

Table A4.1a Existing, committed and planned representative NSRs adopted in different types of noise assessment

No. ^[1]	NSR	Uses ^[2]	No. of Storey	Noise Assessment						
				Construction Noise	Road Traffic	Fixed Noise	Aircraft Noise	Railway Noise	Helicopter Noise	Marine Traffic
N1	Residential Premises in Tung Chung East (Planned NSR)	R ^[3]	7 – 58 ^[3]	√	√	√	√	√	√	√
	Schools type premises in Tung Chung East (Planned NSR)	E ^[3]	8 – 11 ^[3]	√	√	√	√			
N2	Residential Premises in Tung Chung West (Planned NSR)	R ^[3]	3 – 38 ^[3]	√	√	√	√	√	√	√
	Schools type premises in Tung Chung West (Planned NSR)	E ^[3]	8 ^[3]				√			
N2-1 ^[4]	Ma Wan Chung	V	1 – 2	√	√					√
N2-2 ^[4]	Ngau Au and Tung Hing	V	1 – 3	√	√					
N2-3 ^[4]	Lam Che	V	1 – 3	√	√					
N2-4 ^[4]	Nim Yuen	V	1 – 3	√	√					
N2-5 ^[4]	Mok Ka	V	1 – 3	√	√					
N2-6 ^[4]	Shek Lau Po	V	1 – 3	√	√	√				
N2-7 ^[4]	Shek Mun Kap	V	1 – 3	√	√					
N2-8 ^[4]	Temple	W	1		√					
N2-9 ^[4]	Prajna Dhyana Temple	W	1 – 2	√	√					
N2-10 ^[4]	Hau Wong Temple	W	2		√					
N2-11 ^[4]	Wong Nai Uk	V	1-3	√						
N3 ^[5]	Reclamation Area next to TCE	R	26 – 42	√	√	√				
		E	8	√	√					
N4	Tung Chung Crescent	R	28 – 50		√					
N9	Yat Tung Estate	R	40	√	√	√				
N10	Sheung Ling Pei	V	1 – 3		√					

No. ^[1]	NSR	Uses ^[2]	No. of Storey	Noise Assessment						
				Construction Noise	Road Traffic	Fixed Noise	Aircraft Noise	Railway Noise	Helicopter Noise	Marine Traffic
N11	Ha Ling Pei	V	1 – 3		√					
N12	Wong Ka Wai	V	1 – 3		√					
N13	Lung Tseng Tau	V	1 – 3	√	√					
N14	YMCA of Hong Kong Christian College	E	6	√	√					
N15	Caritas Charles Vath College	E	6	√	√					
N16 ^[6]	North Lantau Hospital	Hos	10							
N17 ^[7]	Possible Public Housing Development at Tung Chung Area 39	R	40		√					
	Social Welfare Facilities at Tung Chung Area 39	R	4	√	√					
	Possible School Development near Tung Chung Area 39	E, R	2 – 4	√	√					
N18	Temple and Houses in Shek Pik Au	W, V	1 – 2	√	√					
N19	Scattered Houses near Shek Pik Au	V	1	√	√					
N20	Scattered Houses near Tung Chung Bay	V	1 – 2	√	√					
N22	Chek Lap Kok New Village	V	1 - 3	√	√					
N23	Tei Po New Village	V	1 - 3		√					
N25	Shan Ha (Pa Mei)	V	1 - 3	√	√					
N28	Ho Yu College and Ho Yu Primary School	E	7		√					
N29	Caribbean Coast	R	60		√					
N31	Lantau North (Extension) Country Park	O	N/A ^[8]	√	√	√				
N32	Yu Tung Court	R	28-38	√						

Notes:

[1] The assessment will only include NSRs which rely on opened windows for ventilation.

[2] R – Residential Premises, E – Educational Institutions, W – Places of Public Worship, V – Village type development, Hos – Hospital, O – Others.

[3] Landuse according to the Recommended Outline Development Plan (RODP).

- [4] Existing NSRs retained within TCW.
- [5] According to the latest information from the “Proposed Residential / Commercial Development at TCTL 36, Tung Chung”, “Proposed Residential Development at Tung Chung Area 55B, TCTL No. 37” and “Public Rental Housing Development at Area 56, Tung Chung” and approved EIA Report “Expansion of Hong Kong International Airport into a Three-Runway System” (AEIAR-185/2014). Construction of the NAPs at these locations are either completed, on-going, or expected to be completed by Year 2020.
- [6] A site visit has been conducted on February 2014 and found that the North Lantau Hospital does not rely on opened window for ventilation. Thus, the noise standard is not applicable for the North Lantau Hospital.
- [7] The development layout and no. of storey have been based on the “Planning Brief for Public Rental Housing Development at Tung Chung Area 39”.
- [8] N/A – Not applicable.

