Appendix C

Noise Impact Review

Prepared for

Ten Choice Development Limited

Prepared by

Ramboll Hong Kong Limited

SECTION 16 PLANNING APPLICATION FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP C)" ZONE AT PALM SPRINGS PLAZA (SHOP NOS. G1-G3 & G5-G8), YUEN LONG, NEW TERRITORIES

NOISE IMPACT REVIEW

Date	**30 June 2026**
Prepared by	**Kyle Kam** **Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	
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1. INTRODUCTION

1.1 Background and Objectives

1.1.1 This planning statement is submitted to the Town Planning Board (the Board) under Section 16 of the Town Planning Ordinance to seek permission for proposed Social Welfare Facility (Residential Care Home for the Elderly) use (hereafter referred to as "the Proposed RCHE") at Palm Springs Plaza (Shop Nos. G1-G3 & G5-G8), Yuen Long, New Territories (hereafter referred to as "the Application Premises"). Ramboll Hong Kong Limited (the Consultant) has been commissioned by the Applicant to conduct this Noise Impact Review.

1.2 Project Location and Description

1.2.1 The Palm Springs Plaza is located at the middle of the Palm Springs.

1.2.2 **Figure 1.1** shows the location and the environs of the Palm Springs Plaza.

1.2.3 The approved general building plan of the plaza can be found in **Appendix 1.1**.

1.2.4 The applicant proposes to convert an area of around 974m^2 on the G/F of Palm Springs Plaza (Shop Nos. G1-G3 & G5-G8) to the Proposed RCHE, which will provide 90 private bed spaces. The layout of the Proposed RCHE is shown in **Figure 1.2**.

1.3 Noise Environment Appraisal

1.3.1 The Palm Springs Plaza is located at the middle of the Palm Springs and surrounded by residential houses. The proposed RCHE is located at the western part of the ground floor of the plaza. Therefore, there is no fixed noise sources affecting the proposed RCHE.

1.3.2 The only noise source affecting the proposed RCHE is the Palm Springs Boulevard, which is a local road. The major road in the area, such as the Castle Peak Road and San Tin Highway are located about 380m away from the proposed RCHE with clusters of residential blocks located in between. Therefore, there is no line of sight from the proposed RCHE to these major roads.

1.3.3 Section 2 reviews whether the Proposed RCHE will be subject to any adverse traffic noise impact from the local road.

2. NOISE IMPACT REVIEW

2.1 Scope of Work

2.1.1 The aim of this study is to assess whether the proposed RCHE use on the G/F of Palm Springs Plaza (Shop Nos. G1-G3 & G5-G8) would be subject to any adverse noise impact due to the surrounding road networks. Mitigation measures may be required if any adverse impact is identified.

2.1.2 The Palm Springs Plaza is located at the middle of the Palm Springs which is surrounded by residential houses. The major roads of the area (Castle Peak Road and San Tin Highway) are located far away from the plaza (~ 380m) and are separated by clusters of houses in between. As such, it is considered that the noise impact to be experienced by the proposed RCHE would only be from the Palm Springs Boulevard which is a local road.

2.2 Assessment Data

2.2.1 The assessment concerns the prediction of the maximum hourly L10 road traffic noise level at noise sensitive receivers (NSRs) of the Proposed RCHE due to the projected traffic flow on the adjacent major road networks for year 2042, which is considered as the worst-case scenario within 15 years upon occupation of the Proposed RCHE in year 2027. Traffic flow was predicted by the project traffic consultant – Atkins; and it has been updated based on the latest traffic model. Traffic data will be submitted to Transport Department for comment, and endorsement will be provided once it is available.

2.2.2 The table below is the traffic flow of the segment of Palm Springs Boulevard in front of the Palm Springs Plaza.

Link no	Road	Road Type	Speed Limit (kph)	Weekday	AM Peak	Weekday	PM Peak
L2	Palm Springs Boulevard	Internal Road	50	230 veh/hour	18% Heavy Vehicle	270 veh/hour	16%

2.2.3 Endorsement of the traffic data will be submitted to the Transport Department for comment and endorsement. The reply will be included when it is obtained.

