noise sources were advised from the staffs of each site, and confirmed by night-time site survey.

4.6 According to the latest OZP, there is a proposed temporary Car Testing Centre located to the south of the proposed Development under the Planning Application A/YL-MP/308-2, a planned car trading use under the Planning Application A/YL-MP/334, and a temporary vehicle repair workshop with ancillary office and storage use under the Planning Application A/YL-MP/366. For conservatism, these proposed industrial uses will be considered in the fixed noise sources assessment, with details summarized in Table 4.4 below.

Table 4.4 Planned Fixed Noise Sources

Source ID	Site	Industrial Activity	Location of Fixed Noise Sources	Operating Hours
BB	Car Testing Centre	The operation is assumed to be similar with car repairing workshop. The maximum allowable SWL is adopted in the fixed noise assessment in Section 7.	On ground level	According to the approval condition, the lot can not have operation between 5:30pm – 8:30am. No night-time operation is assumed.
CC	Car Trading Use	The operation is assumed to be similar with car repairing workshop. The maximum allowable SWL is adopted in the fixed noise assessment in Section 7.	On ground level	According to the approval condition, the lot can not have operation between 7:00pm – 9:00am. No night-time operation is assumed.
DD	Vehicle Repair Workshop with Ancillary Office and Storage use	The operation is assumed to be similar with car repairing workshop. The maximum allowable SWL is adopted in the fixed noise assessment in Section 7.	On ground level	According to the approval condition, the lot can not have operation between 6:00pm – 10:00am. No night-time operation is assumed.

4.7 Other than the identified fixed noise sources above, the results of the above site surveys have confirmed that there are no other major fixed noise sources in the vicinity of the project site. All the fixed noise sources within the assessment area are identified and considered in the assessment.

5. NOISE MITIGATION MEASURES

5.1 There are a number of fixed noise sources identified at the vicinity of the project site and potential fixed noise impact is envisaged. The following noise mitigation measures are incorporated in the design to alleviate the anticipated impact due to surrounding fixed noise sources.

Acoustic Fin

5.2 1.5m Acoustic Fins are proposed at T1 in order to minimize the line of sight from the flat units to the identified fixed noise sources. It is noted that the erection of vertical acoustic fins near NSRs would induce potential noise reflection effects, Sound Absorptive Material (SAM) is proposed at such surface and tip of the vertical acoustic fins. The location of acoustic fins are illustrated in Figure 5.

6. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

6.1 The noise prediction was conducted by employing the WS Atkins RoadNoise 2000[3] computer software.

Traffic Forecast

6.2 The anticipated occupation year of the proposed Development is 2031, the maximum traffic in 15 years after occupation of the proposed Development (i.e. 2031+15=2046) has been adopted for the purpose of the road traffic noise assessment.

6.3 The traffic forecast for Year 2046 was provided by the Traffic Consultant (MVA Asia Ltd.) as shown in Appendix 2. The definition of heavy vehicle in the U.K. Department of Transport's "Calculation of Road Traffic Noise" (CRTN)[4] was adopted. Review of the data indicates that the AM peak is in general higher than the PM peak. Therefore, the set of AM peak traffic data is employed for the assessment, representing the worst-case scenario.

Noise Assessment Points for Road Traffic Noise Assessment

6.4 All noise sensitive rooms (e.g. living and dining rooms, bedrooms / master bedrooms) are assigned with a noise assessment point. The locations of assessment points are illustrated in Appendix 3. The clubhouse and NEC will be equipped with central air-conditioning and would not rely on opened windows for ventilation. No adverse noise impact is anticipated for these two uses.

6.5 The assessment points are taken at the height of 1.2m above each residential floor and 1m away from the façade of openable windows of the noise sensitive rooms.

Methodology of Road Traffic Noise Impact Assessment

6.6 The study area of the road traffic noise assessment would be 300m from the site boundary. The roads within the study area are included in the assessment. In this assessment, all roads are assumed to be of impervious surface.

6.7 The road traffic noise levels at the proposed Development were assessed based on the predicted traffic flows in Year 2046 and in accordance with the procedures given in the CRTN. The predicted road traffic noise levels at the building facades include a 2.5dB(A) facade reflection and correction factors for gradient, distance, view angle, barriers and road surface material.

Predicted Road Traffic Noise Levels (Base Scenario)

6.8 The predicted road traffic noise levels are presented in Appendix 3 for all Noise Sensitive Receivers (NSRs) of the proposed Development. Road traffic noise levels at all residential flats (i.e. 100%) will be complied with the 70dB(A) noise criterion. Noise mitigation measures are not required.

7. NOISE IMPACT ASSESSMENT FOR FIXED NOISE SOURCES

7.1 The identified fixed noise sources in the vicinity of the project site are summarised in Table 4.3.

Noise Assessment Points for Fixed Noise Sources Assessment

7.2 With consideration of location of the identified fixed noise sources, representative assessment points of worst affected (with shortest distance to the fixed noise sources) are assigned for the fixed noise sources assessment. The location of the assessment points are illustrated in Appendix 5.

7.3 The assessment points are taken at the height of 1.2m above each residential floor and 1m away from the façade of openable windows in the noise sensitive rooms.

Methodology of Noise Impact Assessment from Fixed Noise Sources

7.4 For the Source IDs A and B, the site areas are relatively large, it is assumed that the identified fixed noise sources are located at the notional source position in order to represent a worst-case scenario, instead of locating at the exact locations as observed onsite. For Source ID C, the location of the noise emission point is assumed to be at the noise emitting louvres. For other fixed noise sources, the noise emission point is placed at the nearest site boundary to the represented NSR of the proposed Development.

7.5 Although it is unlikely that all the identified fixed noise sources will be in operation simultaneously, to be conservative, it has been assumed that all the identified fixed noise sources are in operation at the same time, which also represents a worst-case scenario. Fixed noise sources are assumed to operate continuously instead of occasionally as observed on-site and all fixed noise sources are regarded as point source.

7.6 According to standard acoustic principle, a negative correction of 10dB(A) can be applied if the noise sources are totally screened by a substantial barrier such that none will be visible when viewed from any window, door or other opening in any façade of the NSR.

7.7 To predict the noise levels at the future noise sensitive uses, the following correction factors have been accounted for:

- Distance correction: based on the slant distance between the identified fixed noise sources and the NSR, the distance correction is projected based on standard acoustic principle for point source;

- Façade correction: a +3dB(A) correction is applied to account for noise reflection from façade; and
- Barrier correction: The barrier attenuation is based on standard acoustic principle

7.8 Corrected Noise Level (CNL) at the NSRs in the proposed Development can be calculated by applying the above corrections to the measured Sound Power Level (SWL) of the fixed noise sources in accordance with the following formula:

$$\mathbf{CNL = SWL + C_{Lsr} + C_{fac} + C_{bar}}$$

Where,

CNL is the corrected noise level at the NSR in dB(A)

$\mathbf{C_{Lsr}}$ is the distance correction in dB(A) in accordance with standard acoustic principle

$\mathbf{C_{fac}}$ is façade correction, +3 dB(A)

$\mathbf{C_{bar}}$ is the barrier correction in dB(A) in accordance with standard acoustic principle

SWL of Identified Fixed Noise Sources

7.9 On-site noise measurements were made to investigate the existing fixed noise sources. Sound Pressure Levels (SPLs) obtained during survey were then converted to SWLs with reference to basic acoustic principle. The SPLs at NSRs were calculated based on the distance attenuation, tonality correction, impulsiveness correction, intermittency correction, barrier correction and façade correction. No tonality correction, impulsiveness correction, intermittency correction is applied to the fixed noise sources based on site observation and measurements.

7.10 According to the approved EIA report of the Chuk Yuen Floodwater Pumping Station (Source ID: C) under the "Main Drainage Channels for Ngau Tam Mei, Yuen Long and Kam Tin" Project, SPL immediately outside the louvre at the pumping station is 79dB(A). Thus, SWL of 79dB(A) is adopted for the pumping station.

7.11 Site measurements for the fixed noise sources were conducted from year 2014 to 2025 (Section 4.1). A comparison is made for year 2014 to 2025 and the maximum values are selected as for the use of the worst-case scenario. Detailed measurement data for years 2014 – 2025 are provided in Appendix 4. The fixed noise assessment has already taken the noisiest activities into account for all of the identified fixed noise sources.

7.12 According to the recent site survey findings, some fixed noise sources were not in operation (refer to Tables 4.2 and 4.3). For conservative purpose, the operation of the industrial sites and SWLs of the fixed noise sources adopted in the previous approved NIA report or referenced to other identified fixed noise sources with similar use have been adopted in this assessment.

7.13 The pattern of operation, type and number of plants for the identified fixed noise sources are summarised in Table 7.1. The locations of fixed noise sources are shown in Figure 3.

Table 7.1 SWLs of Fixed Noise Sources

Source ID	Industrial Site	Fixed Noise Source Item	SWL dB(A)	No.
A-1	Fan Keung Kee	Operation noise from warehouse	94	1
A-2		Loading and unloading using forklift	91	1
A-3		Moving in/ out of lorry	99	1
A-4		Lifting of precast units using a lorry with crane	97	1
B-1	The godown	Loading and unloading using forklift	91	1
B-2		Moving in/ out of lorry	99	1
C	Chuk Yuen Floodwater Pumping Station	Operation noise	79	1
H	Kam Wing car repairing workshop	Noise of pneumatic screwdriver	93	1
J	Sun Chun Car Shop	Noise of pneumatic screwdriver	95	1
K	Akina Auto Center	Noise of pneumatic screwdriver	93	1
N	Sun Hing car repairing workshop	Noise of pneumatic screwdriver	92	1
Q	Lung Yee car repairing workshop	Noise of pneumatic screwdriver	92	1
R	Hing Lee car repairing workshop	Noise of pneumatic screwdriver	90	1
S	Wing Tai Tyre	Noise of pneumatic screwdriver	91	1
U	Alicar Fairview Workshop	Water pump noise, noise from compressed air gun, vacuum cleaner and water jetting	101[1]	1
W	Fugro warehouse	Loading and unloading	90	1
Y	Office	Condenser	92	1
Z	Open storage	Operation of open storage assumed (referenced to Source ID: A)	102	1
AA	Car repairing workshop	Noise of Pneumatic screwdriver assumed (referenced to Source ID: J)	95	1
AB	Open yard for construction materials	Operation of open storage assumed (referenced to Source ID: A)	102	1
AC	Top 1 Car Audio Workshop	Noise of Pneumatic screwdriver assumed (referenced to Source ID: J)	95	1
AD	EV-Pro HK	Noise of Pneumatic screwdriver assumed (referenced to Source ID: J)	95	1
BB	Planned Car Testing Centre	Maximum allowable SWL	92[2]	1
CC	Planned Car Trading Use	Maximum allowable SWL	85[3]	1
DD	Planned Vehicle Repair Workshop	Maximum allowable SWL	91[4]	1

Note:-

[1] The SWL of Noise Source U is 98dB(A). Referring to Table 4.3 correction of +3dB(A) has been considered. Hence, SWL of 101dB(A) is adopted in the calculation

[2] The nearest NSR to the Noise Source BB is Helena Terrace, with 28m distance. Considering that noise criteria of ANL-5 (i.e. 55dB(A) during day time) is adopted in Helena Terrace, the maximum allowable SWL of Noise Source BB is 92dB(A).

[3] The nearest NSR to the Noise Source CC is Helena Terrace, with 12m distance. Considering that noise criteria of ANL-5 (i.e. 55dB(A) during day time) is adopted in Helena Terrace, the maximum allowable SWL of Noise Source CC is 85dB(A).

[4] The nearest NSR to the Noise Source DD is Meister House, with 25m distance. Considering that noise criteria of ANL-5 (i.e. 55dB(A) during day time) is adopted in Meister House, the maximum allowable SWL of Noise Source DD is 91dB(A).

Predicted Noise Levels from Fixed Noise Sources (Base Scenario)

7.14 The predicted façade noise levels from fixed noise sources at the representative NSRs are in the range of 49 – 60dB(A) Leq(30min) during day and evening time periods, and in the range of 36 – 47dB(A) Leq(30min) during night-time period. These predicted noise levels are within the stipulated noise limits as mentioned in Section 3. The predicted noise levels is summarised in Table 7.2. The summary of the predicted noise levels is given in Appendix 5.

Table 7.2 Predicted Façade Noise Level from Fixed Noise Sources

Representative NSRs	Day and Evening Time Periods		Night-time Period		Compliance
	Maximum Predicted Façade Noise Level, dB(A)	**Noise Criteria,** dB(A)	**Maximum Predicted Façade Noise Level,** dB(A)	**Noise Criteria,** dB(A)	
NSR 112	58	60	37	50	Yes
NSR 122	60	60	37	50	Yes
NSR 125	60	60	38	50	Yes
NSR 126	58	60	47	50	Yes
NSR 139	57	60	47	50	Yes
NSR 150	56	60	46	50	Yes
NSR 226	57	60	36	50	Yes
NSR 227	53	60	36	50	Yes
NSR 501	55	60	43	50	Yes
NSR 520	56	60	44	50	Yes
NSR 601	49	60	40	50	Yes

8. POTENTIAL NOISE IMPACT FROM FIXED NOISE SOURCES IN THE PROPOSED DEVELOPMENT

8.1 The planned fixed noise sources such as the E&M plant rooms and ventilating systems of the clubhouses, the noise impact would be in accordance with HKPSG standard (i.e. ANL – 5dB(A) as mentioned in Section 3). As mentioned in Section 3.6, the prevailing background noise levels of the identified noise sensitive receivers were higher than ANL – 5dB(A). Therefore, the ANL – 5dB(A) has been used as the criteria for noise from planned fixed sources (i.e. 55dB(A) for daytime, and 45dB(A) for nighttime).

8.2 For the design of plant noise control treatment, the noise emanating from plantrooms and from the fresh air intake and discharge air grilles shall be controlled to 45dB(A) Leq(30min), measured at 1m from the nearest NSRs. Provisions shall be made to control the plant noise by suitable silencers, acoustic louvres, vibration isolators and enclosures in order to meet the ANL – 5dB limit.

Planned Fixed Noise Sources within the Proposed Development

8.3 The planned fixed noise sources included E&M plant rooms and the ventilation systems of clubhouse. These noise sources will be housed. Standard noise treatment such as acoustic enclosure to pump motors, plant room sound absorptive treatment, silencers and vibration isolation shall be deployed in detailed design stage to avoid noise nuisance. The Project Proponent has guaranteed that all of the planned fixed noise sources associated with the proposed Development would be designed to meet the requirements of the HKPSG.

Cumulative Noise Impact due to All Fixed Noise Sources

8.4 The cumulative noise impact has been considered for the planned fixed noise sources in the proposed Development and other existing fixed noise sources in the neighbourhood (refers to Table 7.1). The results indicate that the cumulative noise levels for the representative NSRs would comply with the stipulated noise criteria (Appendix 6).

9. NOISE IMPACTS FOR THE KINDERGARTEN

9.1 A 1-storey 6-classroom kindergarten will be semi-detached to the clubhouse, which will subject to road traffic noise and fixed noise sources. The openable window of classrooms is designed facing west. The office and ancillary facilities of the kindergarten will be equipped with central air-conditioning and will not rely on opened windows for ventilation.

Road Traffic Noise Impact for Kindergarten

9.2 The predicted road traffic noise levels will be in the range of 56 – 58dB(A), which comply with the noise criteria (i.e. 65dB(A). The noise results are provided in Appendix 7.

Fixed Noise Impact for Kindergarten

9.3 The openable window of classrooms is designed facing west, which without line of sight to the major fixed noise sources (i.e. the adjoining open storage, Source ID: A). The predicted façade noise level from fixed noise sources is 52 dB(A) Leq(30min) during day and evening time and 46dB(A) Leq(30min) during night-time period. Hence, these predicted noise levels are within the stipulated noise limits as mentioned in Section 3. No noise mitigation measure is required. The noise results are provided in Appendix 7.

10. CONCLUSION

10.1 The proposed Development was reviewed and the road traffic noise, fixed noise sources, and in-estate planned plant noise were assessed. All the residential flats (i.e. 100%) will be within the stipulated noise criteria with the adopted acoustic fins and appropriate mitigation measures.

10.2 The cumulative noise impacts have been taken into account for consideration. The results have indicated that the cumulative noise levels for the representative NSRs will comply with the stipulated noise criteria.

10.3 Noise assessments for the kindergarten were conducted. The predicted noise levels indicate that the kindergarten will have no adverse road traffic noise and fixed noise impacts.

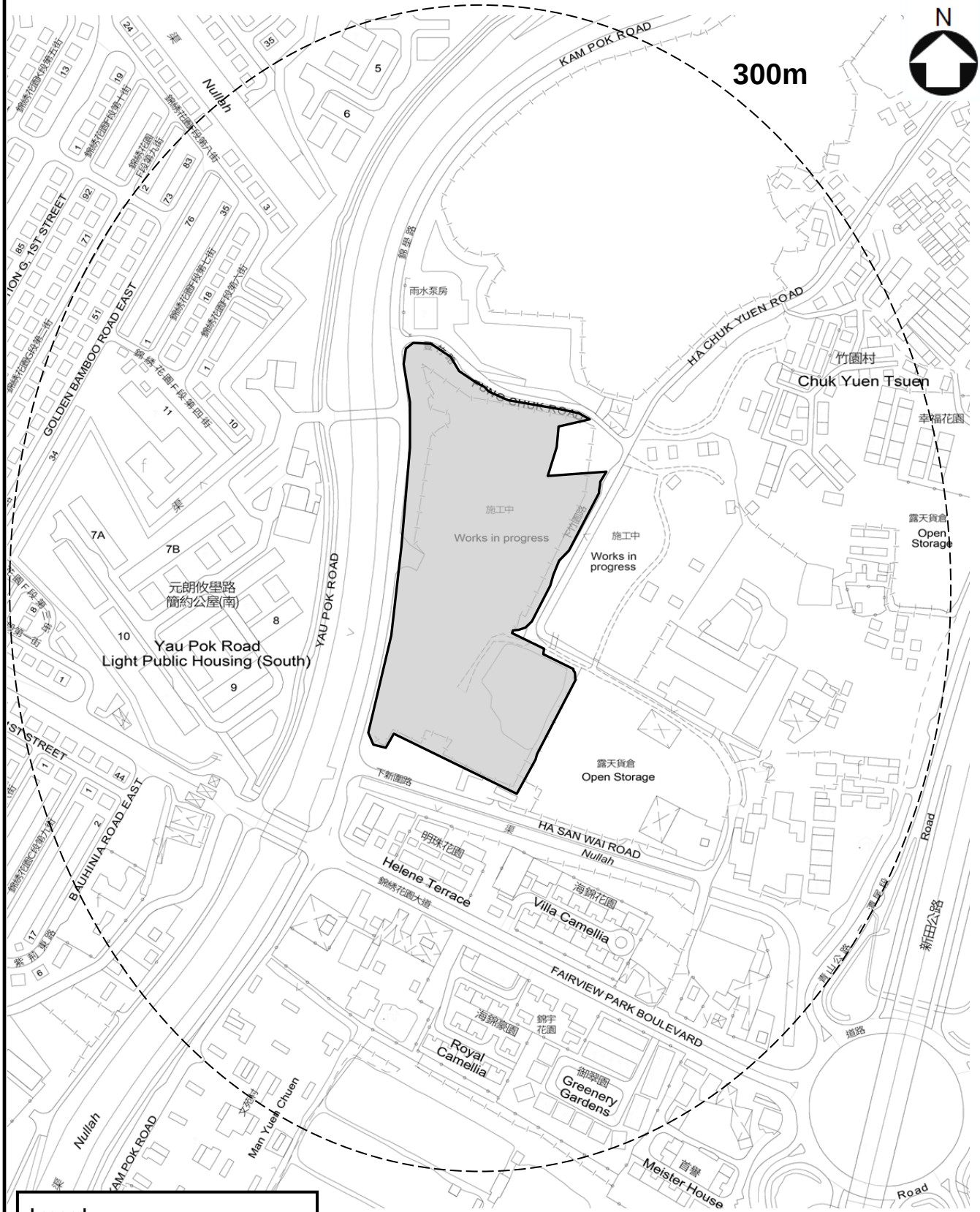
11. REFERENCES

[1] "Hong Kong Planning Standards & Guidelines" of March 2014 of Hong Kong Government.

[2] "Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites" (IND – TM) issued under the Noise Control Ordinance.