Table A4.1b Area Sensitivity Rating adopted in different types of noise assessment (Year 2023)

Table A-115 Area Sensitivity Rating adopted in different types of noise assessment (Year 2023)										
No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
Tung Chung East										
N1	B1-1-02	R	Area other than above	NLH	Indirectly Affected	B			√	
	B1-1-03	R	Area other than above		Indirectly Affected	B			√	
	B1-1-05	R	Area other than above		Indirectly Affected	B			√	
	B1-1-07	R	Area other than above		Indirectly Affected	B			√	
	B1-1-09	R	Area other than above		Indirectly Affected	B			√	
	B1-1-10	R	Area other than above		Not Affected	B			√	
	B1-1-11	R	Area other than above		Not Affected	B			√	
	B1-1-12	R	Area other than above		Not Affected	B			√	
	B1-1-13	R	Area other than above		Not Affected	B			√	
	B1-1-14	R	Area other than above		Not Affected	B			√	
	B1-1-15	R	Area other than above		Indirectly Affected	B			√	
	B1-2-01	R	Urban Area		Indirectly Affected	C			√	
	B1-2-06	R	Urban Area		Directly Affected	C			√	
	B1-2-07	R	Urban Area		Directly Affected	C			√	
	B1-2-10	R	Urban Area		Directly Affected	C			√	
	B1-2-11	R	Urban Area		Directly Affected	C			√	
	B1-2-16	R	Urban Area		Indirectly Affected	C			√	
	B1-2-23	R	Urban Area		Indirectly Affected	C			√	
	B1-2-24	R	Urban Area		Indirectly Affected	C			√	
	B1-2-38	R	Urban Area		Indirectly Affected	C			√	
	B1-2-49	R	Urban Area		Indirectly Affected	C			√	
	B1-2-50	R	Urban Area		Indirectly Affected	C			√	
	B1-2-56	R	Urban Area		Indirectly Affected	C			√	
	B1-2-65	R	Urban Area		Indirectly Affected	C			√	
	B1-2-69	R	Urban Area		Indirectly Affected	C			√	
Tung Chung West										
N2	TCW-2-01	R	Area other than above	HKIA	Not Affected	B	√			√

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
	TCW-2-02	R	Area other than above		Not Affected	B	√			
Committed/ Existing Receivers										
N2-6	SLP-003	R	Area other than above	HKIA	Not Affected	B		√		
N3	A55a-001	R	Area other than above	NLH	Not Affected	B		√		
	A56-002	R	Area other than above		Not Affected	B		√		
	A56-003	R	Area other than above		Indirectly Affected	B		√		
	PSc-001	E	Area other than above		Not Affected	B		√		
N9	YTE-005	R	Area other than above	HKIA	Not Affected	B		√		
N31	LNCP-001	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-003	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-004	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-005	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-009	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		

Note:

- [1] North Lantau Highway (NLH) has an Annual Average Daily Traffic (AADT) of 50, 000 in Year 2013 and hence it is considered as an Influencing Factor (IF) due to the daily traffic flow of greater than 30,000 vehicles. In addition, the Hong Kong International Airport (HKIA) is an IF.

Table A4.1c Area Sensitivity Rating adopted in different types of noise assessment (Year 2025)

Table A-1-1: Area Sensitivity Rating adopted in different types of noise assessment (Year 2023)										
No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
Tung Chung East										
N1	B1-1-02	R	Area other than above	NLH	Indirectly Affected	B			√	
	B1-1-03	R	Area other than above		Indirectly Affected	B			√	
	B1-1-05	R	Area other than above		Indirectly Affected	B			√	
	B1-1-07	R	Area other than above		Indirectly Affected	B			√	
	B1-1-09	R	Area other than above		Indirectly Affected	B			√	
	B1-1-10	R	Area other than above		Not Affected	B			√	
	B1-1-11	R	Area other than above		Not Affected	B			√	
	B1-1-12	R	Area other than above		Not Affected	B			√	
	B1-1-13	R	Area other than above		Not Affected	B			√	
	B1-1-14	R	Area other than above		Not Affected	B			√	
	B1-1-15	R	Area other than above		Indirectly Affected	B			√	
	B1-2-01	R	Urban Area		Indirectly Affected	C			√	
	B1-2-06	R	Urban Area		Indirectly Affected	C			√	
	B1-2-07	R	Urban Area		Directly Affected	C			√	
	B1-2-10	R	Urban Area		Indirectly Affected	C			√	
	B1-2-11	R	Urban Area		Directly Affected	C			√	
	B1-2-16	R	Urban Area		Indirectly Affected	C			√	
	B1-2-23	R	Urban Area		Indirectly Affected	C			√	
	B1-2-24	R	Urban Area		Indirectly Affected	C			√	
	B1-2-38	R	Urban Area		Indirectly Affected	C			√	
	B1-2-49	R	Urban Area		Indirectly Affected	C			√	
	B1-2-50	R	Urban Area		Indirectly Affected	C			√	
	B1-2-56	R	Urban Area		Indirectly Affected	C			√	
	B1-2-65	R	Urban Area		Indirectly Affected	C			√	
	B1-2-69	R	Urban Area		Indirectly Affected	C			√	
	D1-1-01	R	Area other than above	HKIA	Indirectly Affected	B		√		