2.3 Review Methodology

2.3.1 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" is applied to predict the hourly L10 noise level generated from road traffic at selected representative noise sensitive receivers (NSRs) of the Proposed RCHE. The predicted noise levels were then compared with the HKPSG noise criterion for assessing the impact.

2.4 Noise Sensitive Receivers and Relevant Criteria

2.4.1 Figure 1.2 shows the proposed layout of the RCHE.

2.4.2 Openable window will be provided for the dormitory room and isolation room. For the isolation room, it is confirmed with the applicant that there will be no diagnostic

activities, i.e. only for sleeping of the sick. Therefore, the traffic noise standard for the RCHE is 70 dB(A) only.

2.4.3 Two representative NSRs are selected for this review, one for the dormitory room and one for the isolation room. **Figure 2.1** shows the location of the two representative NSRs and the associated distance and angle of view from the NSR to the noise source line of the Palm Springs Boulevard.

2.5 Traffic Noise Review

2.5.1 The table below shows the predicted traffic noise level at the representative NSRs. Detailed calculations are shown in **Appendix 2.1**.

Table 2.1 Predicted Plaza (GBP)

Representative NSRs	Traffic Noise Level (AM Peak) L10 dB(A)	Traffic Noise Level (PM Peak) L10 dB(A)
Dormitory Room	66	61
Isolation Room	66	61

2.5.2 The predicted noise level at the representative NSRs is around 61 to 66 dB(A) which is well below the recommended traffic noise level stipulated in Table 4.1 of Chapter 9 Environment of Hong Kong Planning Standards and Guidelines.

2.5.3 Ther future occupant within the proposed RCHE will not be subject to adverse traffic noise impact. No mitigation measures are required.

3. OVERALL CONCLUSION

3.1 Overall Summary

3.1.1 The Applicant proposed to convert an area of around 974m^2 on the G/F of Palm Springs Plaza (Shop Nos. G1-G3 & G5-G8) to the Proposed RCHE, which will provide 90 private bed spaces.

3.1.2 The major noise source for the proposed RCHE is the traffic noise from the Palm Springs Boulevard, which is a local road in front of the plaza. A noise review has been carried out and the predicted traffic noise level at the proposed RCHE is well below the relevant HKPSG's traffic noise standard.