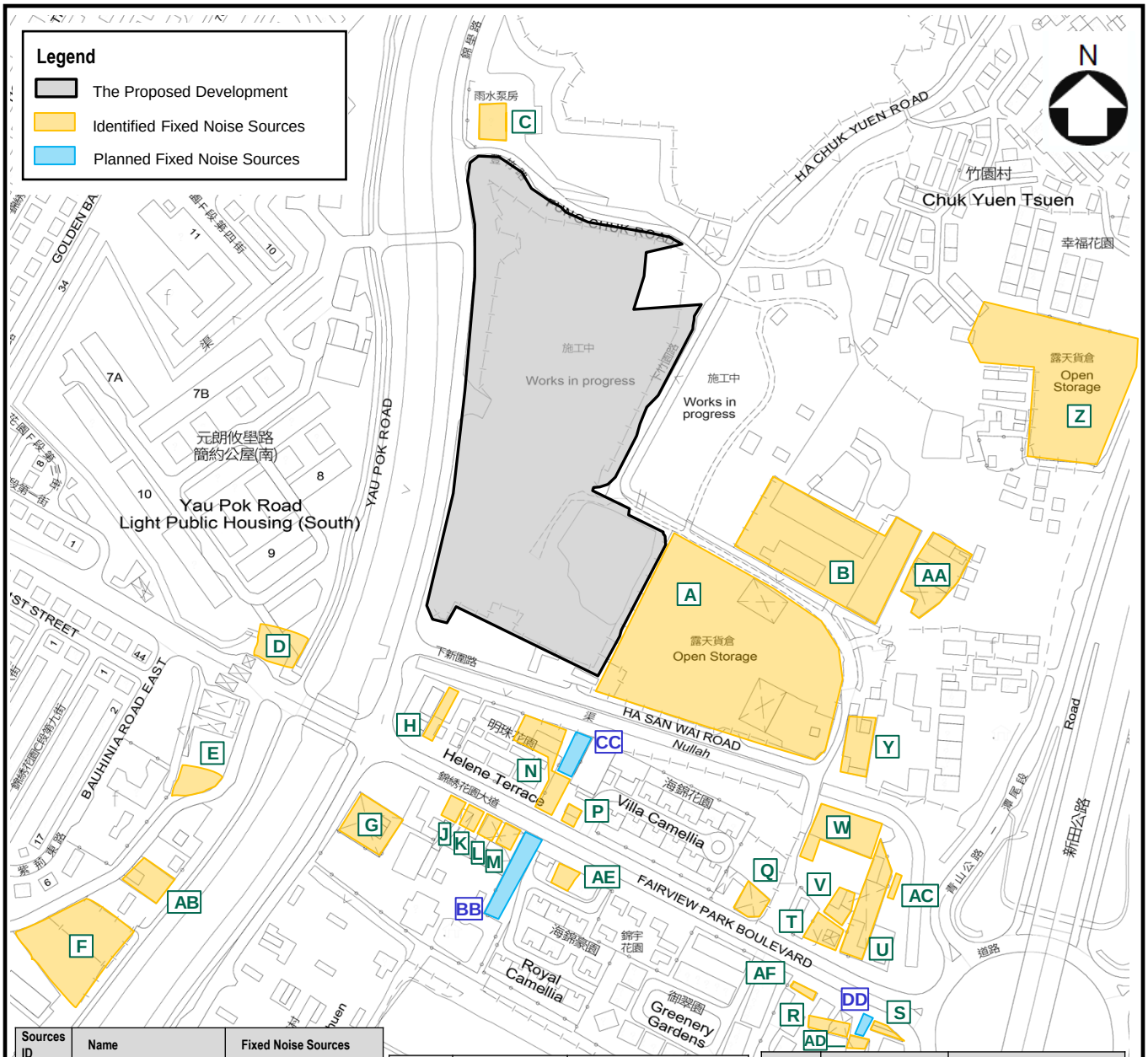
[3] "RoadNoise 2000" Computer Software of WS Atkins Noise and Vibration, England.

[4] "Calculation of Road Traffic Noise" of the Department of Transport, Welsh Office, UK.



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Site Location**	**1**

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Measurement Location**	**2**



Sources ID	Name	Fixed Noise Sources
A	Fan Keung Kee	Operating, lorry, forklift, lorry with crane
B	Shing Fat Logistics	Forklift, lorry
C	Chuk Yuen Floodwater Pumping Station	Operating
D	Construction site of Yau Pok Road Light Public Housing	No industrial noise
E	Hung Fai, 雄輝中港汽車	Office use, No industrial noise
F	Open Storage	Storage and parking uses, no industrial noise
G	Wai Kwong Luen Logistic Company	Parking and office uses, no industrial noise
H	Kin Tak car repairing workshop	no industrial noise
J	Sun Chun Car Shop	Noise of pneumatic screwdriver
K	Akina Auto Center	Noise of pneumatic screwdriver
L	Vacant	no industrial noise. The previous retail shop no longer exists

Sources ID	Name	Fixed Noise Sources
M	Vacant	The previous Chin Hung car repairing workshop no long exists
N	Sun Hing car repairing workshop	Noise of pneumatic screwdriver
P	Classic Motor Service Limited	Office use, no industrial noise
Q	Lung Yee car repairing workshop	Noise of pneumatic screwdriver
R	Hing Lee car repairing workshop	Noise of pneumatic screwdriver
S	Wing Tai Tyre	Noise of pneumatic screwdriver
T	Petrol Filling Station	No industrial noise
U	Alicar Fairview Workshop	Water pump noise, noise of compressed air gun, vacuum cleaner and water jetting
V	Vacant	No industrial noise. The previous workshop no longer exist
W	Fugro warehouse	Storage use, loading and unloading

Sources ID	Name	Fixed Noise Sources
Y	Temporary structure with office use	Office use, with condenser noise
Z	Open storage	Storage use, no industrial noise
AA	Car repairing workshop	No industrial noise was observed
AB	Open yard of construction materials	Lorry with crane observed. But no operation
AC	Top 1 Car Audio Workshop	No industrial noise
AD	EV-Pro HK	No industrial noise
AE	KUAIFU	Office use, no industrial noise
AF	Xinyi Automobile Glass Co. Ltd.	Office use, no industrial noise
BB	Planned Car Testing Centre	Operation similar to car repairing workshop is assumed
CC	Planned Car Trading Use	Operation similar to car repairing workshop is assumed
DD	Planned Vehicle Repair Workshop	Operation similar to car repairing workshop is assumed

Westwood Hong & Associates Ltd

PROJECT: 22610

Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories

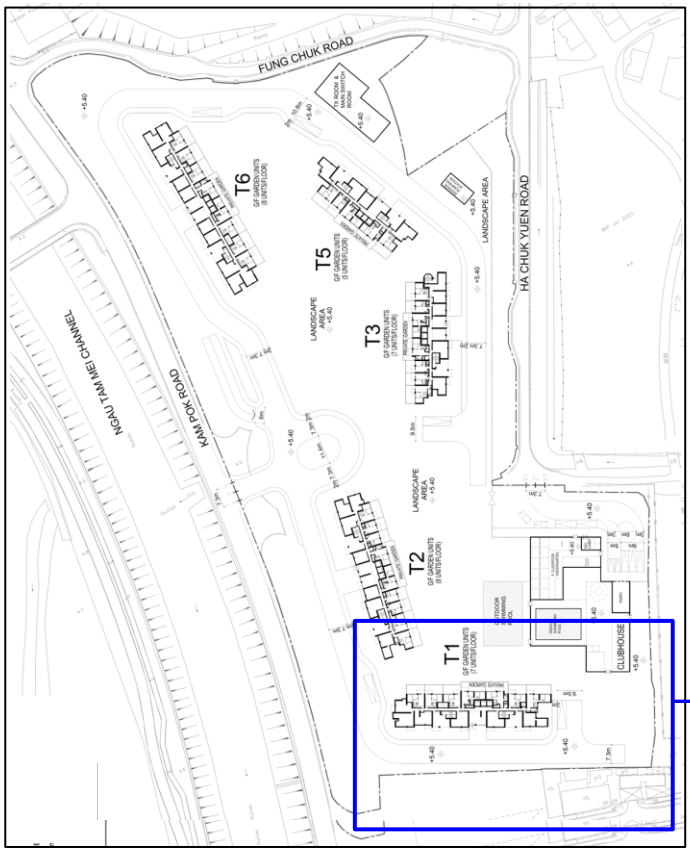
TITLE:

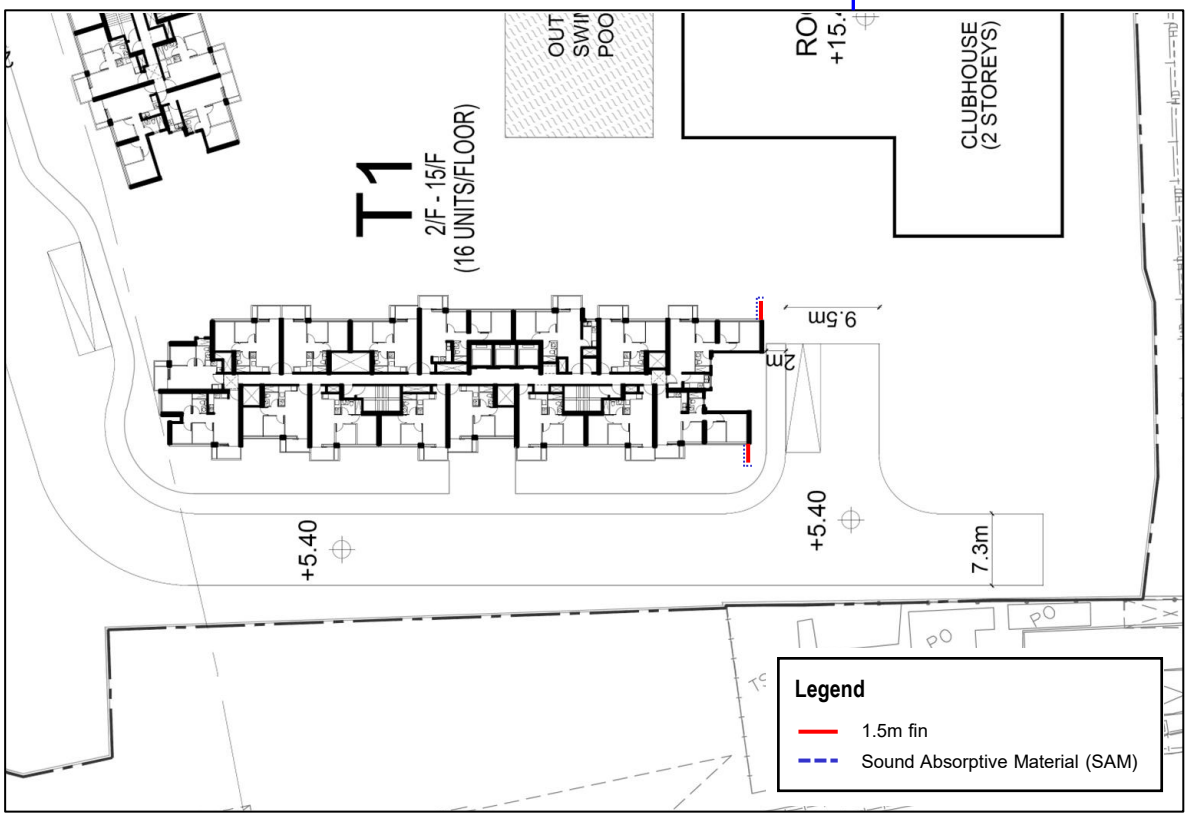
Identified Fixed Noise Sources

FIGURE

3

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Computer Plot of Noise Prediction Model**	**4**





Westwood Hong & Associates Ltd	TITLE: **Noise Mitigation Measures for Fixed Noise Sources**	FIGURE **5**
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories		

APPENDIX 1

ARCHITECTURAL DRAWINGS

LEGEND

- APPLICATION SITE BOUNDARY
- FENCE WALL (2.5mH)
- SWIMMING POOL
- LAY-BY

NGAU TAM MEI CHANNEL

KAM POK ROAD

HA SAN WAI ROAD

HA CHUK YUEN ROAD

FUNG CHUK ROAD

Cycling Track

Nullah

Outfall

Stormwater Chuk Yuen Pumping Station

T1
G/F GARDEN UNITS
(7 UNITS/FLOOR)

T2
G/F GARDEN UNITS
(9 UNITS/FLOOR)

T3
G/F GARDEN UNITS
(7 UNITS/FLOOR)

T5
G/F GARDEN UNITS
(5 UNITS/FLOOR)

T6
G/F GARDEN UNITS
(8 UNITS/FLOOR)

PRIVATE GARDEN

OUTDOOR SWIMMING POOL

INDOOR SWIMMING POOL

6 CLASSROOM KINDERGARTEN

CLUBHOUSE

RSMRC

NEC LOBBY

LANDSCAPE AREA

LANDSCAPE AREA +5.40

TX ROOM & MAIN SWITCH ROOM

LEAKAGE PUMPING STATION

+5.40

7.3m

6m

9.5m

11.4m

10.8m

2m

3m

5m

8m

9m

N

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

MASTER LAYOUT PLAN (G/F)

0 10 20 30m

DATE : 17/07/2025

LEGEND

- APPLICATION SITE BOUNDARY
- FENCE WALL (2.5mH)
- SWIMMING POOL
- LAY-BY

NGAU TAM MEI CHANNEL

KAM POK ROAD

HA SAN WAI ROAD

HA CHUK YUEN ROAD

FUNG CHUK ROAD

Cycling Track

Nullah

Outfall

Stormwater Pumping Station

T1
1/F
(15 UNITS/FLOOR)

T2
1/F
(18 UNITS/FLOOR)

T3
1/F
(13 UNITS/FLOOR)

T5
1/F
(11 UNITS/FLOOR)

T6
1/F
(20 UNITS/FLOOR)

OUTDOOR SWIMMING POOL

NEIGHBOURHOOD ELDERLY CENTRE

CLUBHOUSE

TX ROOM & MAIN SWITCH ROOM

SEWAGE PUMPING STATION

LANDSCAPE AREA

+5.40

+10.40

7.3m

6m

9.5m

10.8m

11.4m

2m

X1

Y1

Z1

N

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

MASTER LAYOUT PLAN (1/F)

0 10 20 30m

DATE : 17/07/2025

LEGEND

- APPLICATION SITE BOUNDARY
- FENCE WALL (2.5mH)
- SWIMMING POOL
- LAY-BY

NGAU TAM MEI CHANNEL

KAM POK ROAD

HA SAN WAI ROAD

HA CHUK YUEN ROAD

FUNG CHUK ROAD

Cycling Track

Nullah

Outfall

Stormwater Pumping Station

T1
2/F - 15/F
(16 UNITS/FLOOR)

T2
2/F - 15/F
(20 UNITS/FLOOR)

T3
2/F - 15/F
(15 UNITS/FLOOR)

T5
2/F - 15/F
(12 UNITS/FLOOR)

T6
2/F - 15/F
(22 UNITS/FLOOR)

OUTDOOR SWIMMING POOL

ROOF
+15.40

CLUBHOUSE
(2 STOREYS)

6-CLASSROOM KINDERGARTEN AT G/F, NEIGHBOURHOOD ELDERLY CENTRE (NEC) AT 1/F

LANDSCAPE AREA
+5.40

LANDSCAPE AREA
+10.40

TX ROOM & MAIN SWITCH ROOM

SEWAGE PUMPING STATION

50m

7.3m

6m

9.5m

11.4m

10.8m

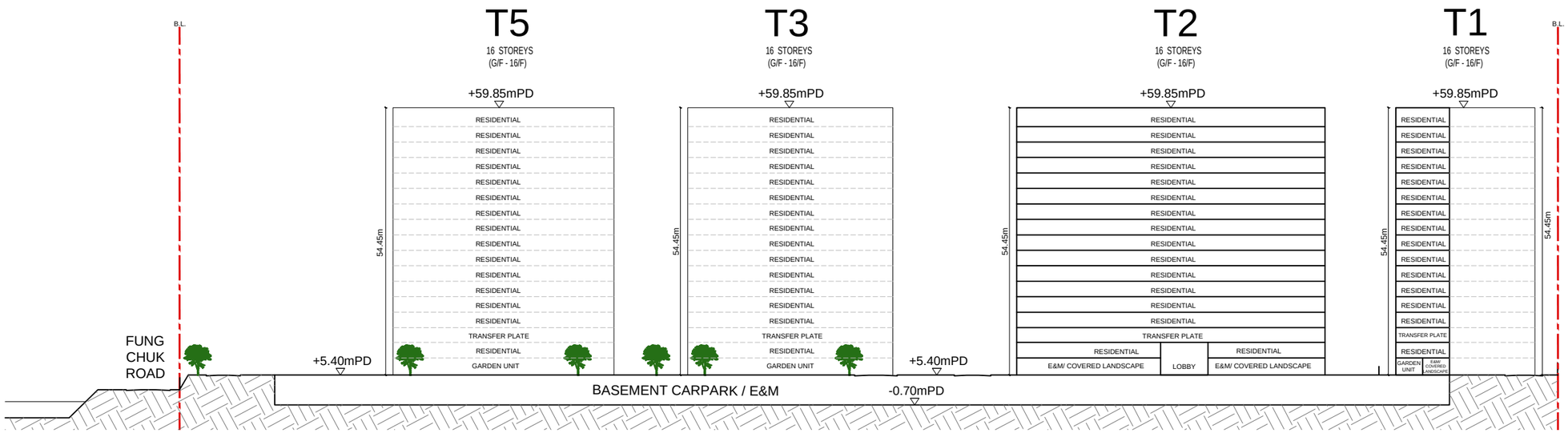
N

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

MASTER LAYOUT PLAN (TYPICAL FLOOR)

0 10 20 30m

DATE : 17/07/2025



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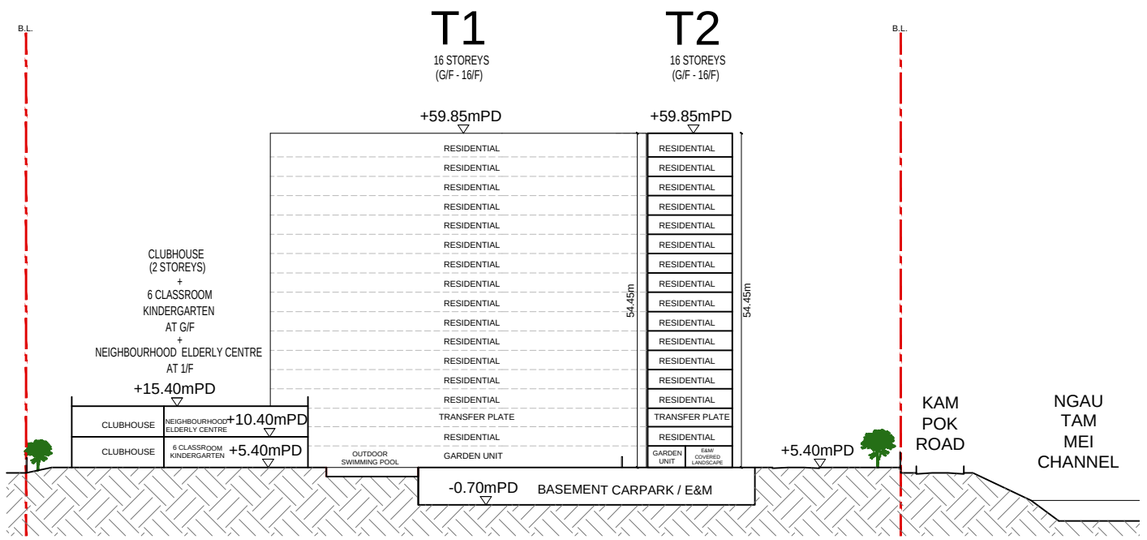

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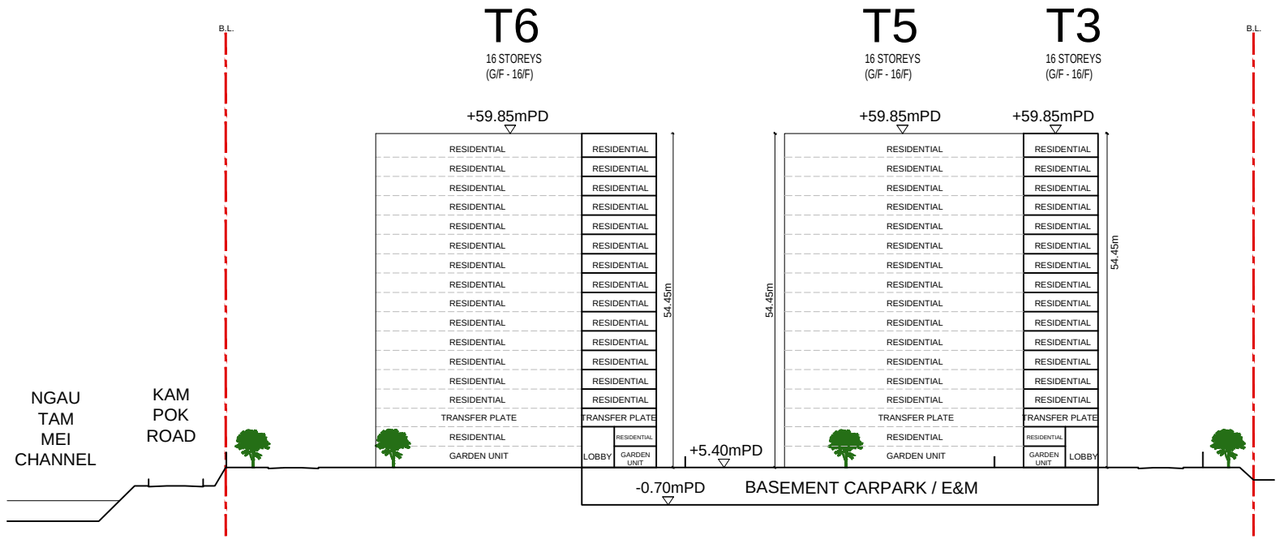

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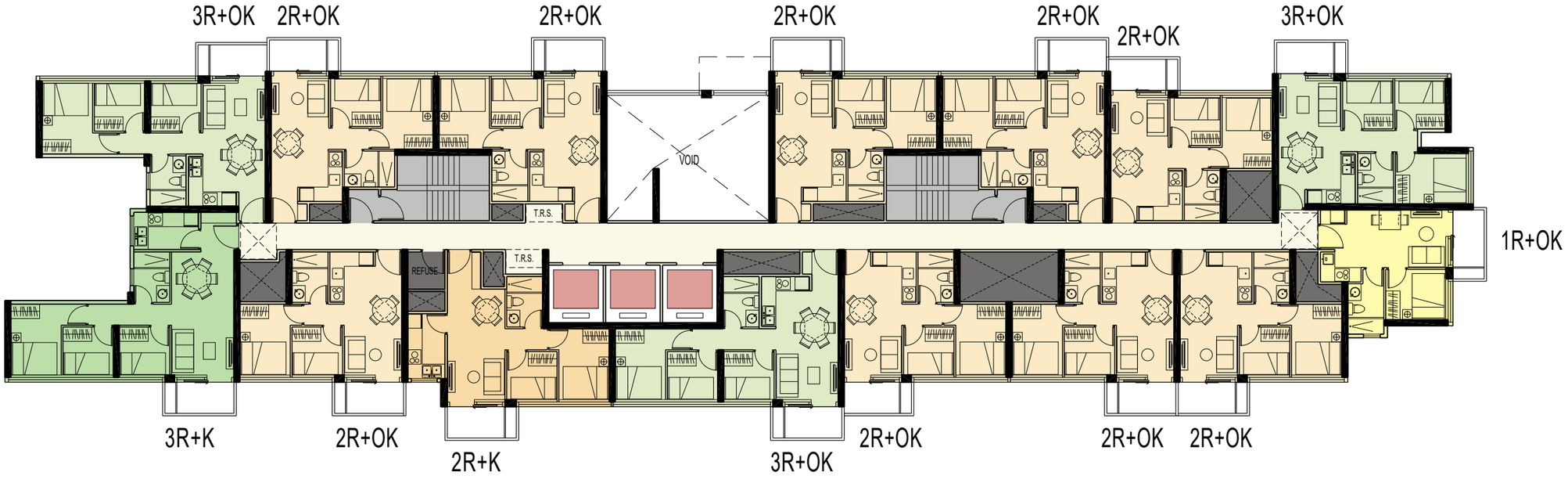