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
Tung Chung West										
N2	TCW-2-01	R	Area other than above	HKIA	Not Affected	B	√			√
	TCW-2-02	R	Area other than above		Not Affected	B	√			
Committed/ Existing Receivers										
N2-6	SLP-003	R	Area other than above	NLH	Not Affected	B		√		
N3	A55a-001	R	Area other than above	NLH	Not Affected	B		√		
	A56-002	R	Area other than above		Not Affected	B		√		
	A56-003	R	Area other than above		Indirectly Affected	B		√		
	PSc-001	E	Area other than above		Not Affected	B		√		
N9	YTE-005	R	Urban Area	HKIA	Not Affected	B		√		
N31	LNCP-001	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-003	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-004	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-005	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-009	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		

Note:

- [1] North Lantau Highway (NLH) has an Annual Average Daily Traffic (AADT) of 50,000 in Year 2013 and hence it is considered as an Influencing Factor (IF) due to the daily traffic flow of greater than 30,000 vehicles. In addition, the Hong Kong International Airport (HKIA) is an IF.

Table A4.1d Area Sensitivity Rating adopted in different types of noise assessment (after Year 2026 before Year 2030)

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
Tung Chung East										
N1	A1-1-01a	R	Urban Area	NLH	Directly Affected	C			√	
	A1-1-01b	R	Urban Area		Directly Affected	C			√	
	A1-1-02a	R	Urban Area		Directly Affected	C			√	
	A1-1-02b	R	Urban Area		Directly Affected	C			√	
	A1-1-03	R	Area other than above		Not Affected	B			√	
	A1-1-04a	R	Urban Area		Not Affected	B			√	
	A1-1-04i	R	Urban Area		Directly Affected	C			√	
	A1-1-05a	R	Urban Area		Not Affected	B			√	
	A1-1-05g	R	Urban Area		Directly Affected	C		√		
	A1-1-05i	R	Urban Area		Directly Affected	C			√	
	A1-1-08c	R	Area other than above		Not Affected	B			√	
	A1-1-09	R	Area other than above		Not Affected	B			√	
	A1-1-19a	R	Area other than above		Not Affected	B			√	
	A1-2-01a	R	Urban Area		Directly Affected	C			√	
	A1-2-01b	R	Urban Area		Directly Affected	C			√	
	A1-2-02a	R	Urban Area		Directly Affected	C			√	
	A1-2-02b	R	Urban Area		Directly Affected	C			√	
	A1-2-03	R	Area other than above		Not Affected	B			√	
	A1-2-04l	R	Urban Area		Directly Affected	C			√	
	A1-2-05l	R	Urban Area		Directly Affected	C			√	
	A1-2-10c	R	Area other than above		Indirectly Affected	B		√	√	
	A1-2-20c	R	Area other than above		Indirectly Affected	B			√	
	A2-4-07	R	Area other than above		Directly Affected	C			√	
	A2-4-08	R	Area other than above		Directly Affected	C			√	
	B1-1-02	R	Area other than above		Indirectly Affected	B			√	
	B1-1-03	R	Area other than above		Indirectly Affected	B			√	
	B1-1-05	R	Area other than above		Indirectly Affected	B			√	