3.1.3 Therefore, there is no adverse traffic noise impact with the implementation of the Proposed RCHE.

Figures

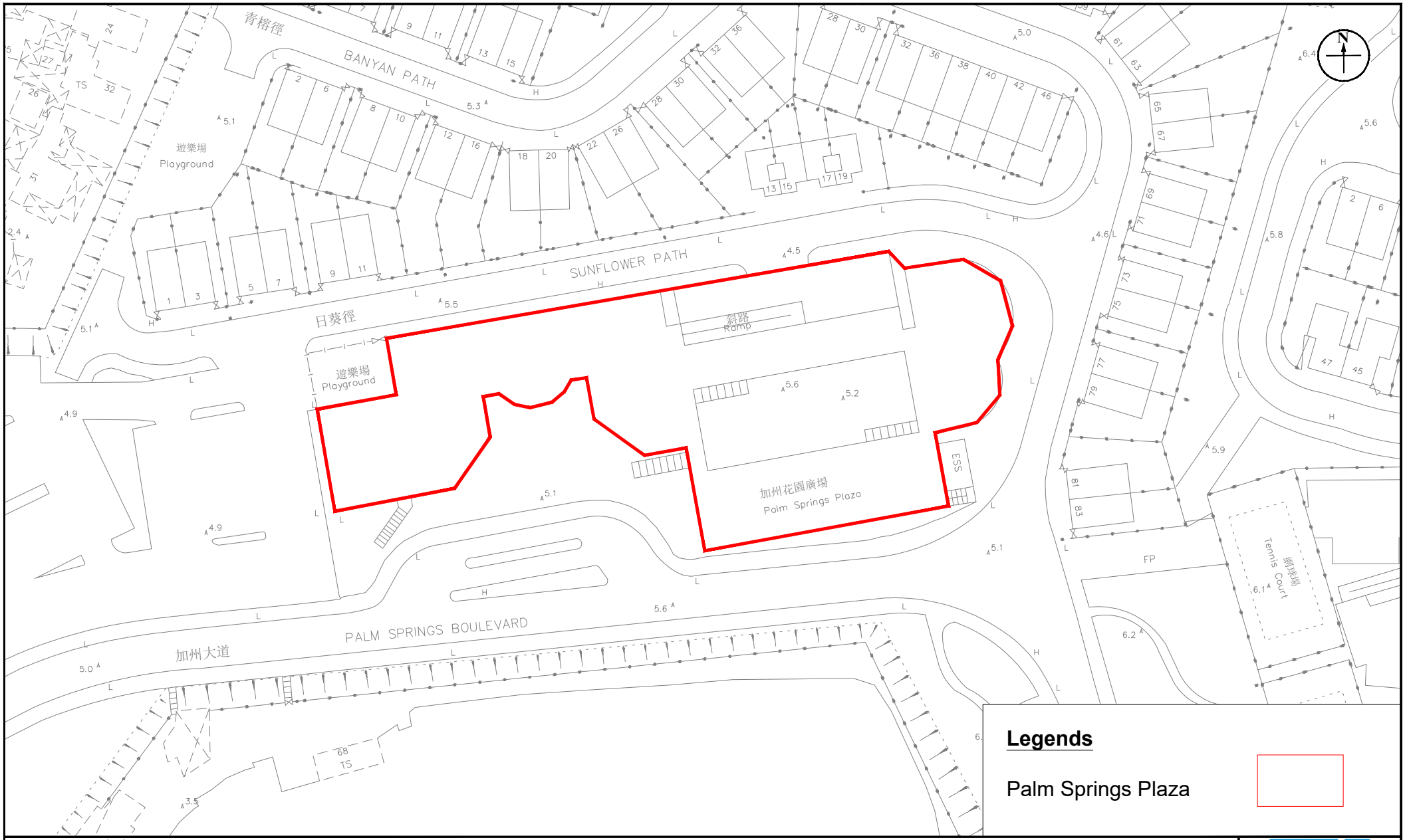

Figure: 1.1	RAMBOLL
Title: Location of Palm Springs Plaza and its Environs	Drawn by: SC
	Checked by: TC
Project: Section 16 Planning Application for Proposed Social Welfare Facility (Residential Care Home for the Elderly) in "Residential (Group C)" Zone at Palm Springs Plaza (Shop Nos. G1-G3 & G5-G8), Yuen Long, New Territories	Rev.: 1.0
	Date: Jun 2026

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Figure 1.2 Layout of RCHE

alliance architects limited
22/F WO FOO COMMERCIAL BUILDING, NO.574-576
NATHAN ROAD, YAU MA TEI, KOWLOON, HK
Tel 2104 2323 Fax 2104 2277 info@alliancehk.com

Project Title:
Section 16 Planning Application for Proposed Social Welfare Facility (Residential Care Home for the Elderly) in "Residential (Group C)" Zone at Palm Springs Plaza(Shop Nos. G1–G3 & G5–G8), Yuen Long, N.T.

REV	DATE	DESCRIPTION	REV	DATE	DESCRIPTION
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Drawn:	Date:	Job No.
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Check: DC	Scale: 1:180	Drawing No.