1/F PLAN

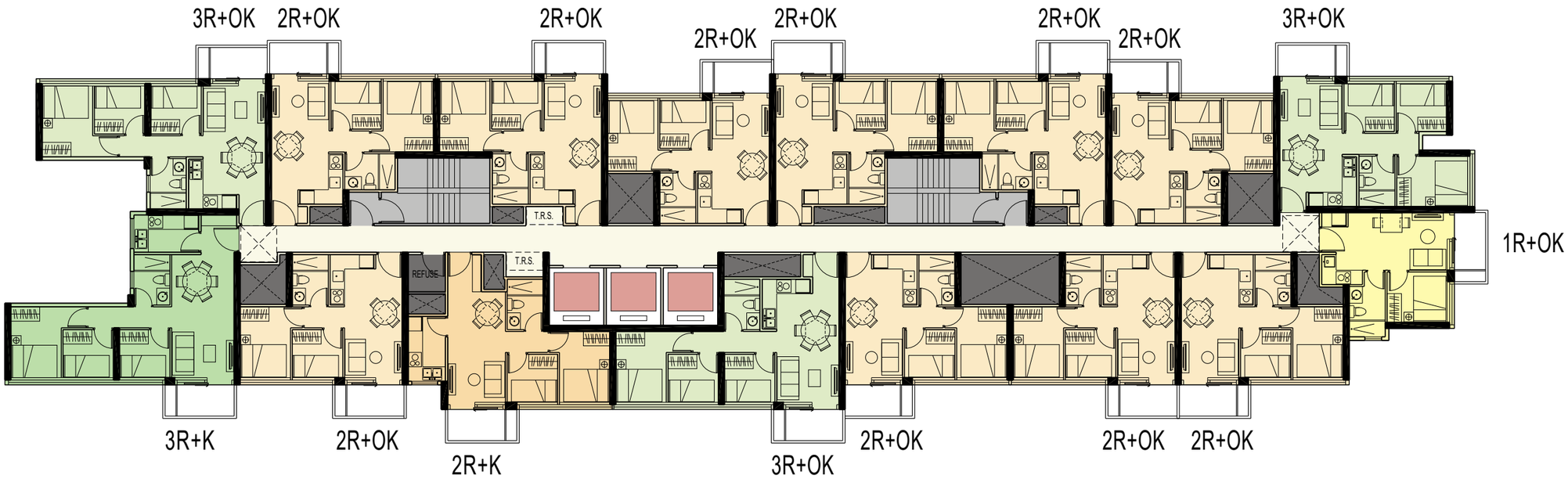
G/F PLAN

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T1 G/F & 1/F PLAN

0 2 4 6m

DATE : 10/07/2025



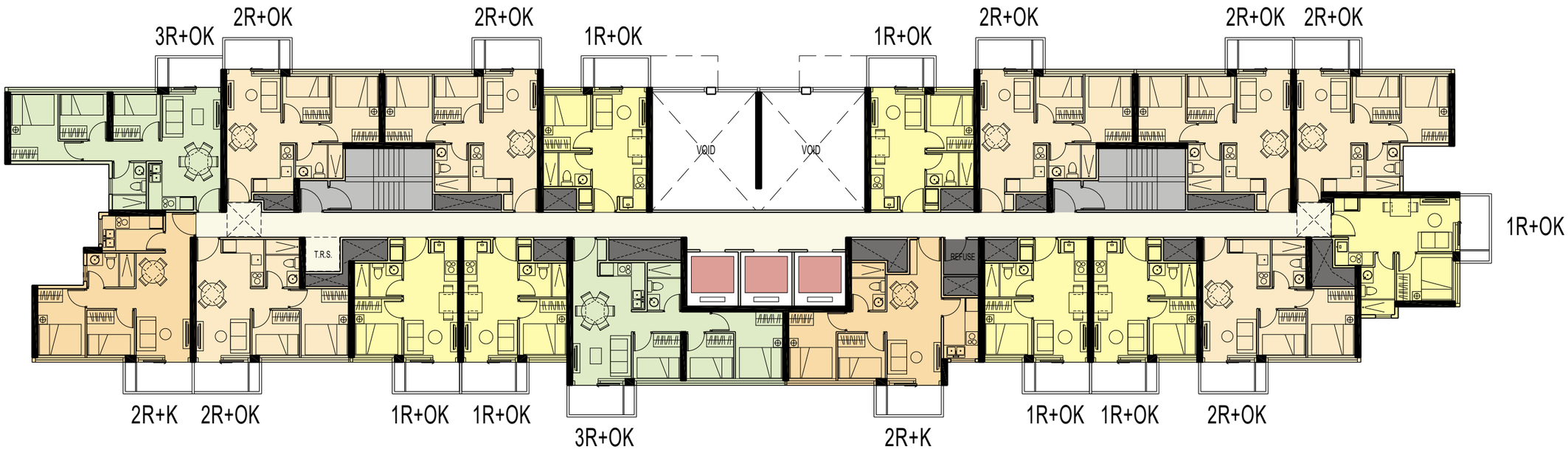
TYPICAL S.A. EFF. : 91.93%

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

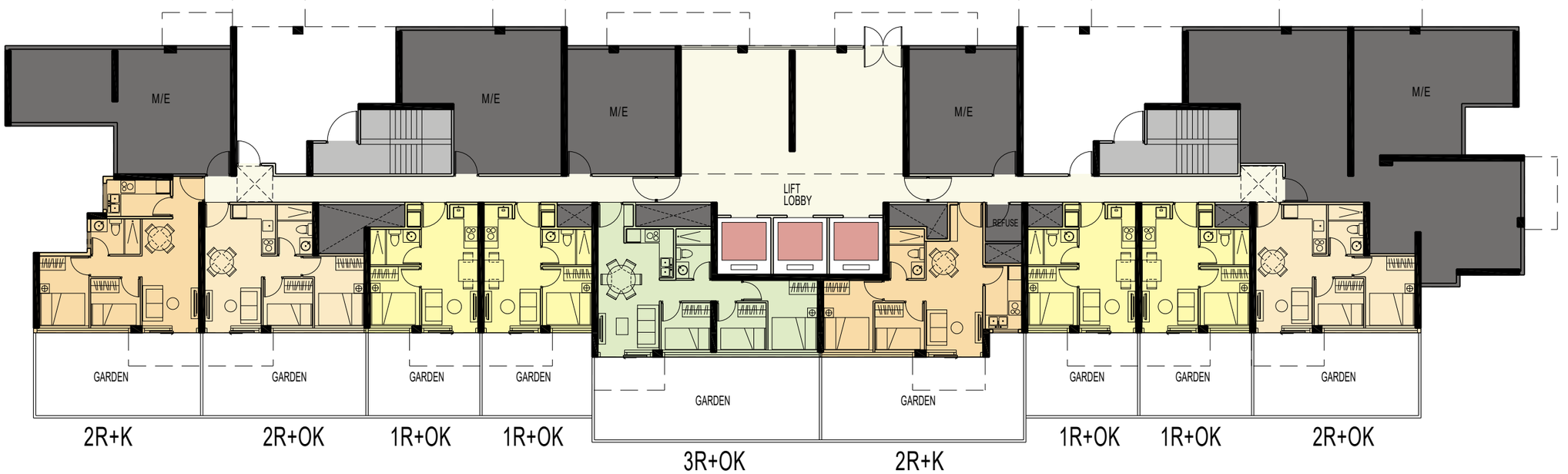
T1 TYPICAL FLOOR PLAN

0 2 4 6m

DATE : 10/07/2025



1/F PLAN



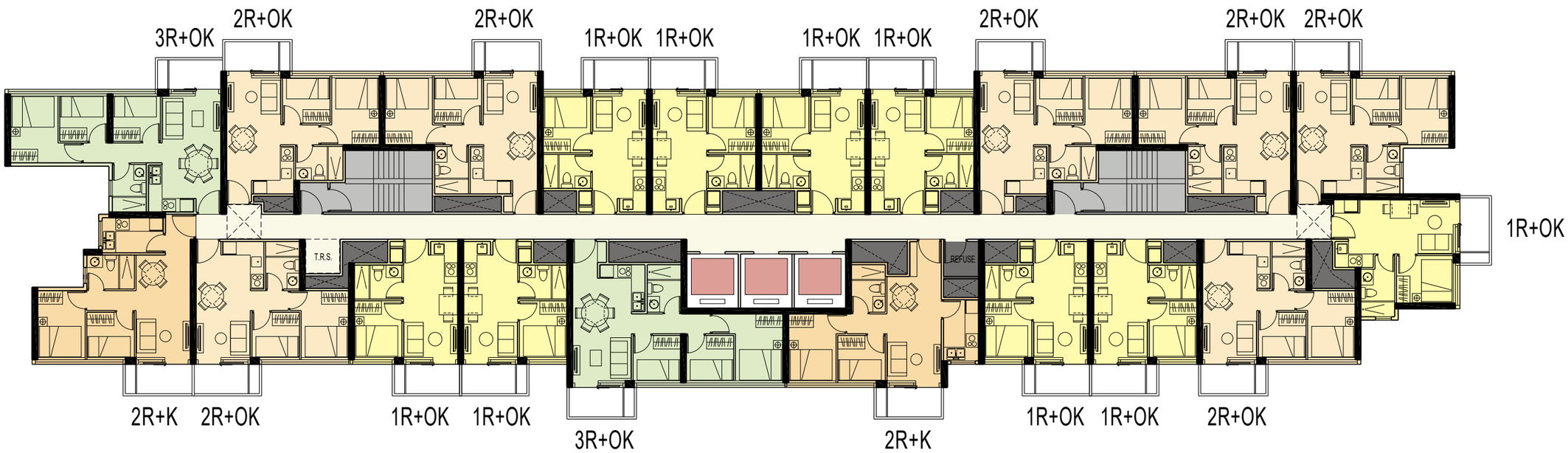
G/F PLAN

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T2 G/F & 1/F PLAN

0 2 4 6m

DATE : 10/07/2025



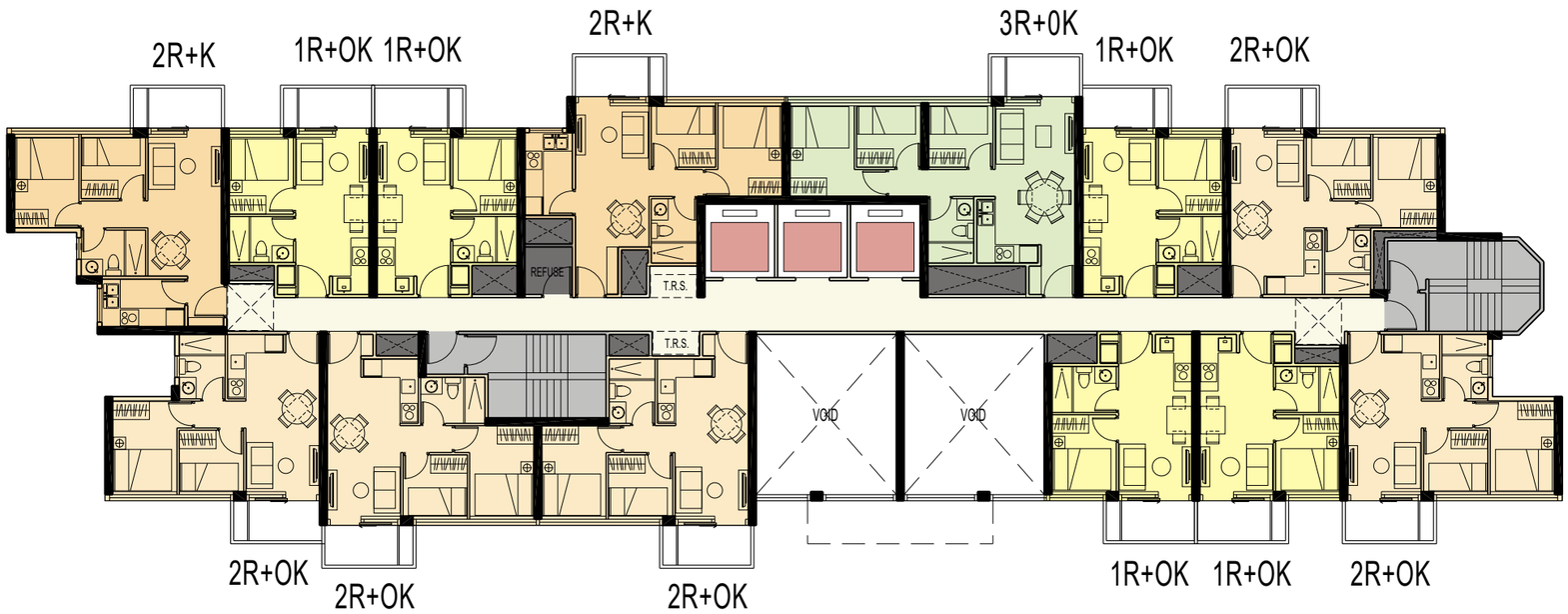
TYPICAL S.A. EFF. : 92.84%

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T2 TYPICAL FLOOR PLAN

0 2 4 6m

DATE : 10/07/2025



1/F PLAN

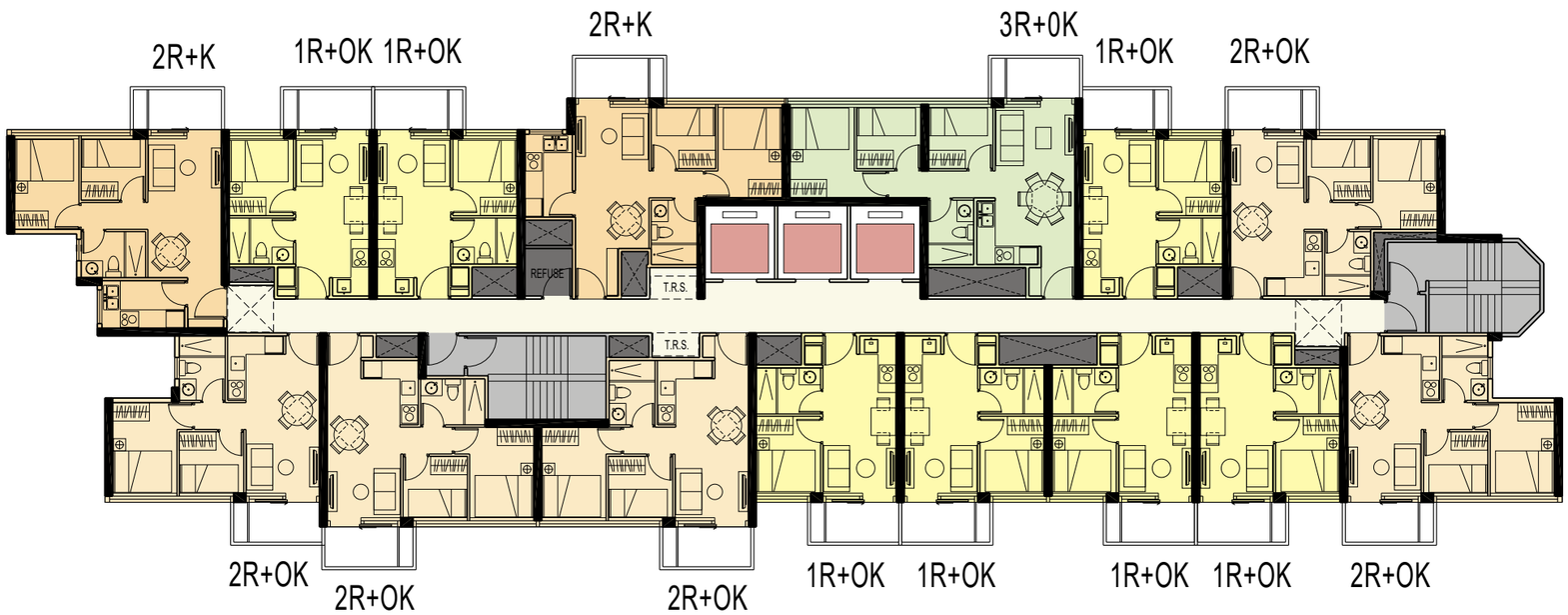
G/F PLAN

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T3 G/F & 1/F PLAN

0 2 4 6m

DATE : 10/07/2025



TYPICAL S.A. EFF. : 90.45%

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T3 TYPICAL FLOOR PLAN

0 2 4 6m

DATE : 10/07/2025

1/F PLAN

G/F PLAN

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T5 G/F & 1/F PLAN

0 2 4 6m

DATE : 10/07/2025

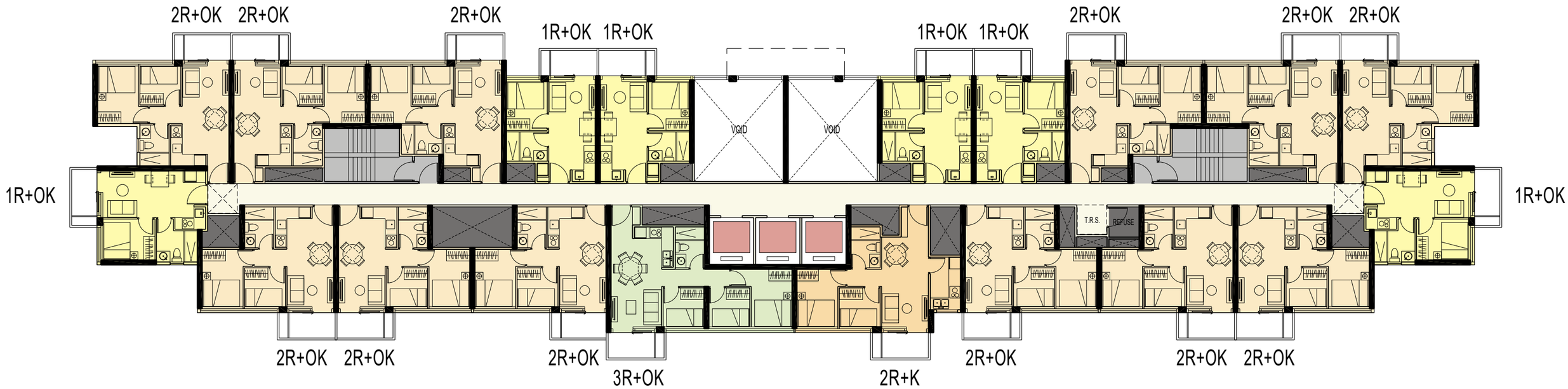
TYPICAL S.A. EFF. : 89.46%

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T5 TYPICAL FLOOR PLAN

0 2 4 6m

DATE : 10/07/2025



1/F PLAN

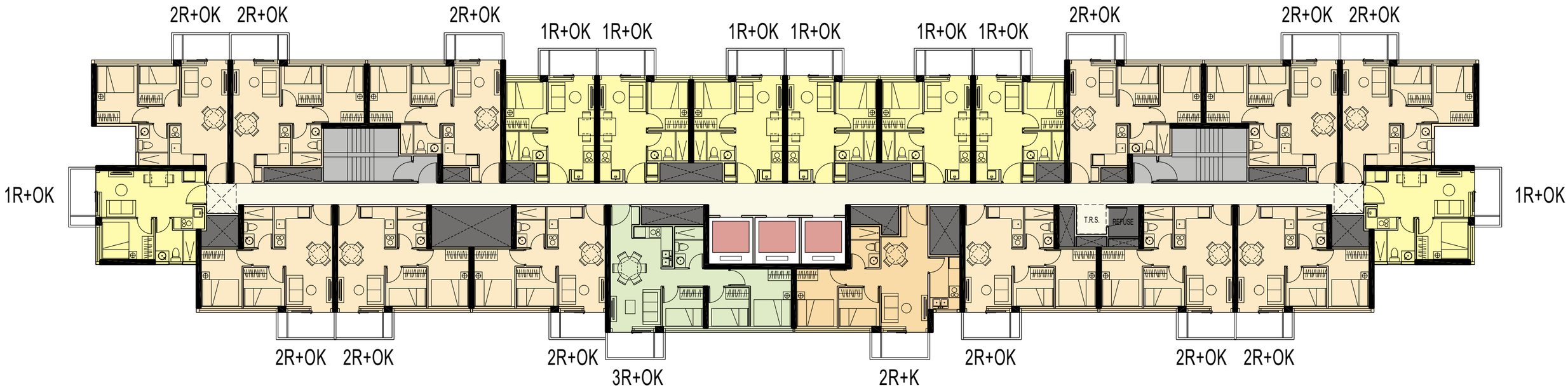
G/F PLAN

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T6 G/F & 1/F PLAN

0 2 4 6m

DATE : 10/07/2025



TYPICAL S.A. EFF. : 92.92%

Lot 4822 IN D.D.104, Kam Pok Road, Mai Po, Yuen Long

T6 TYPICAL FLOOR PLAN

0 2 4 6m

DATE : 10/07/2025

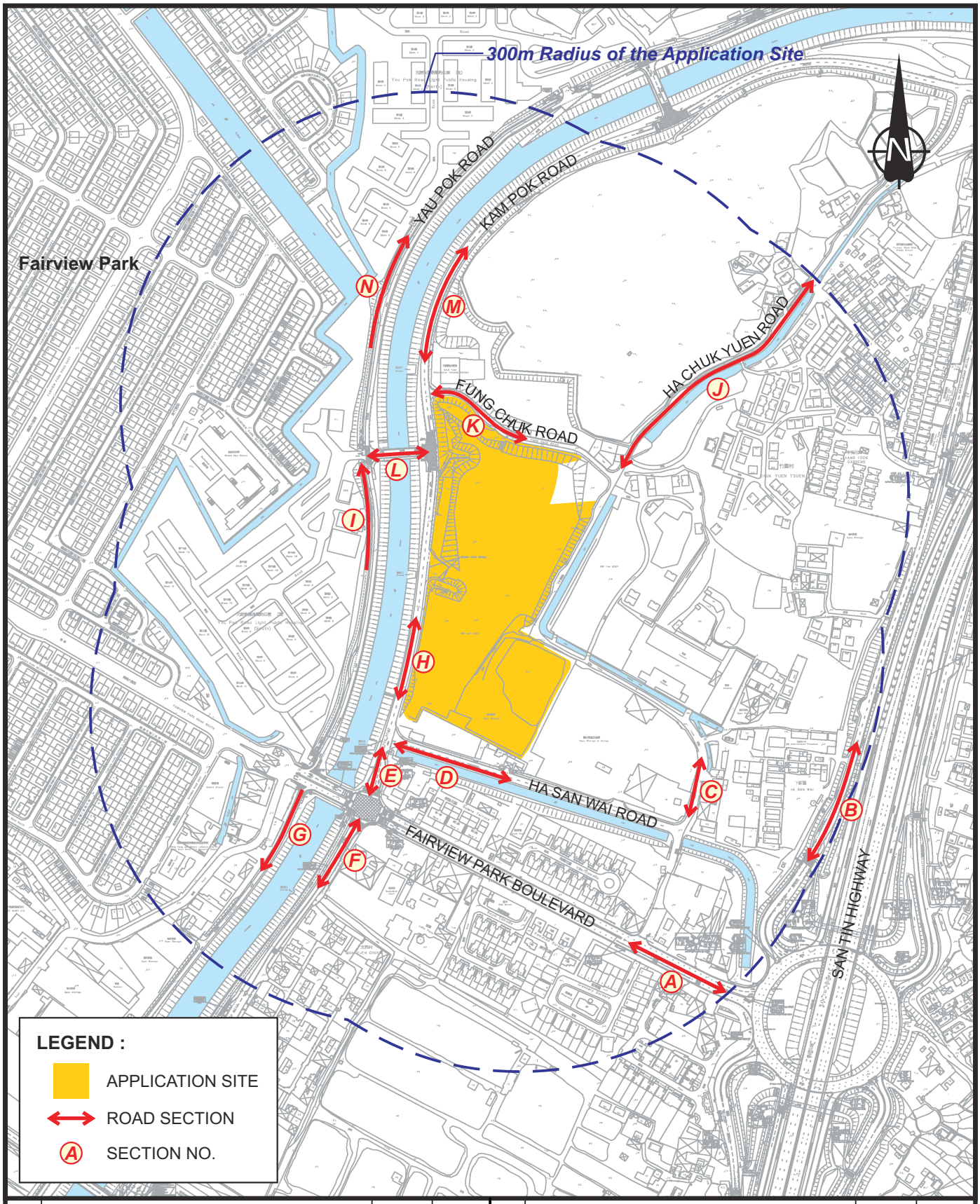
APPENDIX 2

YEAR 2046 TRAFFIC FORECAST

Year 2046 Peak-Hour Traffic Forecast

Ref. (1)	Road Name	Direction	AM Peak		PM Peak	
			Traffic Flow (veh/hr)(2)	HV% (3)	Traffic Flow (veh/hr)(2)	HV% (3)
A	Fairview Park Boulevard	Two-way	1600	17%	1650	16%
B	Castle Peak Road - Tam Mi	Two-way	1300	25%	1050	27%
C	Unnamed Road	Two-way	50	38%	50	16%
D	Ha San Wai Road	Two-way	100	38%	100	16%
E	Kam Pok Road	Two-way	350	19%	250	13%
F	Kam Pok Road	Two-way	250	35%	300	25%
G	Yau Pok Road	SB	50	14%	50	20%
H	Kam Pok Road	Two-way	250	18%	200	19%
I	Yau Pok Road	NB	50	7%	50	17%
J	Ha Chuk Yuen Road	Two-way	50	35%	50	26%
K	Fung Chuk Road	Two-way	100	20%	50	7%
L	Unnamed Vehicular Bridge (south)	Two-way	50	15%	50	18%
M	Kam Pok Road	Two-way	300	16%	250	16%
N	Yau Pok Road	NB	50	7%	50	17%

Remarks:
(1) Refer to **Drawing 1**;
(2) Traffic flows rounded up to the nearest 50;
(3) Heavy vehicles include all categories of motor vehicles except private car, taxi and motorcycle.



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Project Title

PROPOSED RESIDENTIAL DEVELOPMENT AT LOT NO. 4882 IN D.D.104 AND ADJOINING GOVERNMENT LAND, EAST OF KAM POK ROAD, MAI PO, YUEN LONG

Drawing Title

INDEX PLAN

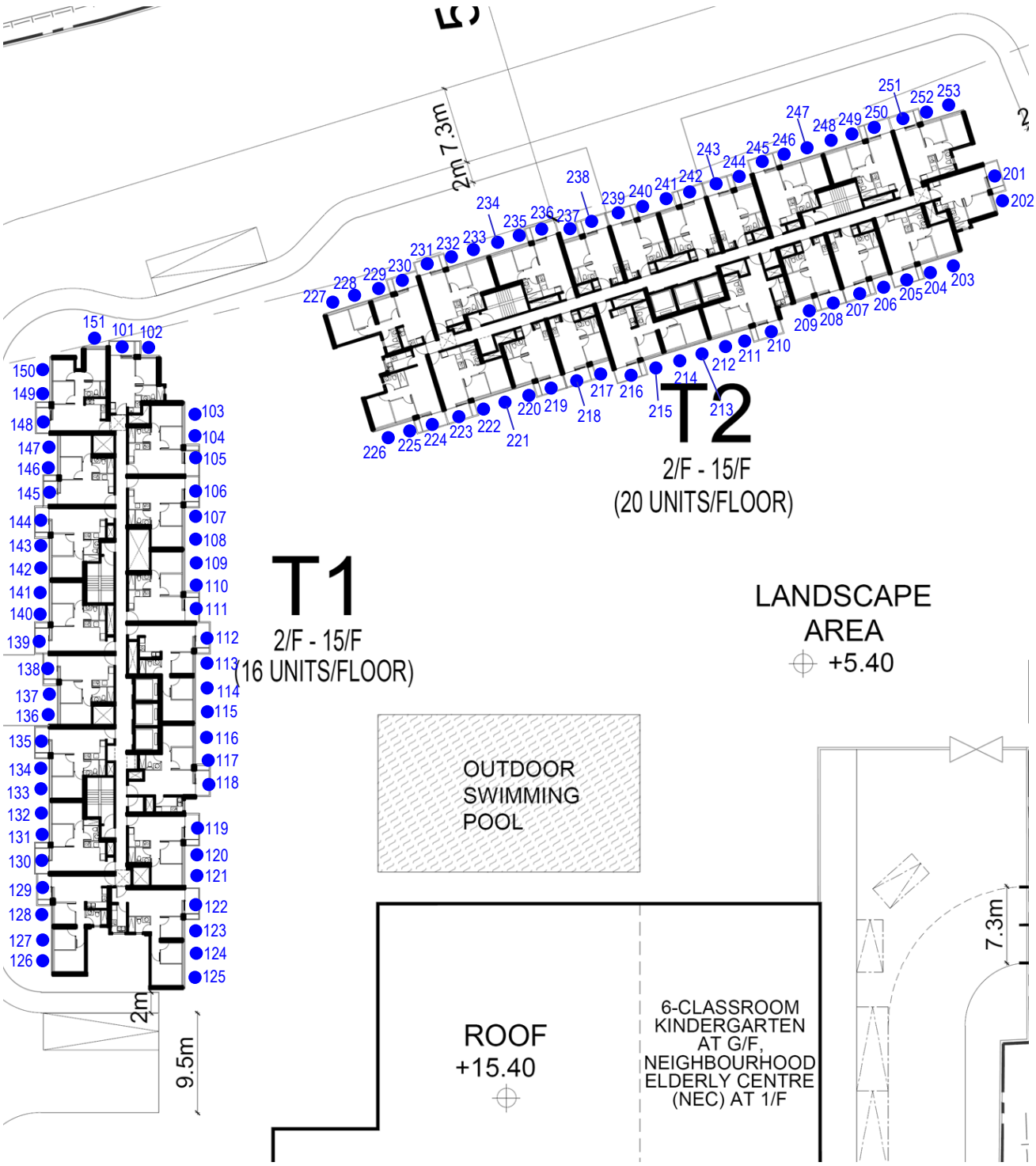
Designed	Checked	Scale	Date	Drawing No.	Rev.
HZF	PTC	NTS	JUN 2025	1	-

CHK50868310/NIA/F1.CDR/LLH/3JUN25

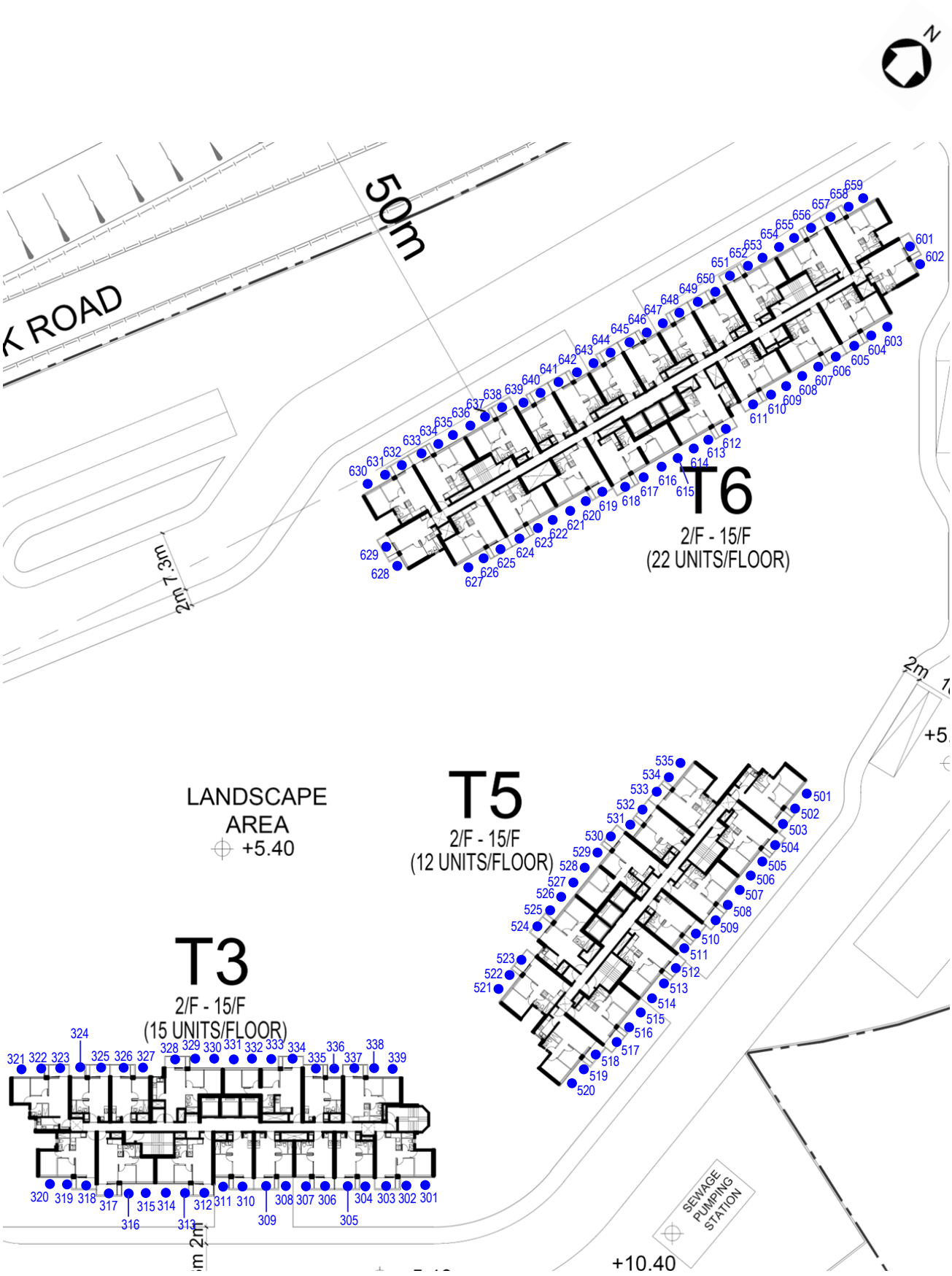
Original Size : A4

APPENDIX 3

PREDICTED FAÇADE NOISE LEVELS FOR ROAD TRAFFIC NOISE



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610	**Location of Assessment Point for Road Traffic Noise Assessment – Tower 1 and Tower 2**	**A3-1**
Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories		



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Location of Assessment Point for Road Traffic Noise Assessment – Tower 3 – Tower 6**	**A3-2**

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Receiver									Tower 1														
Level	**101**	**102**	**103**	**104**	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**	**113**	**114**	**115**	**116**	**117**	**118**	**119**	**120**	**121**	**122**	**123**	**124**	**125**
G/F			62.4	60.2	59.3	58.5	58.0	57.6	57.1	56.8	56.3	56.7	56.4	56.2	56.0	55.8	55.7	55.8	54.8	54.7	54.7	55.1	56.0	57.3	59.2
1/F	67.2	67.1	62.4	60.3	59.3	58.6	58.0	57.6	57.2	56.9	56.4	56.8	56.5	56.3	56.1	56.0	55.9	55.9	55.0	54.9	54.9	55.3	56.2	57.4	59.3
T.P.																									
3/F	67.1	67.0	62.4	60.4	59.5	58.8	58.3	57.9	57.6	57.3	56.9	57.3	57.1	56.9	56.8	56.7	56.6	56.7	55.9	55.9	56.0	56.4	57.1	58.2	59.8