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
	B1-1-07	R	Area other than above		Indirectly Affected	B			√	
	B1-1-09	R	Area other than above		Indirectly Affected	B			√	
	B1-1-10	R	Area other than above		Not Affected	B			√	
	B1-1-11	R	Area other than above		Not Affected	B			√	
	B1-1-12	R	Area other than above		Not Affected	B			√	
	B1-1-13	R	Area other than above		Not Affected	B			√	
	B1-1-14	R	Area other than above		Not Affected	B			√	
	B1-1-15	R	Area other than above		Indirectly Affected	B			√	
	B1-2-01	R	Urban Area		Indirectly Affected	C			√	
	B1-2-06	R	Urban Area		Indirectly Affected	B			√	
	B1-2-07	R	Urban Area		Directly Affected	C			√	
	B1-2-10	R	Urban Area		Indirectly Affected	B			√	
	B1-2-11	R	Urban Area		Directly Affected	C			√	
	B1-2-16	R	Urban Area		Indirectly Affected	C			√	
	B1-2-23	R	Urban Area		Indirectly Affected	C			√	
	B1-2-24	R	Urban Area		Indirectly Affected	C			√	
	B1-2-38	R	Urban Area		Indirectly Affected	C			√	
	B1-2-49	R	Urban Area		Indirectly Affected	C			√	
	B1-2-50	R	Urban Area		Indirectly Affected	C			√	
	B1-2-56	R	Urban Area		Indirectly Affected	C			√	
	B1-2-65	R	Urban Area		Indirectly Affected	C			√	
	B1-2-69	R	Urban Area		Indirectly Affected	C			√	
	D1-1-01	R	Area other than above	HKIA	Indirectly Affected	B		√		
Tung Chung West										
N2	TCW-2-01	R	Area other than above	HKIA	Not Affected	B	√			√
	TCW-2-02	R	Area other than above	HKIA	Not Affected	B	√			
Committed/ Existing Receivers										
N2-6	SLP-003	R	Area other than above	HKIA	Not Affected	B		√		
N3	A55a-001	R	Area other than above	NLH	Not Affected	B		√		

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
	A56-002	R	Area other than above		Not Affected	B		√		
	A56-003	R	Area other than above		Indirectly Affected	B		√		
	PSc-001	E	Area other than above		Not Affected	B		√		
N9	YTE-005	R	Urban Area	HKIA	Not Affected	B		√		
N31	LNCP-001	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-003	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-004	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-005	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-009	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		

Note:

- [1] North Lantau Highway (NLH) has an Annual Average Daily Traffic (AADT) of 50, 000 in Year 2013 and hence it is considered as an Influencing Factor (IF) due to the daily traffic flow of greater than 30,000 vehicles. In addition, the Hong Kong International Airport (HKIA) is an IF.

Table A4.1e Area Sensitivity Rating adopted in different types of noise assessment (Year 2030)

Table A1-1c Area Sensitivity Rating adopted in different types of noise assessment (Year 2050)										
No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
Tung Chung East										
N1	A1-1-01a	R	Urban Area	NLH	Directly Affected	C			√	
	A1-1-01b	R	Urban Area		Directly Affected	C			√	
	A1-1-02a	R	Urban Area		Directly Affected	C			√	
	A1-1-02b	R	Urban Area		Directly Affected	C			√	
	A1-1-03	R	Area other than above		Not Affected	B			√	
	A1-1-04a	R	Urban Area		Not Affected	B			√	
	A1-1-04i	R	Urban Area		Directly Affected	C			√	
	A1-1-05a	R	Urban Area		Not Affected	B			√	
	A1-1-05g	R	Urban Area		Directly Affected	C		√		
	A1-1-05i	R	Urban Area		Directly Affected	C			√	
	A1-1-08c	R	Area other than above		Not Affected	B			√	
	A1-1-09	R	Area other than above		Not Affected	B			√	
	A1-1-19a	R	Area other than above		Not Affected	B			√	
	A1-2-01a	R	Urban Area		Directly Affected	C			√	
	A1-2-01b	R	Urban Area		Directly Affected	C			√	
	A1-2-02a	R	Urban Area		Directly Affected	C			√	
	A1-2-02b	R	Urban Area		Directly Affected	C			√	
	A1-2-03	R	Area other than above		Not Affected	B			√	
	A1-2-04l	R	Urban Area		Directly Affected	C			√	
	A1-2-05l	R	Urban Area		Directly Affected	C			√	
	A1-2-10c	R	Area other than above		Indirectly Affected	B		√	√	
	A1-2-20c	R	Area other than above		Indirectly Affected	B			√	
	A2-4-07	R	Area other than above		Indirectly Affected	B			√	
	A2-4-08	R	Area other than above		Indirectly Affected	B			√	
	B1-1-02	R	Area other than above		Indirectly Affected	B			√	
	B1-1-03	R	Area other than above		Indirectly Affected	B			√	
	B1-1-05	R	Area other than above		Indirectly Affected	B			√	