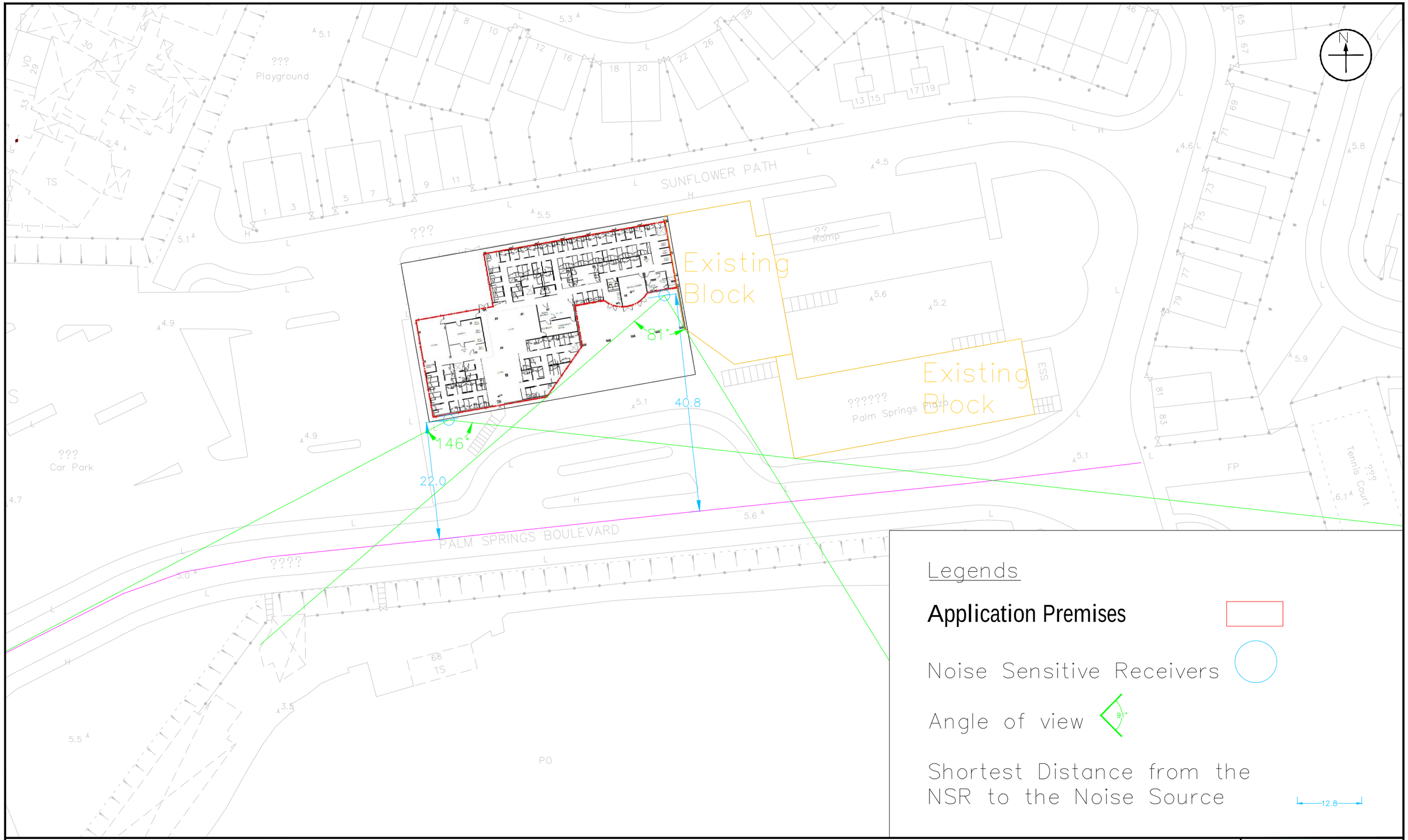

Figure: 2.1	RAMBOLL
Title: Location of 2 Representative Noise Sensitive Receivers	Drawn by: KK
	Checked by: TC
Project: Proposed RCHE at Palm Springs Plaza	Rev.: 1.0
	Date: Jun 2026