4/F	67.1	67.0	62.6	60.7	59.9	59.3	58.9	58.6	58.3	58.1	57.8	58.2	58.1	58.0	57.9	57.9	57.9	58.0	57.5	57.5	57.7	57.9	58.5	59.4	60.8
5/F	66.9	67.0	62.8	61.0	60.3	59.8	59.5	59.3	59.0	58.8	58.6	58.9	58.8	58.7	58.7	58.7	58.7	58.7	58.3	58.3	58.4	58.7	59.2	59.9	61.1
6/F	66.9	66.9	62.9	61.1	60.5	60.1	59.7	59.5	59.3	59.1	58.9	59.2	59.1	59.0	58.9	58.9	58.8	58.9	58.5	58.5	58.6	58.8	59.3	59.9	61.2
7/F	66.8	66.8	62.8	61.1	60.5	60.1	59.7	59.5	59.3	59.2	58.9	59.2	59.1	59.0	59.0	58.9	58.9	58.9	58.5	58.5	58.6	58.8	59.3	59.9	61.3
8/F	66.6	66.7	62.8	61.1	60.5	60.0	59.7	59.5	59.3	59.1	58.9	59.2	59.1	59.0	58.9	58.9	58.9	58.9	58.5	58.5	58.6	58.8	59.3	59.9	61.4
9/F	66.5	66.6	62.7	61.0	60.4	59.9	59.6	59.5	59.2	59.1	58.8	59.1	59.0	58.9	58.9	58.9	58.8	58.9	58.5	58.5	58.6	58.8	59.3	59.9	61.5
10/F	66.5	66.5	62.6	60.9	60.3	59.9	59.6	59.4	59.2	59.1	58.8	59.1	59.0	58.9	58.9	58.8	58.8	58.9	58.5	58.5	58.6	58.8	59.3	59.9	61.6
11/F	66.4	66.4	62.5	60.8	60.2	59.8	59.5	59.3	59.2	59.0	58.8	59.1	59.0	58.9	58.9	58.8	58.8	58.9	58.5	58.5	58.6	58.8	59.3	59.9	61.6
12/F	66.2	66.3	62.4	60.7	60.2	59.8	59.5	59.3	59.1	59.0	58.7	59.1	58.9	58.9	58.8	58.8	58.8	58.9	58.5	58.6	58.6	58.9	59.3	59.9	61.6
13/F	66.1	66.2	62.4	60.7	60.1	59.7	59.4	59.3	59.1	58.9	58.7	59.1	58.9	58.9	58.8	58.8	58.8	58.9	58.5	58.6	58.6	58.9	59.3	59.9	61.6
14/F	66.1	66.1	62.2	60.6	60.0	59.6	59.4	59.2	59.0	58.9	58.7	59.0	58.9	58.9	58.8	58.8	58.8	58.9	58.5	58.6	58.7	58.9	59.3	60.0	61.7
15/F	65.9	66.0	62.2	60.5	60.0	59.6	59.4	59.2	59.0	58.9	58.7	59.0	58.9	58.8	58.8	58.8	58.8	58.9	58.5	58.6	58.7	58.9	59.3	60.0	61.7
16/F	65.8	65.9	62.1	60.4	59.9	59.5	59.3	59.1	59.0	58.9	58.7	59.0	58.9	58.9	58.8	58.8	58.8	58.9	58.6	58.7	58.8	59.0	59.4	60.0	61.8

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 1																								
Level	**126**	**127**	**128**	**129**	**130**	**131**	**132**	**133**	**134**	**135**	**136**	**137**	**138**	**139**	**140**	**141**	**142**	**143**	**144**	**145**	**146**	**147**	**148**	**149**	**150**	**151**
G/F																										
1/F	67.4	67.3	67.3	67.4	67.3	67.4	67.4	67.4	67.4	67.5				67.5	67.6	67.6	67.6	67.7	67.7	67.7	67.8	67.8	68.0	68.2	68.5	68.0
T.P.																										
3/F	67.4	67.3	67.3	67.3	67.3	67.3	67.4	67.4	67.4	67.4	67.3	67.4	67.4	67.5	67.5	67.6	67.6	67.6	67.7	67.7	67.7	67.7	67.9	68.1	68.4	67.9
4/F	67.4	67.2	67.3	67.3	67.2	67.3	67.3	67.3	67.4	67.4	67.3	67.4	67.4	67.5	67.5	67.5	67.6	67.6	67.7	67.6	67.7	67.7	67.9	68.0	68.3	67.9
5/F	67.4	67.2	67.2	67.2	67.2	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.5	67.5	67.5	67.5	67.6	67.6	67.6	67.6	67.6	67.9	68.0	68.3	67.8
6/F	67.3	67.2	67.2	67.2	67.2	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.4	67.4	67.5	67.5	67.5	67.6	67.5	67.6	67.6	67.8	67.9	68.2	67.7
7/F	67.4	67.2	67.2	67.2	67.2	67.2	67.3	67.3	67.3	67.3	67.2	67.3	67.3	67.4	67.4	67.4	67.5	67.5	67.5	67.5	67.5	67.5	67.7	67.8	68.1	67.6
8/F	67.4	67.2	67.2	67.2	67.2	67.2	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.4	67.4	67.4	67.4	67.4	67.5	67.5	67.5	67.5	67.7	67.8	68.1	67.5
9/F	67.3	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.3	67.3	67.2	67.2	67.2	67.3	67.4	67.4	67.4	67.4	67.5	67.4	67.5	67.5	67.6	67.8	68.0	67.4
10/F	67.3	67.1	67.2	67.2	67.1	67.2	67.2	67.2	67.2	67.3	67.2	67.2	67.2	67.3	67.3	67.4	67.4	67.4	67.4	67.4	67.4	67.4	67.6	67.7	68.0	67.3
11/F	67.3	67.1	67.1	67.1	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.3	67.3	67.3	67.4	67.4	67.4	67.4	67.4	67.4	67.5	67.6	67.9	67.3
12/F	67.3	67.1	67.1	67.1	67.1	67.1	67.2	67.1	67.2	67.2	67.1	67.2	67.2	67.2	67.3	67.3	67.3	67.3	67.4	67.3	67.3	67.4	67.5	67.6	67.8	67.1
13/F	67.3	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.2	67.2	67.1	67.2	67.1	67.2	67.2	67.3	67.3	67.3	67.4	67.3	67.3	67.3	67.5	67.6	67.8	67.0
14/F	67.3	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.2	67.2	67.2	67.2	67.2	67.3	67.2	67.2	67.3	67.4	67.5	67.7	67.0
15/F	67.3	67.1	67.1	67.1	67.0	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.2	67.2	67.2	67.2	67.2	67.3	67.2	67.2	67.2	67.4	67.5	67.7	66.8
16/F	67.3	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.0	67.1	67.1	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.3	67.4	67.6	66.8