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
	B1-1-07	R	Area other than above		Indirectly Affected	B			√	
	B1-1-09	R	Area other than above		Indirectly Affected	B			√	
	B1-1-10	R	Area other than above		Not Affected	B			√	
	B1-1-11	R	Area other than above		Not Affected	B			√	
	B1-1-12	R	Area other than above		Not Affected	B			√	
	B1-1-13	R	Area other than above		Not Affected	B			√	
	B1-1-14	R	Area other than above		Not Affected	B			√	
	B1-1-15	R	Area other than above		Indirectly Affected	B			√	
	B1-2-01	R	Urban Area		Indirectly Affected	C			√	
	B1-2-06	R	Urban Area		Indirectly Affected	B			√	
	B1-2-07	R	Urban Area		Directly Affected	C			√	
	B1-2-10	R	Urban Area		Indirectly Affected	B			√	
	B1-2-11	R	Urban Area		Directly Affected	C			√	
	B1-2-16	R	Urban Area		Indirectly Affected	C			√	
	B1-2-23	R	Urban Area		Indirectly Affected	C			√	
	B1-2-24	R	Urban Area		Indirectly Affected	C			√	
	B1-2-38	R	Urban Area		Indirectly Affected	C			√	
	B1-2-49	R	Urban Area		Indirectly Affected	C			√	
	B1-2-50	R	Urban Area		Indirectly Affected	C			√	
	B1-2-56	R	Urban Area		Indirectly Affected	C			√	
	B1-2-65	R	Urban Area		Indirectly Affected	C			√	
	B1-2-69	R	Urban Area		Indirectly Affected	C			√	
	C0-2-01	R	Urban Area	NLH	Not Affected	B			√	
	C0-2-02	R	Urban Area		Not Affected	B			√	
	C1-1-01	R	Urban Area		Not Affected	B			√	
	C1-1-49	R	Urban Area		Not Affected	B			√	
	C2-1-03	R	Urban Area		Not Affected	B			√	
	C2-1-06	R	Urban Area		Not Affected	B		√		
	C2-2-03	R	Area other than above	Not Applicable	Not Affected	B		√		

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
	C2-2-04	R	Area other than above	HKIA	Not Affected	B		√		
	D1-1-01	R	Area other than above		Indirectly Affected	B		√		
	F1-2-03	R	Area other than above		Not Affected	B		√		
	F2-1-02	R	Area other than above		Not Affected	B		√		
Tung Chung West										
N2	TCW-2-01	R	Area other than above	HKIA	Not Affected	B	√			√
	TCW-2-02	R	Area other than above		Not Affected	B	√			
	TCW-1-01	R	Area other than above		Not Affected	B				√
	TCW-1-04	R	Area other than above		Not Affected	B		√		
	TCV-1-01	R	Urban Area		Not Affected	B		√		
	TCV-1-04	R	Area other than above		Not Affected	B		√		
	TCV-1-06	R	Area other than above		Not Affected	B		√		
	TCV-2-01	R	Area other than above		Not Affected	B		√		
	TCV-2-02	R	Area other than above		Not Affected	B		√		
	TCV-3-01	R	Area other than above		Not Affected	B		√		
	TCV-4-02	R	Area other than above		Not Affected	B		√		
	TCV-5a-01	R	Area other than above		Not Affected	B		√		
	TCV-8-01	R	Area other than above		Not Affected	B		√		
Committed/ Existing Receivers										
N2-6	SLP-003	R	Area other than above	HKIA	Not Affected	B		√		
N3	A55a-001	R	Area other than above	NLH	Not Affected	B		√		
	A56-002	R	Area other than above		Not Affected	B		√		
	A56-003	R	Area other than above		Indirectly Affected	B		√		
	PSc-001	E	Area other than above		Not Affected	B		√		
N9	YTE-005	R	Urban Area	HKIA	Not Affected	B		√		
N31	LNCP-001	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-003	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-004	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		
	LNCP-005	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		

No.	NAP	Uses	Type of Area	Influencing Factor	Degree of NSR affected	Area Sensitivity Rating	Noise Assessment			
							Construction Groundborne Noise	Fixed Noise	Railway Airborne Noise	Railway Groundborne Noise
	LNCP-009	O	Not Applicable	Not Applicable	Not Applicable	Not Applicable		√		

Note:

- [1] North Lantau Highway (NLH) has an Annual Average Daily Traffic (AADT) of 50,000 in Year 2013 and hence it is considered as an Influencing Factor (IF) due to the daily traffic flow of greater than 30,000 vehicles. In addition, the Hong Kong International Airport (HKIA) is an IF.