

Legislative Council Panel on Planning, Lands and Works

Sha Tin New Town, Stage II – remaining engineering works

Supplementary Information

Background

When the Legislative Council Panel on Planning, Lands and Works considered the proposed site formation and engineering infrastructural works at Shui Chuen O and Kau To at its meeting on 5 March 2001, Members requested additional information on the level of aircraft noise at the project area.

Impact of Aircraft Noise in Shui Chuen O and Kau To

2. The noise impact arising from aircraft operation is measured by Noise Exposure Forecast (NEF). For the Hong Kong Airport, the established criterion is NEF25. The contour of NEF25 is shown at Enclosure 1. According to the Hong Kong Planning Standards and Guidelines, certain noise sensitive uses including domestic premises and schools should not be located within the NEF25 contour. Since the whole of Sha Tin New Town including Kau To and Shui Chuen O is outside the NEF25 contour, it is not subject to the above limitation.

3. The current flight path overflying Sha Tin has been adopted since the opening of the new airport in July 1998. The flight path for aircraft descending to the airport crosses over Sha Tin area at a height of around 4500 ft above sea level. The flight path for aircrafts taking off from the airport does not head towards Sha Tin.

4. The Civil Aviation Department has set up a number of Noise Monitoring Terminals throughout the territory to monitor aircraft noise in different locations. The aircraft noise in Sha Tin is monitored through the terminal located at Tai Wai. Tai Wai is selected to monitor aircraft noise because it is underneath and close to the flight path. The location of the Tai Wai Monitoring Station and the flight path are shown at Enclosure 2.

5. The average noise levels recorded in the Tai Wai Monitoring Terminal from October 2000 to December 2000 are as follows:

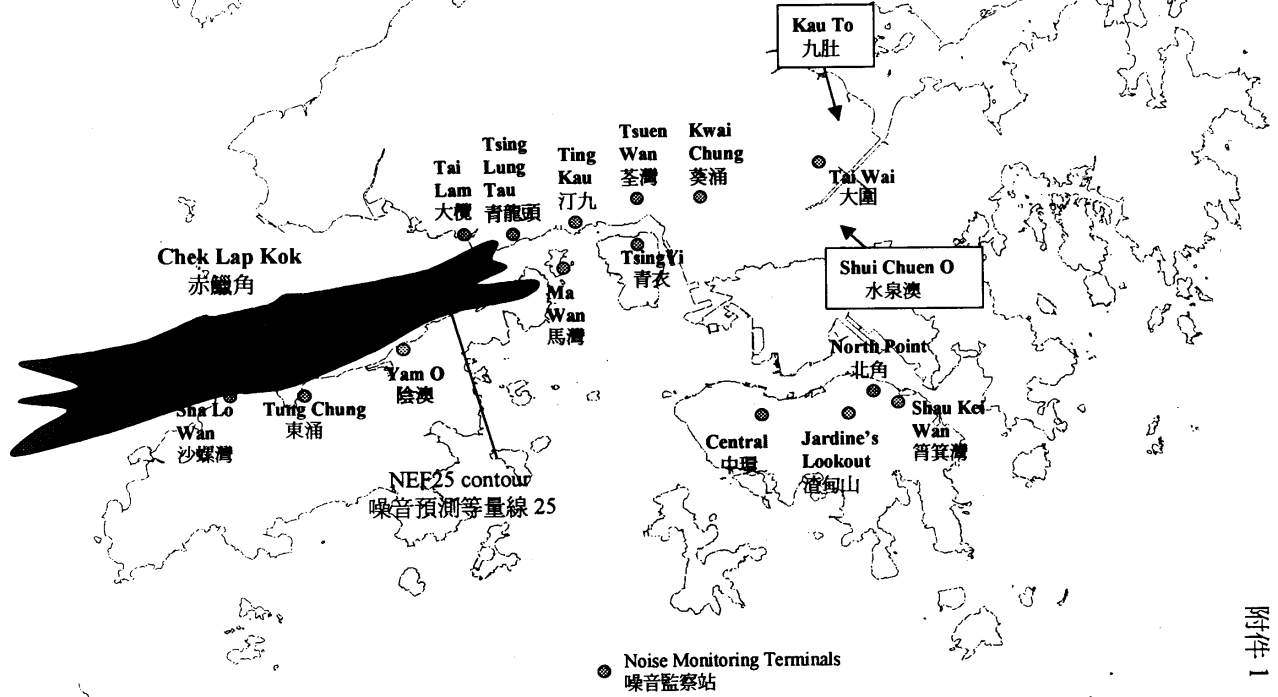
<u>Noise level</u>	<u>Percentage</u>
<65dB(A)	70%
>65dB(A) and ≤ 70 dB(A)	28%
>70dB(A) and ≤ 75 dB(A)	2%

6. Since Shui Chuen O and Kau To are located further away from the flight path as compared to Tai Wai, the level of aircraft noise in these two areas is expected to be smaller.

Territory Development Department
April 2001

NEF25 Contour of Hong Kong Airport

香港機場的噪音預測等量線 25



Hong Kong Airport – Flight Path

香港機場 - 飛機航道