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 2																							
Level	**201**	**202**	**203**	**204**	**205**	**206**	**207**	**208**	**209**	**210**	**211**	**212**	**213**	**214**	**215**	**216**	**217**	**218**	**219**	**220**	**221**	**222**	**223**	**224**	**225**
G/F			59.5	58.2	58.0	58.0	57.9	57.9	57.9	57.9	57.8	57.8	57.8	57.7	57.6	57.4	57.1	57.0	57.0	56.7	56.5	56.3	56.3	56.3	56.2
1/F	62.7	62.6	59.6	58.3	58.2	58.1	58.0	58.0	58.0	58.0	58.0	57.9	57.9	57.9	57.7	57.5	57.3	57.2	57.1	56.9	56.7	56.5	56.5	56.5	56.4
T.P.																									
3/F	62.6	62.6	59.7	58.5	58.4	58.3	58.3	58.2	58.2	58.2	58.2	58.2	58.2	58.1	58.0	57.8	57.6	57.6	57.5	57.4	57.2	57.0	57.0	57.0	57.0
4/F	62.6	62.6	59.9	58.8	58.7	58.6	58.6	58.6	58.6	58.6	58.6	58.6	58.6	58.5	58.5	58.4	58.3	58.2	58.2	58.1	58.0	57.9	57.9	57.8	57.8
5/F	62.5	62.7	60.3	59.3	59.2	59.1	59.1	59.1	59.1	59.2	59.2	59.2	59.2	59.1	59.1	59.1	59.0	59.0	58.9	58.9	58.9	58.8	58.8	58.7	58.7
6/F	62.4	62.7	60.5	59.6	59.5	59.4	59.4	59.4	59.4	59.5	59.5	59.5	59.5	59.5	59.5	59.5	59.4	59.4	59.3	59.3	59.3	59.2	59.2	59.1	59.1
7/F	62.4	62.7	60.6	59.7	59.6	59.6	59.6	59.6	59.6	59.7	59.7	59.7	59.7	59.6	59.6	59.6	59.5	59.5	59.5	59.4	59.4	59.4	59.3	59.2	59.2
8/F	62.3	62.6	60.7	59.8	59.7	59.7	59.7	59.7	59.7	59.8	59.8	59.7	59.7	59.7	59.7	59.7	59.6	59.6	59.5	59.5	59.5	59.4	59.3	59.2	59.2
9/F	62.2	62.5	60.7	59.9	59.8	59.8	59.8	59.7	59.8	59.8	59.8	59.8	59.8	59.7	59.7	59.7	59.6	59.6	59.6	59.5	59.5	59.4	59.4	59.2	59.2
10/F	62.1	62.5	60.7	59.9	59.8	59.8	59.8	59.8	59.8	59.9	59.9	59.8	59.8	59.8	59.8	59.8	59.7	59.7	59.6	59.6	59.5	59.5	59.4	59.2	59.2
11/F	62.0	62.4	60.7	60.0	59.9	59.9	59.8	59.8	59.8	59.9	59.9	59.9	59.9	59.8	59.8	59.8	59.7	59.7	59.7	59.7	59.6	59.5	59.4	59.2	59.2
12/F	61.9	62.3	60.7	60.0	59.9	59.9	59.9	59.9	59.9	60.0	59.9	60.0	59.9	59.9	59.9	59.9	59.8	59.8	59.8	59.7	59.7	59.5	59.4	59.2	59.1
13/F	61.8	62.2	60.7	60.0	60.0	60.0	59.9	59.9	59.9	60.0	60.0	60.0	60.0	60.0	59.9	59.9	59.8	59.9	59.8	59.8	59.7	59.6	59.4	59.2	59.1
14/F	61.7	62.1	60.8	60.1	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	59.9	59.9	59.9	59.8	59.7	59.6	59.4	59.2	59.1
15/F	61.6	62.1	60.8	60.1	60.1	60.0	60.0	60.0	60.0	60.1	60.1	60.1	60.0	60.0	60.0	60.0	59.9	59.9	59.9	59.8	59.8	59.6	59.4	59.2	59.2
16/F	61.5	62.0	60.8	60.2	60.1	60.1	60.1	60.0	60.0	60.1	60.1	60.1	60.1	60.0	60.0	60.0	59.9	59.9	59.9	59.9	59.8	59.6	59.5	59.2	59.2

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 2																										
Level	**226**	**227**	**228**	**229**	**230**	**231**	**232**	**233**	**234**	**235**	**236**	**237**	**238**	**239**	**240**	**241**	**242**	**243**	**244**	**245**	**246**	**247**	**248**	**249**	**250**	**251**	**252**	**253**
G/F	57.2																											
1/F	57.4	67.0	67.0	67.0	67.0	67.0	67.1	67.1	67.1	67.0	67.0	66.8	66.8					66.7	66.7	66.8	66.7	66.7	66.7	66.6	66.6	66.6	66.6	66.5
T.P.																												
3/F	57.8	66.9	66.9	66.9	66.9	67.0	67.0	67.0	67.0	66.9	66.9	66.8	66.7	66.7	66.7	66.6	66.6	66.6	66.5	66.6	66.6	66.6	66.6	66.5	66.5	66.5	66.5	66.4
4/F	58.5	66.9	66.9	66.8	66.8	66.9	66.9	66.9	66.9	66.8	66.8	66.7	66.7	66.6	66.6	66.6	66.5	66.5	66.5	66.6	66.5	66.5	66.5	66.5	66.4	66.4	66.4	66.4
5/F	59.2	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.7	66.7	66.6	66.6	66.5	66.5	66.5	66.4	66.4	66.4	66.5	66.5	66.4	66.4	66.4	66.4	66.4	66.3	66.3
6/F	59.5	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.6	66.5	66.5	66.4	66.4	66.4	66.3	66.3	66.3	66.4	66.4	66.3	66.3	66.3	66.2	66.2	66.2	66.2
7/F	59.6	66.6	66.6	66.6	66.6	66.6	66.6	66.6	66.6	66.5	66.5	66.4	66.4	66.3	66.3	66.3	66.2	66.2	66.2	66.3	66.3	66.2	66.2	66.2	66.1	66.2	66.1	66.1
8/F	59.7	66.5	66.5	66.5	66.5	66.5	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.2	66.2	66.1	66.1	66.2	66.2	66.1	66.1	66.1	66.0	66.0	66.0	66.0
9/F	59.6	66.4	66.4	66.4	66.4	66.4	66.4	66.4	66.4	66.4	66.3	66.2	66.2	66.1	66.1	66.1	66.0	66.0	66.0	66.1	66.0	66.0	66.0	66.0	65.9	65.9	65.9	65.9
10/F	59.6	66.3	66.3	66.3	66.3	66.3	66.3	66.3	66.3	66.2	66.2	66.1	66.1	66.0	66.0	66.0	65.9	65.9	65.9	65.9	65.9	65.9	65.9	65.9	65.8	65.8	65.8	65.8
11/F	59.6	66.2	66.2	66.2	66.2	66.2	66.2	66.2	66.2	66.1	66.1	66.0	66.0	65.9	65.9	65.8	65.8	65.8	65.8	65.8	65.8	65.8	65.8	65.7	65.7	65.7	65.7	65.7
12/F	59.6	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.0	66.0	65.9	65.9	65.8	65.8	65.8	65.7	65.7	65.7	65.7	65.7	65.7	65.6	65.6	65.6	65.6	65.6	65.6
13/F	59.6	66.1	66.0	66.0	66.0	66.0	66.0	66.0	65.9	65.9	65.9	65.8	65.8	65.7	65.7	65.7	65.6	65.6	65.6	65.6	65.6	65.6	65.5	65.5	65.5	65.5	65.5	65.4
14/F	59.6	65.9	65.9	65.9	65.9	65.9	65.9	65.9	65.9	65.8	65.8	65.7	65.6	65.6	65.6	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.4	65.4	65.4	65.4	65.3	65.3
15/F	59.6	65.9	65.9	65.8	65.8	65.8	65.8	65.8	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.5	65.4	65.4	65.4	65.4	65.4	65.4	65.3	65.3	65.3	65.3	65.3	65.2
16/F	59.6	65.8	65.8	65.7	65.7	65.7	65.7	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.3	65.3	65.3	65.3	65.2	65.2	65.2	65.2	65.2	65.1

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 3																			
Level	**301**	**302**	**303**	**304**	**305**	**306**	**307**	**308**	**309**	**310**	**311**	**312**	**313**	**314**	**315**	**316**	**317**	**318**	**319**	**320**
G/F																				
1/F	63.0	62.8	62.7	62.7	62.6	62.6	62.6					62.6	62.6	62.6	62.6	62.6	62.5	62.3	62.3	62.3
T.P.																				
3/F	62.9	62.7	62.6	62.6	62.5	62.5	62.5	62.5	62.5	62.4	62.4	62.5	62.5	62.5	62.5	62.4	62.4	62.2	62.2	62.2
4/F	62.8	62.6	62.5	62.5	62.5	62.4	62.4	62.4	62.4	62.4	62.4	62.4	62.4	62.4	62.4	62.4	62.3	62.2	62.1	62.1
5/F	62.7	62.5	62.4	62.4	62.4	62.4	62.3	62.3	62.3	62.3	62.3	62.4	62.4	62.3	62.3	62.3	62.3	62.1	62.1	62.1
6/F	62.7	62.4	62.4	62.4	62.3	62.3	62.3	62.3	62.3	62.3	62.2	62.3	62.3	62.3	62.3	62.3	62.2	62.1	62.1	62.1
7/F	62.6	62.4	62.3	62.3	62.3	62.3	62.3	62.2	62.3	62.2	62.2	62.3	62.3	62.3	62.3	62.3	62.3	62.1	62.1	62.1
8/F	62.6	62.4	62.3	62.3	62.3	62.3	62.3	62.2	62.2	62.2	62.2	62.3	62.3	62.3	62.3	62.3	62.3	62.1	62.1	62.1
9/F	62.6	62.3	62.3	62.3	62.3	62.2	62.2	62.2	62.2	62.2	62.2	62.3	62.2	62.2	62.2	62.2	62.2	62.1	62.1	62.1
10/F	62.5	62.3	62.2	62.2	62.2	62.2	62.1	62.1	62.1	62.1	62.1	62.2	62.2	62.2	62.2	62.2	62.2	62.1	62.1	62.0
11/F	62.4	62.2	62.1	62.2	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.2	62.2	62.2	62.2	62.2	62.1	62.0	62.0	62.0
12/F	62.4	62.2	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.0	62.0	62.0
13/F	62.4	62.1	62.1	62.1	62.1	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.1	62.0	62.1	62.1	62.0	61.9	61.9	61.9
14/F	62.3	62.1	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	61.9	61.9	61.9
15/F	62.3	62.0	62.0	62.0	62.0	62.0	61.9	61.9	61.9	61.9	61.9	62.0	62.0	62.0	62.0	62.0	62.0	61.9	61.9	61.9
16/F	62.3	62.0	61.9	62.0	61.9	61.9	61.9	61.9	61.9	61.9	61.9	62.0	62.0	62.0	62.0	62.0	61.9	61.8	61.9	61.9

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 3																		
Level	**321**	**322**	**323**	**324**	**325**	**326**	**327**	**328**	**329**	**330**	**331**	**332**	**333**	**334**	**335**	**336**	**337**	**338**	**339**
G/F	60.6	60.6	60.6	60.6	60.6	60.7	60.6	60.7	60.7	60.7	60.6	60.6	60.6	60.5	60.3	60.3	60.2	60.2	60.6
1/F	60.7	60.6	60.7	60.7	60.7	60.7	60.7	60.8	60.7	60.8	60.7	60.7	60.7	60.6	60.4	60.3	60.3	60.3	60.7
T.P.																			
3/F	60.7	60.6	60.7	60.7	60.7	60.7	60.7	60.8	60.7	60.7	60.7	60.7	60.7	60.6	60.4	60.3	60.3	60.3	60.7
4/F	60.7	60.6	60.6	60.7	60.7	60.7	60.7	60.8	60.7	60.7	60.7	60.7	60.7	60.6	60.4	60.3	60.3	60.3	60.7
5/F	60.7	60.6	60.6	60.6	60.7	60.7	60.7	60.8	60.7	60.7	60.7	60.7	60.7	60.6	60.4	60.3	60.3	60.3	60.6
6/F	60.8	60.6	60.6	60.6	60.7	60.7	60.6	60.7	60.7	60.7	60.6	60.7	60.6	60.5	60.4	60.3	60.3	60.3	60.6
7/F	60.8	60.5	60.6	60.6	60.6	60.6	60.6	60.7	60.7	60.7	60.6	60.7	60.6	60.5	60.3	60.3	60.2	60.3	60.5
8/F	60.9	60.5	60.6	60.5	60.6	60.6	60.6	60.7	60.6	60.7	60.6	60.6	60.6	60.5	60.3	60.2	60.2	60.2	60.5
9/F	60.9	60.5	60.5	60.5	60.5	60.5	60.6	60.6	60.6	60.6	60.6	60.6	60.5	60.5	60.3	60.2	60.2	60.2	60.5
10/F	60.9	60.4	60.5	60.5	60.5	60.5	60.5	60.6	60.6	60.6	60.6	60.6	60.5	60.5	60.3	60.2	60.2	60.2	60.4
11/F	60.9	60.4	60.4	60.5	60.5	60.5	60.5	60.6	60.6	60.5	60.5	60.5	60.4	60.4	60.2	60.2	60.1	60.1	60.4
12/F	60.8	60.4	60.4	60.4	60.5	60.4	60.5	60.5	60.5	60.5	60.5	60.5	60.4	60.4	60.2	60.1	60.1	60.1	60.4
13/F	60.8	60.3	60.3	60.4	60.4	60.4	60.4	60.5	60.5	60.4	60.5	60.5	60.4	60.4	60.2	60.1	60.1	60.0	60.4
14/F	60.8	60.3	60.3	60.4	60.3	60.4	60.4	60.4	60.5	60.4	60.4	60.4	60.4	60.3	60.1	60.1	60.1	60.0	60.3
15/F	60.7	60.2	60.2	60.3	60.4	60.3	60.3	60.4	60.4	60.4	60.4	60.4	60.3	60.3	60.1	60.0	60.0	60.0	60.3
16/F	60.7	60.2	60.2	60.3	60.3	60.3	60.3	60.4	60.4	60.3	60.4	60.3	60.3	60.3	60.0	60.0	60.0	60.0	60.2

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 5																	
Level	**501**	**502**	**503**	**504**	**505**	**506**	**507**	**508**	**509**	**510**	**511**	**512**	**513**	**514**	**515**	**516**	**517**	**518**
G/F																		
1/F	62.8	62.4	61.8	62.4	62.2	62.1	62.0	61.9	61.8	61.4	61.4				62.0	62.1	62.2	62.1
T.P.																		
3/F	62.8	62.3	61.7	62.3	62.1	62.0	61.9	61.8	61.8	61.3	61.4	61.8	61.9	62.0	62.0	62.1	62.1	62.0
4/F	62.7	62.3	61.7	62.3	62.1	62.0	61.9	61.8	61.8	61.3	61.3	61.8	61.9	61.9	62.0	62.0	62.1	62.0
5/F	62.7	62.2	61.7	62.2	62.0	61.9	61.8	61.8	61.7	61.3	61.3	61.8	61.9	61.9	62.0	62.0	62.1	62.0
6/F	62.6	62.2	61.6	62.2	62.0	61.9	61.8	61.8	61.7	61.3	61.3	61.8	61.8	61.9	61.9	62.0	62.1	61.9
7/F	62.5	62.1	61.6	62.1	61.9	61.9	61.8	61.7	61.7	61.2	61.3	61.7	61.8	61.8	61.9	61.9	62.0	61.9
8/F	62.5	62.0	61.5	62.0	61.9	61.8	61.7	61.7	61.6	61.2	61.2	61.7	61.8	61.8	61.9	61.9	61.9	61.8
9/F	62.4	62.0	61.4	62.0	61.9	61.8	61.7	61.6	61.6	61.2	61.2	61.6	61.7	61.8	61.8	61.9	61.9	61.8
10/F	62.3	61.9	61.4	61.9	61.8	61.7	61.6	61.6	61.5	61.1	61.1	61.6	61.7	61.7	61.8	61.8	61.9	61.8
11/F	62.3	61.8	61.3	61.9	61.7	61.7	61.6	61.5	61.5	61.1	61.1	61.6	61.6	61.6	61.7	61.8	61.8	61.7
12/F	62.2	61.8	61.2	61.8	61.7	61.6	61.5	61.5	61.5	61.0	61.1	61.5	61.6	61.6	61.7	61.7	61.8	61.7
13/F	62.2	61.7	61.2	61.8	61.6	61.6	61.5	61.4	61.4	61.0	61.0	61.5	61.5	61.6	61.6	61.7	61.7	61.6
14/F	62.1	61.7	61.1	61.7	61.6	61.5	61.5	61.4	61.4	60.9	61.0	61.4	61.5	61.6	61.6	61.7	61.7	61.6
15/F	62.0	61.6	61.1	61.7	61.5	61.5	61.4	61.3	61.3	60.9	61.0	61.4	61.5	61.5	61.6	61.6	61.7	61.6
16/F	62.0	61.6	61.0	61.6	61.5	61.4	61.4	61.3	61.3	60.9	60.9	61.4	61.5	61.5	61.6	61.6	61.7	61.6

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 5																
Level	**519**	**520**	**521**	**522**	**523**	**524**	**525**	**526**	**527**	**528**	**529**	**530**	**531**	**532**	**533**	**534**	**535**
G/F			60.7	60.0	60.0	60.5	60.6	60.7	60.7	60.7	60.8	60.9	60.7	60.7	60.7	61.0	61.5
1/F	62.2	62.3	60.9	60.2	60.1	60.7	60.7	60.8	60.9	60.8	60.9	61.0	60.8	60.8	60.8	61.0	61.6
T.P.																	
3/F	62.1	62.3	60.9	60.2	60.1	60.6	60.7	60.8	60.9	60.9	60.9	61.0	60.9	60.8	60.8	61.0	61.6
4/F	62.1	62.2	60.9	60.2	60.1	60.6	60.7	60.8	60.9	60.9	60.9	61.0	60.9	60.8	60.8	61.0	61.5
5/F	62.1	62.2	60.9	60.2	60.1	60.6	60.7	60.8	60.8	60.9	60.9	60.9	60.8	60.8	60.8	61.0	61.5
6/F	62.0	62.1	60.9	60.2	60.1	60.6	60.7	60.8	60.8	60.8	60.9	60.9	60.8	60.8	60.7	60.9	61.5
7/F	62.0	62.1	60.8	60.1	60.1	60.6	60.6	60.8	60.8	60.8	60.8	60.9	60.8	60.7	60.7	60.9	61.4
8/F	62.0	62.0	60.8	60.1	60.1	60.5	60.6	60.7	60.7	60.8	60.8	60.9	60.7	60.7	60.7	60.9	61.4
9/F	61.9	62.0	60.8	60.1	60.0	60.5	60.6	60.7	60.7	60.8	60.8	60.8	60.7	60.7	60.6	60.8	61.3
10/F	61.9	61.9	60.8	60.0	60.0	60.5	60.6	60.7	60.7	60.7	60.8	60.8	60.6	60.6	60.6	60.8	61.3
11/F	61.8	61.9	60.8	60.0	60.0	60.5	60.5	60.6	60.7	60.7	60.7	60.8	60.6	60.6	60.6	60.7	61.2
12/F	61.8	61.8	60.7	60.0	60.0	60.4	60.5	60.6	60.6	60.7	60.7	60.7	60.6	60.6	60.5	60.7	61.2
13/F	61.7	61.8	60.7	60.0	60.0	60.4	60.5	60.5	60.6	60.6	60.7	60.7	60.5	60.5	60.5	60.6	61.1
14/F	61.7	61.7	60.7	60.0	59.9	60.4	60.4	60.5	60.6	60.6	60.6	60.7	60.5	60.5	60.4	60.6	61.0
15/F	61.7	61.7	60.7	59.9	59.9	60.4	60.4	60.5	60.5	60.6	60.6	60.6	60.5	60.4	60.4	60.6	61.0
16/F	61.6	61.7	60.7	59.9	59.9	60.3	60.4	60.5	60.5	60.5	60.6	60.6	60.4	60.4	60.4	60.5	60.9

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 6																												
Level	**601**	**602**	**603**	**604**	**605**	**606**	**607**	**608**	**609**	**610**	**611**	**612**	**613**	**614**	**615**	**616**	**617**	**618**	**619**	**620**	**621**	**622**	**623**	**624**	**625**	**626**	**627**	**628**	**629**	**630**
G/F			63.6	62.9	62.1	61.7	61.2	61.0	60.7	60.3	59.9	59.6	59.3	58.9	58.6	58.2	58.0	57.7	57.2	56.9	56.7	56.5	56.3	56.3	56.2	56.8	59.2			
1/F	65.7	65.9	63.6	62.8	62.1	61.7	61.3	61.0	60.7	60.3	59.9	59.6	59.3	58.9	58.5	58.2	58.0	57.7	57.2	56.9	56.7	56.5	56.3	56.3	56.2	56.9	59.3	63.7	63.9	66.7
T.P.																														
3/F	65.4	65.7	63.4	62.6	61.9	61.5	61.1	60.9	60.5	60.2	59.8	59.5	59.2	58.8	58.5	58.1	57.9	57.6	57.1	56.9	56.7	56.4	56.3	56.2	56.2	56.9	59.2	63.7	63.8	66.6
4/F	65.3	65.5	63.2	62.4	61.8	61.4	61.0	60.8	60.4	60.1	59.7	59.4	59.1	58.7	58.4	58.1	57.8	57.6	57.0	56.8	56.6	56.4	56.2	56.2	56.2	56.9	59.2	63.6	63.8	66.5
5/F	65.2	65.4	63.1	62.3	61.7	61.2	60.9	60.7	60.3	60.0	59.7	59.3	59.1	58.7	58.3	58.0	57.7	57.5	57.0	56.8	56.6	56.4	56.2	56.2	56.2	56.9	59.2	63.6	63.7	66.4
6/F	65.0	65.3	62.9	62.1	61.5	61.1	60.7	60.5	60.2	59.9	59.5	59.3	59.0	58.6	58.3	57.9	57.7	57.5	56.9	56.7	56.5	56.3	56.2	56.2	56.1	56.9	59.1	63.5	63.7	66.2
7/F	64.8	65.1	62.7	62.0	61.3	60.9	60.6	60.4	60.1	59.8	59.4	59.2	58.9	58.5	58.1	57.9	57.6	57.4	56.9	56.7	56.5	56.3	56.1	56.1	56.1	56.9	59.1	63.5	63.6	66.1
8/F	64.6	64.9	62.6	61.8	61.2	60.8	60.5	60.3	60.0	59.7	59.3	59.1	58.8	58.4	58.1	57.8	57.6	57.3	56.8	56.7	56.5	56.2	56.1	56.1	56.1	56.9	59.0	63.4	63.5	66.0
9/F	64.4	64.7	62.4	61.6	61.0	60.7	60.3	60.2	59.9	59.6	59.2	59.0	58.7	58.4	58.0	57.7	57.5	57.3	56.8	56.6	56.4	56.2	56.1	56.1	56.1	56.8	59.0	63.3	63.5	65.8
10/F	64.3	64.6	62.3	61.5	60.9	60.5	60.2	60.0	59.7	59.5	59.1	58.9	58.6	58.3	57.9	57.6	57.4	57.2	56.7	56.6	56.4	56.2	56.0	56.0	56.1	56.8	58.9	63.2	63.4	65.7
11/F	64.1	64.4	62.1	61.4	60.7	60.4	60.1	59.9	59.6	59.4	59.0	58.8	58.5	58.2	57.8	57.5	57.3	57.1	56.7	56.5	56.3	56.1	56.0	56.0	56.1	56.8	58.9	63.2	63.3	65.6
12/F	63.9	64.3	62.0	61.2	60.6	60.3	60.0	59.8	59.5	59.2	58.9	58.7	58.5	58.1	57.8	57.5	57.3	57.1	56.6	56.4	56.3	56.1	56.0	56.0	56.0	56.8	58.8	63.1	63.2	65.4
13/F	63.8	64.1	61.9	61.1	60.5	60.1	59.9	59.7	59.4	59.1	58.8	58.7	58.4	58.1	57.7	57.4	57.2	57.0	56.6	56.4	56.2	56.1	55.9	56.0	56.0	56.8	58.8	63.0	63.2	65.3
14/F	63.6	64.0	61.8	61.0	60.4	60.0	59.8	59.6	59.3	59.1	58.7	58.6	58.3	58.0	57.7	57.4	57.1	57.0	56.5	56.3	56.2	56.1	55.9	56.0	56.0	56.8	58.8	63.0	63.1	65.2
15/F	63.4	63.8	61.6	60.9	60.3	59.9	59.7	59.5	59.3	59.0	58.6	58.5	58.3	57.9	57.6	57.3	57.1	56.9	56.5	56.3	56.2	56.0	55.9	56.0	56.0	56.8	58.8	62.9	63.0	65.1
16/F	63.3	63.7	61.5	60.8	60.2	59.9	59.6	59.4	59.2	58.9	58.5	58.5	58.2	57.9	57.6	57.3	57.1	56.9	56.5	56.3	56.2	56.1	55.9	56.0	56.0	56.8	58.8	62.9	63.0	65.0

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated)

	Tower 6																												
Level	**631**	**632**	**633**	**634**	**635**	**636**	**637**	**638**	**639**	**640**	**641**	**642**	**643**	**644**	**645**	**646**	**647**	**648**	**649**	**650**	**651**	**652**	**653**	**654**	**655**	**656**	**657**	**658**	**659**
G/F																													
1/F	66.7	66.8	66.8	66.8	66.9	66.9	66.9	66.9	66.8	66.8	66.8	66.9					66.9	66.9	66.8	66.4	67.2	67.2	67.2	67.1	67.1	67.2	67.2	67.3	67.6
T.P.																													
3/F	66.6	66.6	66.6	66.6	66.7	66.7	66.7	66.8	66.7	66.7	66.7	66.9	66.7	66.7	66.8	66.7	66.7	66.8	66.7	66.2	67.0	67.0	67.0	67.0	67.0	67.0	67.1	67.2	67.5
4/F	66.5	66.5	66.5	66.5	66.6	66.6	66.6	66.7	66.5	66.6	66.6	66.8	66.7	66.6	66.6	66.6	66.7	66.6	66.6	66.1	66.9	66.9	66.9	66.9	66.9	66.9	67.0	67.1	67.3
5/F	66.4	66.4	66.4	66.4	66.5	66.5	66.5	66.5	66.4	66.5	66.5	66.7	66.5	66.5	66.5	66.5	66.5	66.5	66.4	66.0	66.7	66.7	66.7	66.7	66.7	66.8	66.8	66.9	67.2
6/F	66.2	66.2	66.2	66.2	66.3	66.3	66.3	66.4	66.3	66.3	66.3	66.6	66.3	66.3	66.4	66.3	66.4	66.3	66.3	65.8	66.6	66.6	66.6	66.6	66.6	66.6	66.7	66.8	67.1
7/F	66.1	66.1	66.1	66.1	66.2	66.2	66.2	66.2	66.1	66.2	66.1	66.5	66.2	66.2	66.2	66.2	66.2	66.2	66.1	65.6	66.4	66.4	66.4	66.4	66.4	66.5	66.5	66.6	66.9
8/F	65.9	65.9	65.9	65.9	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.3	66.0	66.0	66.0	66.0	66.0	66.0	66.0	65.5	66.2	66.2	66.2	66.2	66.2	66.3	66.4	66.4	66.7
9/F	65.8	65.8	65.8	65.8	65.8	65.8	65.9	65.9	65.8	65.8	65.8	66.1	65.8	65.8	65.9	65.9	65.9	65.9	65.8	65.3	66.0	66.1	66.1	66.1	66.1	66.1	66.2	66.3	66.5
10/F	65.6	65.6	65.6	65.7	65.7	65.7	65.7	65.7	65.6	65.7	65.7	66.0	65.7	65.7	65.7	65.7	65.7	65.7	65.6	65.1	65.9	65.9	65.9	65.9	65.9	65.9	66.0	66.1	66.4
11/F	65.5	65.4	65.5	65.5	65.5	65.5	65.5	65.6	65.5	65.5	65.5	65.8	65.5	65.5	65.5	65.5	65.5	65.5	65.4	65.0	65.7	65.7	65.7	65.7	65.7	65.8	65.8	66.0	66.2
12/F	65.3	65.3	65.3	65.4	65.4	65.4	65.4	65.4	65.3	65.4	65.4	65.7	65.4	65.4	65.4	65.4	65.4	65.4	65.3	64.8	65.5	65.6	65.6	65.6	65.6	65.6	65.7	65.8	66.0
13/F	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.3	65.2	65.2	65.2	65.5	65.2	65.2	65.2	65.2	65.2	65.2	65.1	64.6	65.4	65.4	65.4	65.4	65.4	65.5	65.5	65.6	65.9
14/F	65.1	65.0	65.0	65.0	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.3	65.1	65.1	65.1	65.0	65.1	65.0	64.9	64.5	65.2	65.2	65.2	65.2	65.3	65.3	65.4	65.5	65.7
15/F	64.9	64.9	64.9	64.9	64.9	65.0	65.0	65.0	64.9	65.0	64.9	65.2	64.9	64.9	64.9	64.9	64.9	64.9	64.8	64.3	65.1	65.1	65.1	65.1	65.1	65.2	65.2	65.3	65.6
16/F	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	65.1	64.8	64.8	64.8	64.8	64.8	64.8	64.7	64.2	64.9	64.9	65.0	64.9	65.0	65.0	65.1	65.2	65.4

APPENDIX 4

MEASUREMENT RESULTS, SWL CALCULATIONS

Source ID: A (Fan Keung Kee)

Photos taken on 30 April 2025

No operation was observed during site survey

Photos taken on 31 March 2022

Photos taken on 4 April 2022

No night-time operation

Photo taken in 2016

Lorry with crane was observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-1**

Source ID: B (Shing Fat Logistics “the godown”)

Photos taken on 30 April 2025

The godown no longer exists, without any operation.

Photos taken on 31 March 2022

The godown was closed and no longer exists, without any operation.

Photos taken on 4 April 2022

No night-time operation

Photo taken in 2017

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-2**

Source ID: C (Chuk Yuen Floodwater Pumping Station)

Photos taken on 30 April 2025

Photos taken on 31 March 2022

Photos taken on 4 April 2022

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-3**

Source ID: D (Construction Site)

Photos taken on 30 April 2025

Construction site of Yau Pok Road Light Public Housing

Photos taken on 26 May 2022

Storage and site office use, no industrial noise observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-4**

Source ID: E (Hung Fai, office use)

Photos taken on 30 April 2025

Office use, no industrial noise observed

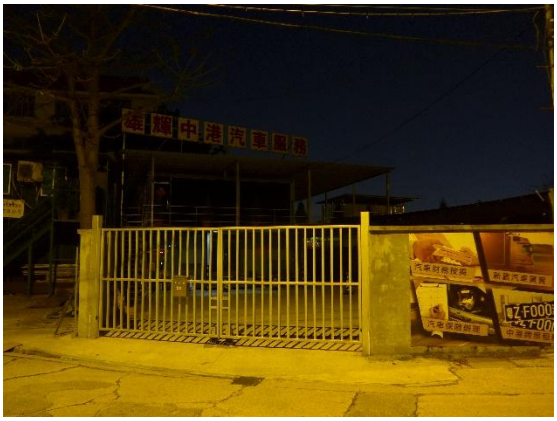
Office use, no industrial noise observed

Photos taken on 26 May 2022

Another office adjoining Hung Fai, Grandtec Construction Limited. Office use also, no industrial noise observed

Office use, no industrial noise observed

Photos taken on 4 April 2022



No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-5**

Source ID: F (Open Storage, storage and parking use only)

Photos taken on 30 April 2025

The gate was closed, no industrial noise observed.

Photos taken on 31 March and 26 May 2022

Storage and parking use, no industrial noise observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-6**

Source ID: G (Wai Kwong Luen Logistic Company, parking and office use)

Photos taken on 30 April 2025

The gate was closed without operation, no industrial noise observation

Photos taken on 26 May 2022

Parking and office only, no industrial noise observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-7**

Source ID: H (Kin Tak car repairing workshop)

Photos taken on 30 April 2025

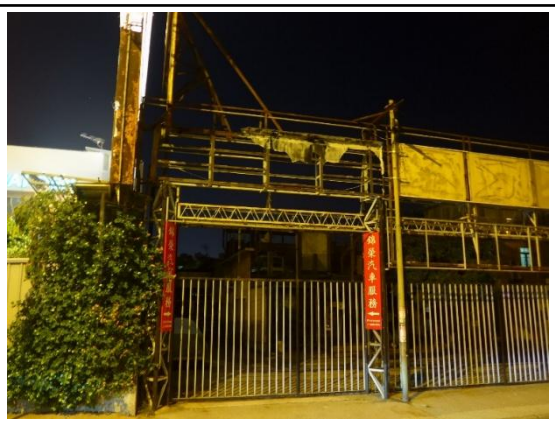
The workshop is renamed as “Kin Tak”. The gate was closed without operation, no industrial noise was observed.

Photos taken on 31 March 2022

Noise of pneumatic screwdriver was observed

With some gaps for the steel cover. The workshop is partially blocked by temporary structure on 3-sides with the opening facing south.

Photos taken on 4 April 2022



No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-8**

Source IDs: J - M (Car repairing workshop / Shop)

Photos taken on 30 April 2025

Source ID: M (no longer exists)
Source ID: L (no longer exists)
Source ID: K
Source ID: J

Photos taken on 31 March 2022

Source ID: M
Source ID: L
Source ID: K
Source ID: J

Photos taken on 31 March 2022

Source ID: J (Sun Chun Car Shop)

Noise of pneumatic screwdriver was observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-9**

Source IDs: J - M (Car repairing workshop / Shop)

Photos taken on 31 March 2025

Source ID: K (Akina Auto Center)

Noise of pneumatic screwdriver was observed

Photos taken on 4 April 2022

No night-time operation

Photos taken on 30 April 2025

Source ID: L and M (Sum Mei Store and Chin Hung car repairing workshop)

The store / workshop no longer exists

Photos taken on 4 April 2022

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-10**

Source ID: N (Sun Hing car repairing workshop)

Photos taken on 30 April 2025

No industrial noise was observed

Photos taken on 31 March 2022

Noise of pneumatic screwdriver was observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-11**

Source ID: P (Classic Motor Service Ltd.)

Photos taken on 30 April 2025

Office use, no industrial noise was observed

Photos taken on 31 March 2022

Office use, no industrial noise was observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-12**

Source ID: Q (Lung Yee car repairing workshop)

Photos taken on 30 April 2025

Noise of pneumatic screwdriver was observed

Photos taken on 31 March 2022

Noise of pneumatic screwdriver was observed

Photos taken on 4 April 2022

No night-time operation

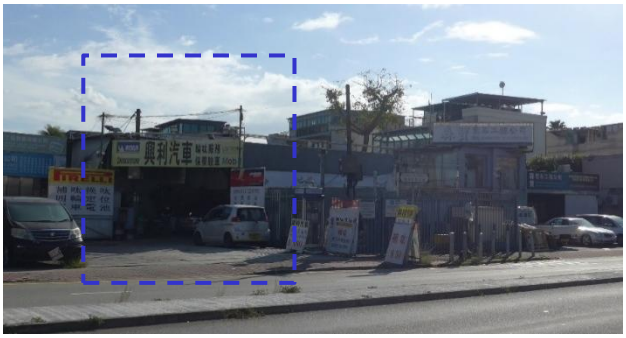
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-13**

Source ID: R (Hing Lee car repairing workshop)

Photos taken on 30 April 2025

Noise of pneumatic screwdriver was observed

Photos taken on 31 March 2022



Noise of pneumatic screwdriver was observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-14**

Source ID: S (Wing Tai Tyre)

Photos taken on 30 April 2025

Photos taken on 31 March 2022	Photos taken on 4 April 2022
	
Noise of pneumatic screwdriver was observed	No night-time operation

Source ID: T (Petro Filling Station)

Photos taken on 30 April 2025

Photos taken on 31 March 2022	Photos taken on 4 April 2022
	
No industrial noise was observed	No industrial noise was observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-15**

Source ID: U (Alicar Fairview Workshop, car washing centre)

Photos taken on 30 April 2025

Water pump noise and noise of compressed air gun, vacuum cleaner and water jetting noise were observed. All the activities were taken place under the steel plate

Photos taken on 31 March 2022 and 26 May 2022

Water pump noise and noise of compressed air gun, vacuum cleaner and water jetting noise were observed. All the activities were taken place under the steel plate

Photos taken on 4 April 2022

With night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-16**

Source ID: V (Ka Fu car repairing workshop)

Photos taken on 30 April 2025

The workshop closed, no longer exists

Photos taken on 31 March 2022	Photos taken on 4 April 2022	Photos taken on 8 March 2023
 Noise of pneumatic screwdriver was observed	 No night-time operation	 The workshop closed, no longer exists

Source ID: W (Fugro warehouse, storage use)

Photos taken on 30 April 2025

No industrial noise was observed

Photos taken on 31 March 2022	Photos taken on 26 May 2022	Photos taken on 8 March 2023
	 Warehouse with storage use. Minor Loading and unloading noise was observed	 No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610	**Identified Fixed Noise Sources**	**A4-17**
Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories		

Source ID: Y (temporary structure with office use)

Photos taken on 30 April 2025

Front Side:-

Office use. Condenser noise was observed

Rear Side:-

Condenser

Photos taken on 31 March 2022 and 26 May 2022

Office use. Condenser noise was observed

Photos taken on 4 April 2022

No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-18**

Source ID: Z (open storage, storage use)

Photos taken on 30 April 2025

Photos taken on 31 March 2022 and 26 May 2022

Storage use. No industrial noise was observed

Photos taken on 4 April 2022

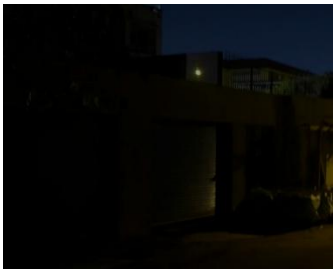
No night-time operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-19**

Source ID: AA (car repairing workshop)

Photos taken on 30 April 2025

No industrial noise was observed.

Photos taken on 31 March 2022	Photos taken on 26 May 2022	Photos taken on 8 March 2023
		
Gate was closed.	No night-time operation	No industrial noise was observed.

Source ID: AB (Open yard of construction materials)

Photos taken on 30 April 2025

No industrial noise was observed

Photos taken on 26 May 2022	Photos taken on 8 March 2023
	
No industrial noise was observed.	Lorry with crane was observed, but without operation.

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-20**

Source ID: AC (Top 1 Car Audio Workshop)

Photos taken on 30 April 2025

Audio installation workshop. No industrial noise was observed during site survey.

Photos taken on 8 March 2023

Audio installation workshop. No industrial noise was observed during site survey.

Source ID: AD (EV-Pro HK)

Photos taken on 30 April 2025

Car repairing workshop, but no industrial noise was observed during site survey.

Photos taken on 8 March 2023

Car repairing workshop, but no industrial noise was observed during site survey.

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-21**

Source ID: AE (KUAIFU)

Photos taken on 30 April 2025

Office use only. No industrial noise was observed.

Source ID: AF (Xinyi Automobile Glass Co. Ltd.)

Photos taken on 30 April 2025

Office use only. No industrial noise was observed.

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Identified Fixed Noise Sources**	**A4-22**

Project Title: Residential Development at Kam Pok Road
Job no.: 22610

Table A4-1: Measurement data for 2014 - 2025

Source ID		Industrial Site	Fixed Noise Source	Measurement Point	Location	Year 2014		Year 2016		Year 2017		Year 2018		Year 2019		Year 2021		Year 2022		Year 2025	
						Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)	Date	SPL, Leq(5min), dB(A)
A	A-1	Fan Keung Kee	Operating noise	Loc A-1	10m distance from source	04-Jul-14	66	31-Aug-16	62	23-Jun-17	65	14-Sep-18	64	22-May-19	65	12-Aug-21	65	31-Mar-22	–	30-Apr-25	–
	A-2	Fan Keung Kee	loading and unloading using forklift	Loc A-2	5m distance from source	04-Jul-14	69	31-Aug-16	68	23-Jun-17	69	14-Sep-18	68	22-May-19	69	12-Aug-21	–	31-Mar-22	–	30-Apr-25	–
	A-3	Fan Keung Kee	Movement of lorry	Loc A-3	8m distance from source	04-Jul-14	73	31-Aug-16	72	23-Jun-17	72	14-Sep-18	72	22-May-19	72	12-Aug-21	71	31-Mar-22	–	30-Apr-25	–
	A-4	Fan Keung Kee	lifting of precast untis using a lorry with crane	Loc A-4	10m distance from source	04-Jul-14	69	31-Aug-16	69	23-Jun-17	69	14-Sep-18	68	22-May-19	69	12-Aug-21	–	31-Mar-22	–	30-Apr-25	–
B	B-1	Shing Fat Logistics	loading and unloading using forklift	Loc B-1	10m distance from source	04-Jul-14	63	31-Aug-16	62	23-Jun-17	63	14-Sep-18	63	22-May-19	63	12-Aug-21	62	31-Mar-22	–	30-Apr-25	no longer exists
	B-2	Shing Fat Logistics	Movement of lorry	Loc B-2	7m distance from source	04-Jul-14	74	31-Aug-16	72	23-Jun-17	73	14-Sep-18	72	22-May-19	73	12-Aug-21	73	31-Mar-22	–	30-Apr-25	no longer exists
H		Kam Wing car repairing workshop	noise of Pneumatic screwdriver	Loc H	8m distance from source													31-Mar-22	67	30-Apr-25	–
J		Sun Chun Car Shop	noise of Pneumatic screwdriver	Loc J	9m distance from source													31-Mar-22	68	30-Apr-25	66
K		Akina Auto Center	noise of Pneumatic screwdriver	Loc K	8m distance from source													31-Mar-22	67	30-Apr-25	–
M		Chin Hung Car Repairing Workshop	Air comressor noise	Loc M	8m distance from source													31-Mar-22	70	30-Apr-25	no longer exists
N		Sun Hing Car Repairing Workshop	noise of Pneumatic screwdriver	Loc N	8m distance from source													31-Mar-22	66	30-Apr-25	–
Q		Lung Yee Car Repairing Workshop	noise of Pneumatic screwdriver	Loc Q	5m distance from source													31-Mar-22	70	30-Apr-25	68
R		Hing Lee Car Repairing Workshop	noise of Pneumatic screwdriver	Loc R	5m distance from source													31-Mar-22	68	30-Apr-25	66
S		Wing Tai Tyre	noise of Pneumatic screwdriver	Loc S	5m distance from source													31-Mar-22	69	30-Apr-25	–
U		Alicar Fairview Workshop	Noise of watering jetting, compressed air gun and vacuum cleaner and pump noise	Loc U	10m distance from source													26-May-22	70	30-Apr-25	68
V		Ka Fu Car Repairing Workshop	noise of Pneumatic screwdriver	Loc V	8m distance from source													31-Mar-22	66	30-Apr-25	no longer exists
W		Fugro warehouse	loading and unloading	Loc W	3m distance from source													26-May-22	72	30-Apr-25	–
Y		Office	Condenser	Loc Y	2m distance from source													26-May-22	78	30-Apr-25	75

Remark:
The selected SPL will be adopted for calculating the SWL (a comparison is made for year 2014 to 2025 and the maximum among these values is selected in order to preserve conservatism)

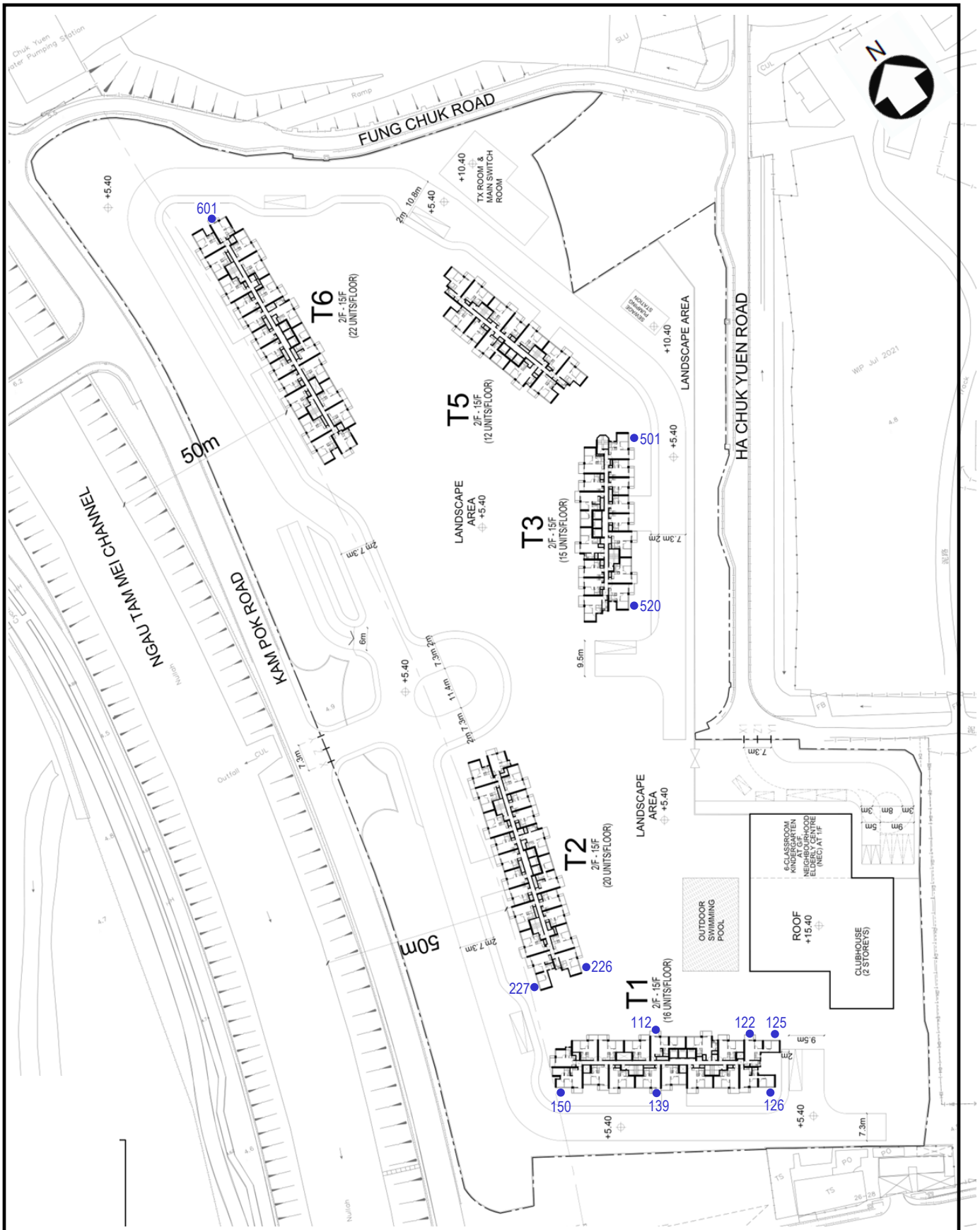
Table A4-2: Summary of Sound Power Levels of Fixed Noise Sources

Source ID	Industrial Site	Fixed Noise Sources	Measured Sound Pressure Levels, dB(A)	Measured Distance from noise source (m)	Correction to single no. of source, dB(A)	Distance Correction, dB(A)	Correction for Tonal, dB(A)	Sound Power Levels, dB(A)	Sound Power Levels adopted in the Fixed Noise Sources Assessment, dB(A)
A-1	Fan Keung Kee	Operating noise	66	10	0	28	0	**94**	**102**
A-2		Loading and unloading using Forklift	69	5	0	22	0	**91**	
A-3		Movement of Lorry	73	8	0	26	0	**99**	
A-4		Lifting of precast units using a lorry with crane	69	10	0	28	0	**97**	
B-1	Shing Fat Logistics ("the godown")	Loading and unloading using Forklift	63	10	0	28	0	**91**	**100**
B-2		Movement of Lorry	74	7	0	25	0	**99**	
C	Chuk Yuen Floodwater Pumping Station	Operating noise	-	(SWL referened to EIA report)				**-**	**79**
H	Kam Wing car repairing workshop	Noise of Pneumatic screwdriver	67	8	0	26	0	**93**	**93**
J	Sun Chun Car Shop	Noise of Pneumatic screwdriver	68	9	0	27	0	**95**	**95**
K	Akina Auto Center	Noise of Pneumatic screwdriver	67	8	0	26	0	**93**	**93**
N	Sun Hing Car Repairing Workshop	Noise of Pneumatic screwdriver	66	8	0	26	0	**92**	**92**
Q	Lung Yee Car Repairing Workshop	Noise of Pneumatic screwdriver	70	5	0	22	0	**92**	**92**
R	Hing Lee Car Repairing Workshop	Noise of Pneumatic screwdriver	68	5	0	22	0	**90**	**90**
S	Wing Tai Tyre	Noise of Pneumatic screwdriver	69	5	0	22	0	**91**	**91**
U	Alicar Fairview Workshop	Noise of compressed air gun, water jetting and vacuum cleaner, and pump noise	70	10	0	28	0	**98**	**101**[1]
W	Fugro warehouse	Loading and unloading	72	3	0	18	0	**90**	**90**
Y	Office	Condenser	78	2	0	14	0	**92**	**92**
Z	Open storage	Loading and unloading assumed	-	Referenced to Source ID: A				**-**	**102**
AA	Car repairing workshop	Noise of Pneumatic screwdriver assumed	-	Referenced to Source ID: J				**-**	**95**
AB	Open storage of construction materials	Loading and unloading assumed	-	Referenced to Source ID: A				**-**	**102**
AC	Top 1 Car Audio Workshop	Noise of Pneumatic screwdriver assumed	-	Referenced to Source ID: J				**-**	**95**
AD	EV-Pro HK	Noise of Pneumatic screwdriver assumed	-	Referenced to Source ID: J				**-**	**95**
BB	Planned car testing centre	Noise of Pneumatic screwdriver assumed	-	Maximum Allowable SWL [2]				**-**	**92**
CC	Planned car trading use	Noise of Pneumatic screwdriver assumed	-	Maximum Allowable SWL [3]				**-**	**85**
DD	Planned vehicle repair workshop with ancillary office and storage use	Noise of Pneumatic screwdriver assumed	-	Maximum Allowable SWL [4]				**-**	**91**

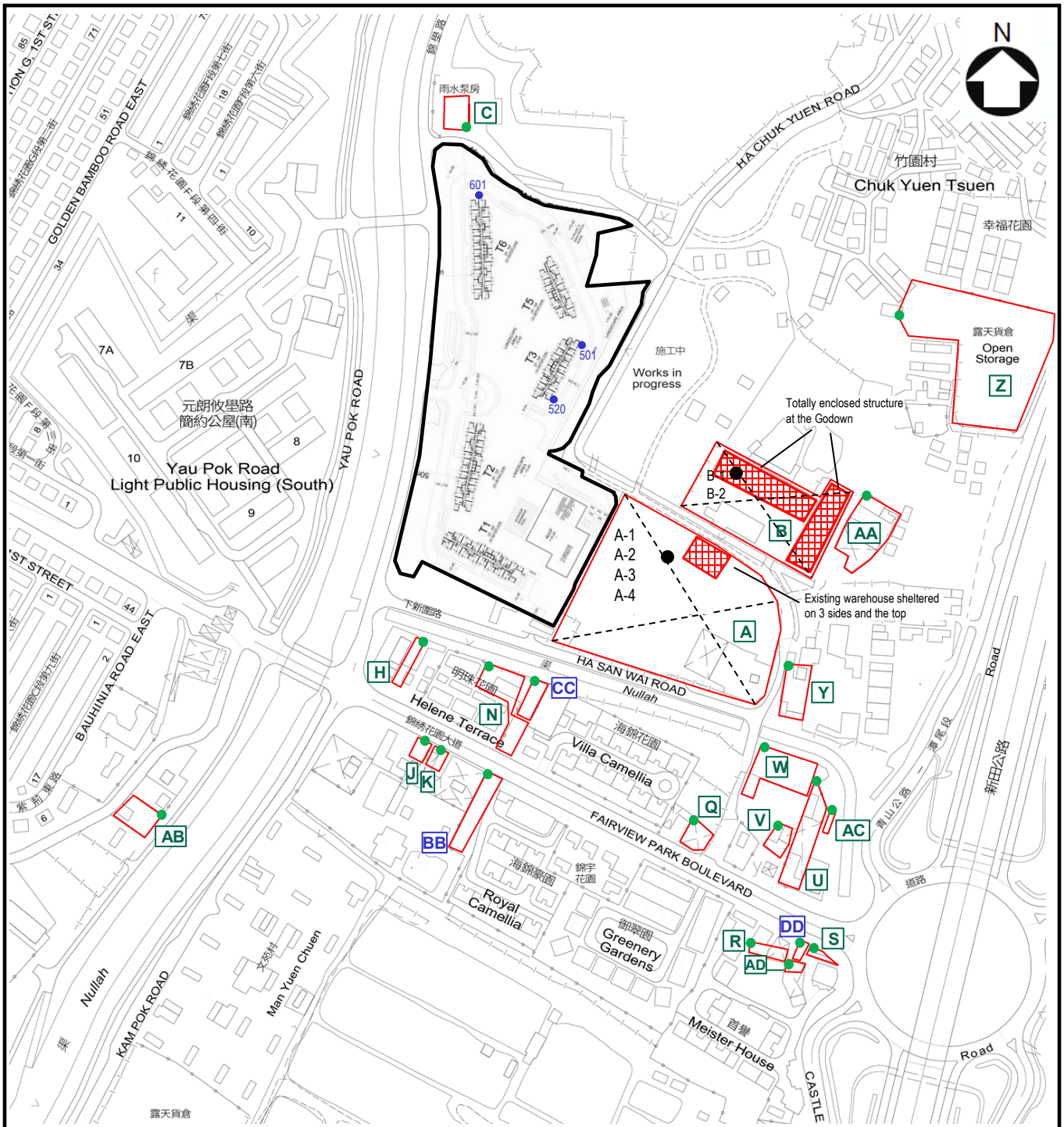
Note:
[1] Only half of the washing bays were occupied during the noise measurement. As a conservative approach, a correction of +3dB(A) to the SWL will be considered in the fixed noise assessment.
[2] The distance between the planned car testing centre and its nearest NSR (i.e. Helene Terrace) is 28m. Hence, the maximum allowable SWL of the planned car testing centre is 55+37 = 92dB(A).
[3] The distance between the planned car trading use and its nearest NSR (i.e. Helene Terrace) is 12m. Hence, the maximum allowable SWL of the planned car testing centre is 55+30 = 85dB(A).
]4] The distance between the planned car trading use and its nearest NSR (i.e. Meister House) is 25m. Hence, the maximum allowable SWL of the planned car testing centre is 55+36 = 91dB(A).

APPENDIX 5

FIXED NOISE SOURCES ASSESSMENT FOR THE PROPOSED DEVELOPMENT



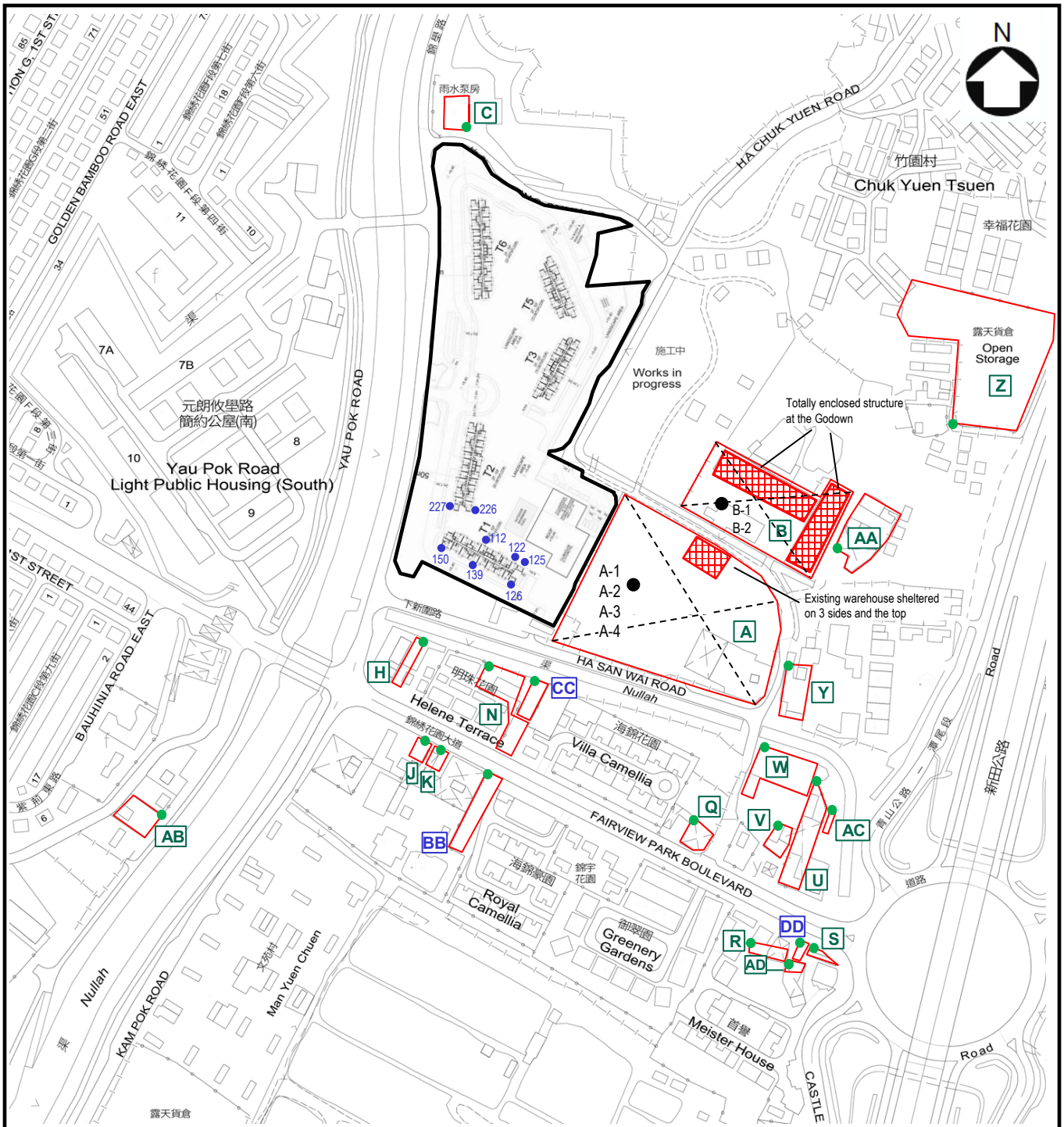
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Location of Representative NSRs for Fixed Noise Sources Assessment**	**A5-1**



Legend

- Identified Industrial Sites
- Notional Source Position of Fixed Noise Sources (ID A & B)
- Location of Fixed Noise Sources
- Location of Assessment Points

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Location of Fixed Noise Sources and Representative NSRs in Proposed Development**	**A5-2**



Legend

- Identified Industrial Sites
- Notional Source Position of Fixed Noise Sources (ID A & B)
- Location of Fixed Noise Sources
- Location of Assessment Points

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Location of Fixed Noise Sources and Representative NSRs in Proposed Development**	**A5-3**

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 5 - Fixed Noise Sources Assessment for the Proposed Development

Westwood Hong & Associates Ltd.

Calculation of Façade Noise Levels from Fixed Noise Sources (Day and Evening Time Periods)

Noise Sources		NSR 501	NSR 520	NSR 601
	X	823474	823490.6	823422.3
	Y	837358.6	837317.4	837401.3
A	**SWL** dB(A)	102	102	102
	CLsr dB(A)	-55	-54	-57
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	47	48	35
B	**SWL** dB(A)	100	100	100
	CLsr dB(A)	-54	-53	-57
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	46	47	33
C	**SWL** dB(A)	79	79	79
	CLsr dB(A)	-49	-52	-43
	Cbar dB(A)	-10	-10	0
	Sub-total dB(A)	20	17	36
H	**SWL** dB(A)	93	93	93
	CLsr dB(A)	-57	-57	-58
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	26	26	25
J	**SWL** dB(A)	95	95	95
	CLsr dB(A)	-59	-58	-60
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	26	27	25
K	**SWL** dB(A)	93	93	93
	CLsr dB(A)	-59	-58	-60
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	24	25	23
N	**SWL** dB(A)	92	92	92
	CLsr dB(A)	-58	-57	-59
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	34	35	23
Q	**SWL** dB(A)	92	92	92
	CLsr dB(A)	-61	-60	-62
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	31	32	20
R	**SWL** dB(A)	90	90	90
	CLsr dB(A)	-62	-62	-63
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	28	28	17
S	**SWL** dB(A)	91	91	91
	CLsr dB(A)	-63	-62	-64
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	28	29	17
U	**SWL** dB(A)	101	101	101
	CLsr dB(A)	-61	-60	-62
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	40	41	29
W	**SWL** dB(A)	90	90	90
	CLsr dB(A)	-60	-59	-61
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	30	31	19
Y	**SWL** dB(A)	92	92	92
	CLsr dB(A)	-59	-57	-60
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	33	35	22
Z	**SWL** dB(A)	102	102	102
	CLsr dB(A)	-56	-56	-58
	Cbar dB(A)	0	0	0
	Sub-total dB(A)	46	46	44
AA	**SWL** dB(A)	95	95	95
	CLsr dB(A)	-57	-56	-59
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	38	39	26
AB	**SWL** dB(A)	102	102	102
	CLsr dB(A)	-62	-62	-62
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	30	30	30
AC	**SWL** dB(A)	95	95	95
	CLsr dB(A)	-61	-60	-62
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	34	35	23
AD	**SWL** dB(A)	95	95	95
	CLsr dB(A)	-63	-62	-64
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	32	33	21
BB	**SWL** dB(A)	92	92	92
	CLsr dB(A)	-60	-59	-60
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	32	33	22
CC	**SWL** dB(A)	85	85	85
	CLsr dB(A)	-58	-57	-59
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	27	28	16
DD	**SWL** dB(A)	91	91	91
	CLsr dB(A)	-62	-62	-63
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	29	29	18
	Cfac dB(A)	3	3	3
	CNL dB(A)	55	56	49
	Noise Criteria dB(A)	60	60	60
	Compli-ance	YES	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 5 - Fixed Noise Sources Assessment for the Proposed Development

Westwood Hong & Associates Ltd.

Calculation of Façade Noise Levels from Fixed Noise Sources (Day and Evening Time Periods)

Noise Sources		NSR 112	NSR 122	NSR 125	NSR 126	NSR 139	NSR 150	NSR 226	NSR 227
	X	823422.1	823444	823450.3	823441.9	823414.9	823392.2	823413.9	823399.6
	Y	837152.7	837139.6	837136.1	837124	837138.4	837150.7	837176.8	837178.4
A	**SWL** dB(A)	102	102	102	102	102	102	102	102
	CLsr dB(A)	-49	-47	-46	-47	-49	-51	-50	-51
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	53	55	56	45	43	41	52	41
B	**SWL** dB(A)	100	100	100	100	100	100	100	100
	CLsr dB(A)	-53	-52	-52	-52	-53	-54	-53	-54
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	47	48	48	38	37	36	47	36
C	**SWL** dB(A)	79	79	79	79	79	79	79	79
	CLsr dB(A)	-58	-58	-58	-58	-58	-58	-57	-57
	Cbar dB(A)	0	0	0	0	0	0	0	0
	Sub-total dB(A)	21	21	21	21	21	21	22	22
H	**SWL** dB(A)	93	93	93	93	93	93	93	93
	CLsr dB(A)	-47	-47	-48	-46	-45	-46	-49	-48
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	36	36	35	47	48	47	34	45
J	**SWL** dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	33	33	33	44	44	44	32	42
K	**SWL** dB(A)	93	93	93	93	93	93	93	93
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	31	31	31	42	42	42	30	30
N	**SWL** dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-47	-46	-46	-45	-46	-48	-49	-50
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	35	36	36	47	46	44	33	32
Q	**SWL** dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	26	27	27	37	36	35	25	25
R	**SWL** dB(A)	90	90	90	90	90	90	90	90
	CLsr dB(A)	-59	-58	-58	-58	-59	-59	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	21	22	22	32	31	31	20	20
S	**SWL** dB(A)	91	91	91	91	91	91	91	91
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	21	22	22	32	32	31	21	21
U	**SWL** dB(A)	101	101	101	101	101	101	101	101
	CLsr dB(A)	-58	-57	-57	-57	-57	-58	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	33	34	34	44	44	43	33	33
W	**SWL** dB(A)	90	90	90	90	90	90	90	90
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	24	25	25	35	34	33	23	23
Y	**SWL** dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-56	-55	-54	-54	-56	-56	-56	-57
	Cbar dB(A)	0	0	-10	0	0	0	0	-10
	Sub-total dB(A)	36	37	28	38	36	36	36	25
Z	**SWL** dB(A)	102	102	102	102	102	102	102	102
	CLsr dB(A)	-59	-59	-58	-59	-59	-60	-59	-59
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	43	43	44	33	33	32	43	33
AA	**SWL** dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-56	-55	-55	-56	-56	-57	-57	-57
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	39	40	40	29	29	28	38	28
AB	**SWL** dB(A)	102	102	102	102	102	102	102	102
	CLsr dB(A)	-58	-58	-58	-58	-57	-57	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	34	34	34	44	45	45	34	44
AC	**SWL** dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-58	-57	-57	-57	-58	-59	-59	-59
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	27	28	28	38	37	36	36	26
AD	**SWL** dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	25	26	26	36	36	35	35	25
BB	**SWL** dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-53	-52	-52	-51	-52	-53	-54	-54
	Cbar dB(A)	-10	-10	-10	0	0	0	0	0
	Sub-total dB(A)	29	30	30	41	40	39	38	38
CC	**SWL** dB(A)	85	85	85	85	85	85	85	85
	CLsr dB(A)	-49	-47	-47	-46	-48	-49	-50	-51
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	26	28	28	39	37	36	25	24
DD	**SWL** dB(A)	91	91	91	91	91	91	91	91
	CLsr dB(A)	-59	-59	-59	-58	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	22	22	22	33	32	31	21	21
	Cfac dB(A)	3	3	3	3	3	3	3	3
	CNL dB(A)	58	60	60	58	57	56	57	53
	Noise Criteria dB(A)	60	60	60	60	60	60	60	60
	Compli-ance	YES	YES	YES	YES	YES	YES	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 5 - Fixed Noise Sources Assessment for the Proposed Development
Calculation of Façade Noise Levels from Fixed Noise Sources (Night Time Period)

Westwood Hong & Associates Ltd.

Noise Sources		NSR 501	NSR 520	NSR 601
	X	823474	823490.6	823422.3
	Y	837358.6	837317.4	837401.3
A	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-55	-54	-57
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
B	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-54	-53	-57
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
C	**SWL** dB(A)	79	79	79
	CLsr dB(A)	-49	-52	-43
	Cbar dB(A)	-10	-10	0
	Sub-total dB(A)	20	17	36
H	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-57	-57	-58
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	0	0	0
J	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-59	-58	-60
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	0	0	0
K	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-59	-58	-60
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	0	0	0
N	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-58	-57	-59
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
Q	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-61	-60	-62
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
R	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-62	-62	-63
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
S	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-63	-62	-64
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
U	**SWL** dB(A)	101	101	101
	CLsr dB(A)	-61	-60	-62
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	40	41	29
W	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-60	-59	-61
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
Y	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-59	-57	-60
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
Z	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-56	-56	-58
	Cbar dB(A)	0	0	0
	Sub-total dB(A)	0	0	0
AA	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-57	-56	-59
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
AB	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-62	-62	-62
	Cbar dB(A)	-10	-10	-10
	Sub-total dB(A)	0	0	0
AC	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-61	-60	-62
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
AD	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-63	-62	-64
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
BB	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-60	-59	-60
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
CC	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-58	-57	-59
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
DD	**SWL** dB(A)	0	0	0
	CLsr dB(A)	-62	-62	-63
	Cbar dB(A)	0	0	-10
	Sub-total dB(A)	0	0	0
	Cfac dB(A)	3	3	3
	CNL dB(A)	43	44	40
	Noise Criteria dB(A)	50	50	50
	Compli-ance	YES	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 5 - Fixed Noise Sources Assessment for the Proposed Development
Calculation of Façade Noise Levels from Fixed Noise Sources (Night Time Period)

Westwood Hong & Associates Ltd.

Noise Sources		NSR 112	NSR 122	NSR 125	NSR 126	NSR 139	NSR 150	NSR 226	NSR 227
	X	823422.1	823444	823450.3	823441.9	823414.9	823392.2	823413.9	823399.6
	Y	837152.7	837139.6	837136.1	837124	837138.4	837150.7	837176.8	837178.4
A	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-49	-47	-46	-47	-49	-51	-50	-51
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
B	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-53	-52	-52	-52	-53	-54	-53	-54
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
C	**SWL** dB(A)	79	79	79	79	79	79	79	79
	CLsr dB(A)	-58	-58	-58	-58	-58	-58	-57	-57
	Cbar dB(A)	0	0	0	0	0	0	0	0
	Sub-total dB(A)	21	21	21	21	21	21	22	22
H	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-47	-47	-48	-46	-45	-46	-49	-48
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
J	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
K	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
N	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-47	-46	-46	-45	-46	-48	-49	-50
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
Q	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
R	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-59	-58	-58	-58	-59	-59	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
S	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
U	**SWL** dB(A)	101	101	101	101	101	101	101	101
	CLsr dB(A)	-58	-57	-57	-57	-57	-58	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	33	34	34	44	44	43	33	33
W	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
Y	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-54	-54	-56	-56	-56	-57
	Cbar dB(A)	0	0	-10	0	0	0	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
Z	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-59	-59	-58	-59	-59	-60	-59	-59
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AA	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-55	-56	-56	-57	-57	-57
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AB	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-58	-58	-58	-58	-57	-57	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AC	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-58	-57	-57	-57	-58	-59	-59	-59
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AD	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
BB	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-53	-52	-52	-51	-52	-53	-54	-54
	Cbar dB(A)	-10	-10	-10	0	0	0	0	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
CC	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-49	-47	-47	-46	-48	-49	-50	-51
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
DD	**SWL** dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-59	-59	-59	-58	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
	Cfac dB(A)	3	3	3	3	3	3	3	3
	CNL dB(A)	37	37	38	47	47	46	36	36
	Noise Criteria dB(A)	50	50	50	50	50	50	50	50
	Compli-ance	YES	YES	YES	YES	YES	YES	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)

APPENDIX 6

CUMULATIVE FIXED NOISE SOURCES CALCULATIONS

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 6 - Cumulative Fixed Noise Sources Assessment for the Proposed Development
Calculation of Façade Noise Levels from Fixed Noise Sources (Day and Evening Time Periods)

Westwood Hong & Associates Ltd.

Noise Sources		NSR 112	NSR 122	NSR 125	NSR 126	NSR 139	NSR 150	NSR 226	NSR 227
	X	823422.1	823444	823450.3	823441.9	823414.9	823392.2	823413.9	823399.6
	Y	837152.7	837139.6	837136.1	837124	837138.4	837150.7	837176.8	837178.4
A	SWL dB(A)	102	102	102	102	102	102	102	102
	CLsr dB(A)	-49	-47	-46	-47	-49	-51	-50	-51
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	53	55	56	45	43	41	52	41
B	SWL dB(A)	100	100	100	100	100	100	100	100
	CLsr dB(A)	-53	-52	-52	-52	-53	-54	-53	-54
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	47	48	48	38	37	36	47	36
C	SWL dB(A)	79	79	79	79	79	79	79	79
	CLsr dB(A)	-58	-58	-58	-58	-58	-58	-57	-57
	Cbar dB(A)	0	0	0	0	0	0	0	0
	Sub-total dB(A)	21	21	21	21	21	21	22	22
H	SWL dB(A)	93	93	93	93	93	93	93	93
	CLsr dB(A)	-47	-47	-48	-46	-45	-46	-49	-48
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	36	36	35	47	48	47	34	45
J	SWL dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	33	33	33	44	44	44	32	42
K	SWL dB(A)	93	93	93	93	93	93	93	93
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	31	31	31	42	42	42	30	30
N	SWL dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-47	-46	-46	-45	-46	-48	-49	-50
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	35	36	36	47	46	44	33	32
Q	SWL dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	26	27	27	37	36	35	25	25
R	SWL dB(A)	90	90	90	90	90	90	90	90
	CLsr dB(A)	-59	-58	-58	-58	-59	-59	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	21	22	22	32	31	31	20	20
S	SWL dB(A)	91	91	91	91	91	91	91	91
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	21	22	22	32	32	31	21	21
U	SWL dB(A)	101	101	101	101	101	101	101	101
	CLsr dB(A)	-58	-57	-57	-57	-57	-58	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	33	34	34	44	44	43	33	33
W	SWL dB(A)	90	90	90	90	90	90	90	90
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	24	25	25	35	34	33	23	23
Y	SWL dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-56	-55	-54	-54	-56	-56	-56	-57
	Cbar dB(A)	0	0	-10	0	0	0	0	-10
	Sub-total dB(A)	36	37	28	38	36	36	36	25
Z	SWL dB(A)	102	102	102	102	102	102	102	102
	CLsr dB(A)	-59	-59	-58	-59	-59	-60	-59	-59
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	43	43	44	33	33	32	43	33
AA	SWL dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-56	-55	-55	-56	-56	-57	-57	-57
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	39	40	40	29	29	28	38	28
AB	SWL dB(A)	102	102	102	102	102	102	102	102
	CLsr dB(A)	-58	-58	-58	-58	-57	-57	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	34	34	34	44	45	45	34	44
AC	SWL dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-58	-57	-57	-57	-58	-59	-59	-59
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	27	28	28	38	37	36	36	26
AD	SWL dB(A)	95	95	95	95	95	95	95	95
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	25	26	26	36	36	35	35	25
BB	SWL dB(A)	92	92	92	92	92	92	92	92
	CLsr dB(A)	-53	-52	-52	-51	-52	-53	-54	-54
	Cbar dB(A)	-10	-10	-10	0	0	0	0	0
	Sub-total dB(A)	29	30	30	41	40	39	38	38
CC	SWL dB(A)	85	85	85	85	85	85	85	85
	CLsr dB(A)	-49	-47	-47	-46	-48	-49	-50	-51
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	26	28	28	39	37	36	25	24
DD	SWL dB(A)	91	91	91	91	91	91	91	91
	CLsr dB(A)	-59	-59	-59	-58	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	22	22	22	33	32	31	21	21
	Cfac dB(A)	3	3	3	3	3	3	3	3
	CNL dB(A)	58	60	60	58	57	56	57	53
Planned Noise Sources		45	45	45	45	45	45	45	45
	Cumulative CNL, dB(A)	58	60	60	58	57	57	57	54
	Noise Criteria dB(A)	60	60	60	60	60	60	60	60
	Compli-ance	YES	YES	YES	YES	YES	YES	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 6 - Cumulative Fixed Noise Sources Assessment for the Proposed Development
Calculation of Façade Noise Levels from Fixed Noise Sources (Night Time Period)

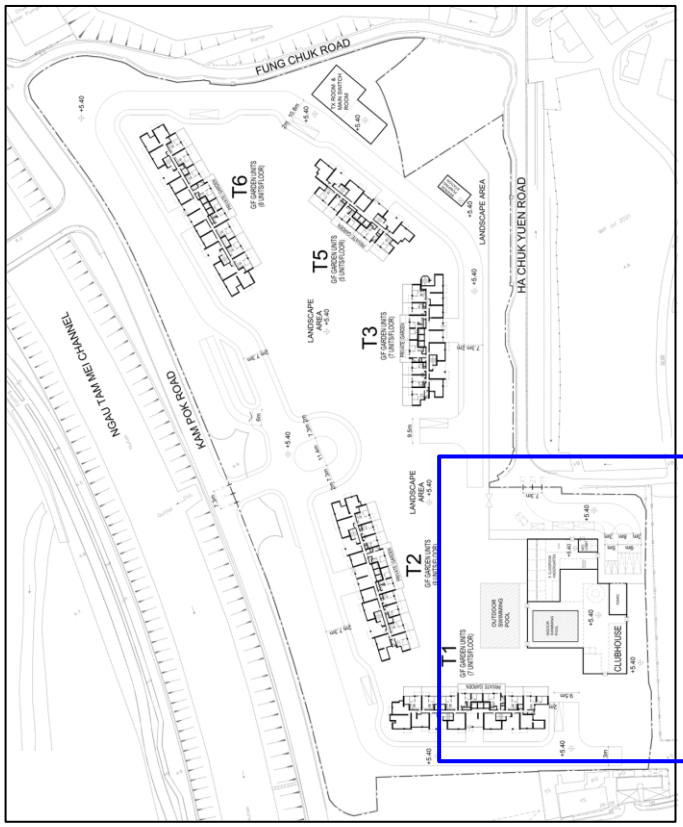
Westwood Hong & Associates Ltd.

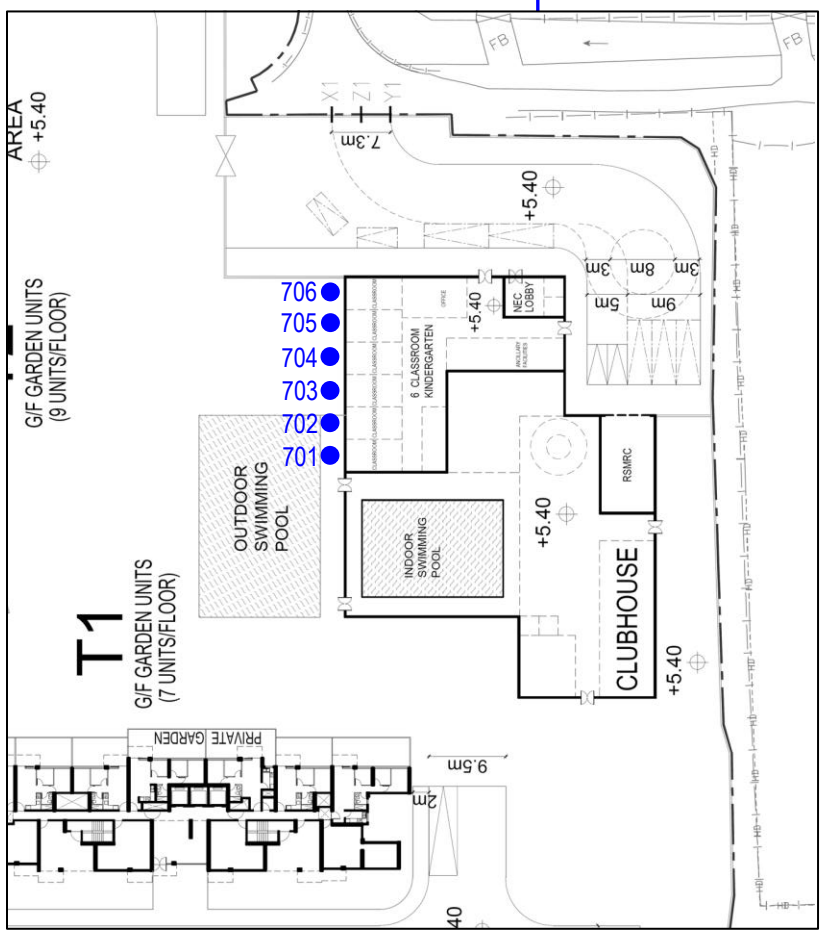
Noise Sources		NSR 112	NSR 122	NSR 125	NSR 126	NSR 139	NSR 150	NSR 226	NSR 227
	X	823422.1	823444	823450.3	823441.9	823414.9	823392.2	823413.9	823399.6
	Y	837152.7	837139.6	837136.1	837124	837138.4	837150.7	837176.8	837178.4
A	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-49	-47	-46	-47	-49	-51	-50	-51
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
B	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-53	-52	-52	-52	-53	-54	-53	-54
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
C	SWL dB(A)	79	79	79	79	79	79	79	79
	CLsr dB(A)	-58	-58	-58	-58	-58	-58	-57	-57
	Cbar dB(A)	0	0	0	0	0	0	0	0
	Sub-total dB(A)	21	21	21	21	21	21	22	22
H	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-47	-47	-48	-46	-45	-46	-49	-48
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
J	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
K	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-52	-52	-52	-51	-51	-51	-53	-53
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
N	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-47	-46	-46	-45	-46	-48	-49	-50
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
Q	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
R	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-59	-58	-58	-58	-59	-59	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
S	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
U	SWL dB(A)	101	101	101	101	101	101	101	101
	CLsr dB(A)	-58	-57	-57	-57	-57	-58	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	33	34	34	44	44	43	33	33
W	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-55	-55	-56	-57	-57	-57
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
Y	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-54	-54	-56	-56	-56	-57
	Cbar dB(A)	0	0	-10	0	0	0	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
Z	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-59	-59	-58	-59	-59	-60	-59	-59
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AA	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-56	-55	-55	-56	-56	-57	-57	-57
	Cbar dB(A)	0	0	0	-10	-10	-10	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AB	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-58	-58	-58	-58	-57	-57	-58	-58
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AC	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-58	-57	-57	-57	-58	-59	-59	-59
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
AD	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-60	-59	-59	-59	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	0	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
BB	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-53	-52	-52	-51	-52	-53	-54	-54
	Cbar dB(A)	-10	-10	-10	0	0	0	0	0
	Sub-total dB(A)	0	0	0	0	0	0	0	0
CC	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-49	-47	-47	-46	-48	-49	-50	-51
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
DD	SWL dB(A)	0	0	0	0	0	0	0	0
	CLsr dB(A)	-59	-59	-59	-58	-59	-60	-60	-60
	Cbar dB(A)	-10	-10	-10	0	0	0	-10	-10
	Sub-total dB(A)	0	0	0	0	0	0	0	0
	Cfac dB(A)	3	3	3	3	3	3	3	3
	CNL dB(A)	37	37	38	47	47	46	36	36
Planned Noise Sources		45	45	45	45	45	45	45	45
	Cumulative CNL, dB(A)	46	46	46	49	49	48	46	46
	Noise Criteria dB(A)	50	50	50	50	50	50	50	50
	Compli-ance	YES	YES	YES	YES	YES	YES	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)

APPENDIX 7

PREDICTED NOISE RESULTS FOR KINDERGARTEN

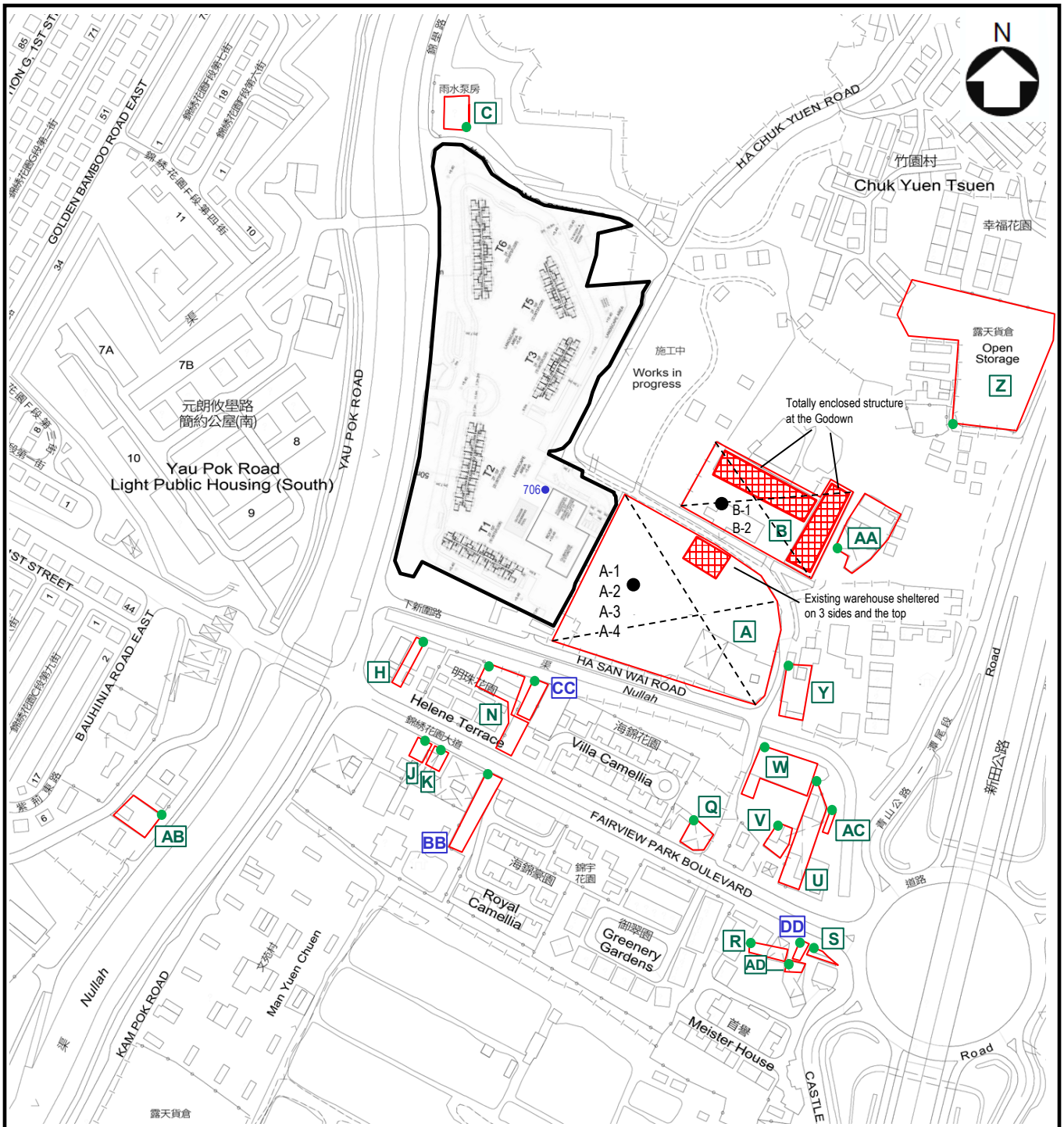




Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Location of Assessment Points for Road Traffic Noise**	**A7-1**

Job No. : 22610
Job Title : Kam Pok Road
Scenario: Predicted Noise Levels, 2046 Taffic Forecast (Unmitigated), Kindergarten

	Receiver					
Level	**701**	**702**	**703**	**704**	**705**	**706**
G/F	57.6	57.3	57.0	56.8	56.5	56.2



Legend

- Identified Industrial Sites
- Notional Source Position of Fixed Noise Sources (ID A & B)
- Location of Fixed Noise Sources
- Location of Assessment Points

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22610 Proposed Residential Development at Lot No. 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	**Location of Assessment Points for Fixed Noise Sources**	**A7-2**

Job Title: Residential Development at Kam Pok Road
Job No.: 22610
Scenario: Appendix 7 - Fixed Noise Sources Assessment for the Kindergarten
Calculation of Façade Noise Levels from Fixed Noise Sources

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		Day and Evening Time Periods	Night Time Period
Noise Sources		NSR 706	NSR 706
	X	823470.8	823470.8
	Y	837191.1	837191.1
A	SWL dB(A)	102	0
	CLsr dB(A)	-47	-47
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	45	0
B	SWL dB(A)	100	0
	CLsr dB(A)	-50	-50
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	40	0
C	SWL dB(A)	79	79
	CLsr dB(A)	-57	-57
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	12	12
H	SWL dB(A)	93	0
	CLsr dB(A)	-51	-51
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	32	0
J	SWL dB(A)	95	0
	CLsr dB(A)	-54	-54
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	31	0
K	SWL dB(A)	93	0
	CLsr dB(A)	-54	-54
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	29	0
N	SWL dB(A)	92	0
	CLsr dB(A)	-51	-51
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	31	0
Q	SWL dB(A)	92	0
	CLsr dB(A)	-56	-56
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	26	0
R	SWL dB(A)	90	0
	CLsr dB(A)	-59	-59
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	21	0
S	SWL dB(A)	91	0
	CLsr dB(A)	-60	-60
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	21	0
U	SWL dB(A)	101	101
	CLsr dB(A)	-57	-57
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	34	34
W	SWL dB(A)	90	0
	CLsr dB(A)	-56	-56
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	24	0
Y	SWL dB(A)	92	0
	CLsr dB(A)	-55	-55
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	27	0
Z	SWL dB(A)	102	0
	CLsr dB(A)	-58	-58
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	34	0
AA	SWL dB(A)	95	0
	CLsr dB(A)	-55	-55
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	30	0
AB	SWL dB(A)	102	0
	CLsr dB(A)	-59	-59
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	33	0
AC	SWL dB(A)	95	0
	CLsr dB(A)	-58	-58
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	27	0
AD	SWL dB(A)	95	0
	CLsr dB(A)	-60	-60
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	25	0
BB	SWL dB(A)	92	0
	CLsr dB(A)	-55	-55
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	27	0
CC	SWL dB(A)	85	0
	CLsr dB(A)	-51	-51
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	24	0
DD	SWL dB(A)	91	0
	CLsr dB(A)	-59	-59
	Cbar dB(A)	-10	-10
	Sub-total dB(A)	22	0
	Cfac dB(A)	3	3
	CNL dB(A)	50	37
Planned Noise Sources		45	45
	Cumulative CNL, dB(A)	52	46
	Noise Criteria dB(A)	60	50
	Compli-ance	YES	YES

Definition of terms:
SWL - the sound power level of fixed noise source, dB(A)
CLsr - the correction for slant distance between the source and the NSR, dB(A)
No. - the number of items of plant operating simulataneously
Cfac - the façade correction, dB(A)
Cbar - the noise reduction by barrier, dB(A). -10dB(A) if the noise sources are totally screened by substantial barrier
CNL - the corrected noise level, dB(A) Leq (30mins)