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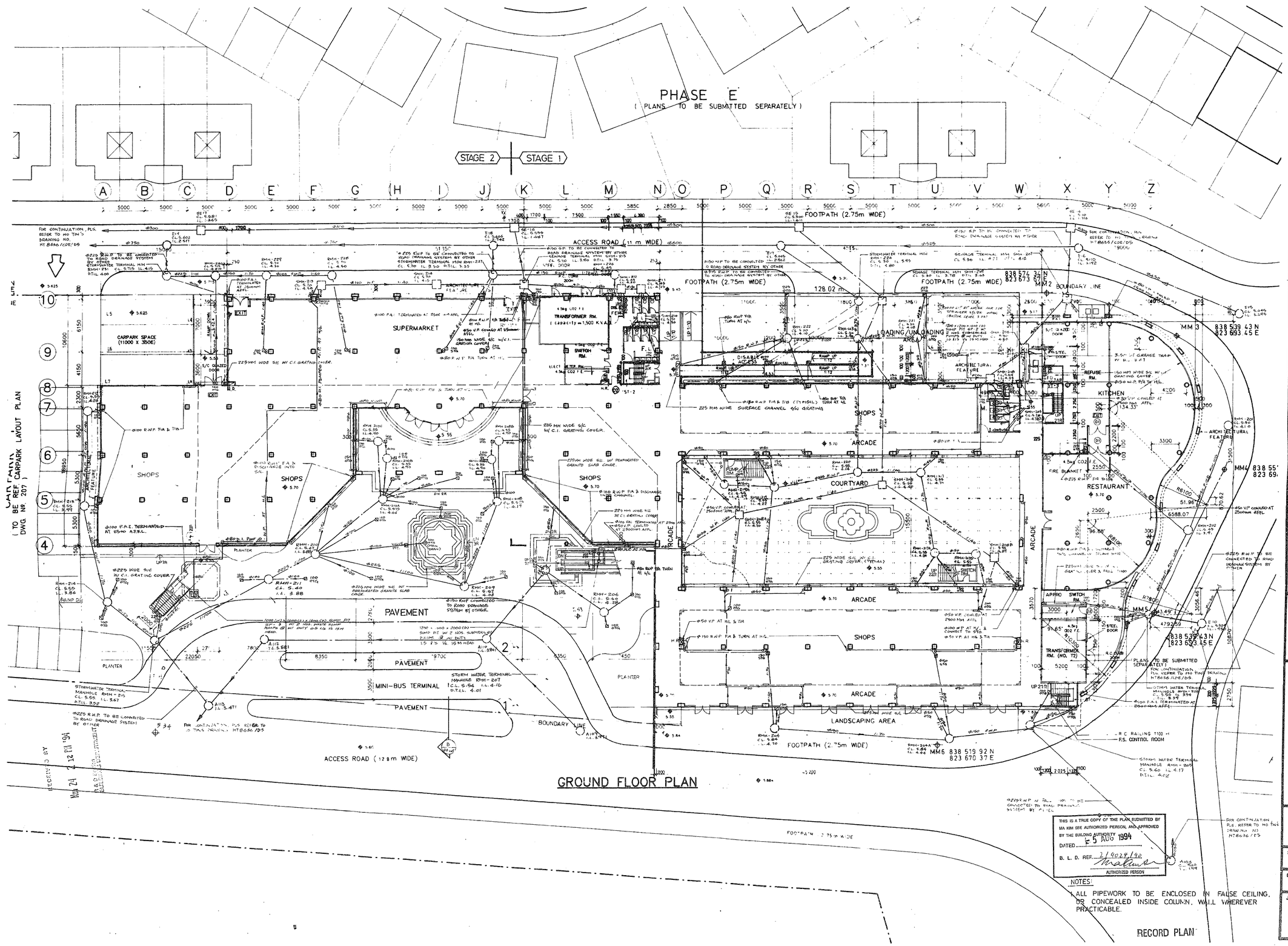
Appendix 1.1 Approved General Building Plan



B.L.D. REFERENCE
2/9024/90
F.S.D. REFERENCE
8/21357
W.W.O. REFERENCE

NO.	REVISIONS / NOTES	DATE	BY
A	GENERAL REVISION AS PER LATEST ARCH. PLAN	1/94	ST.
B	GENERAL REVISION TO SUIT SITE SITUATION	6/94	TC.
C	DRAINAGE LAYOUT REVISED AT ENTRANCE PLAZA	3/94	TC
D	DRAINAGE LAYOUT AT ENTRANCE PLAZA HAS BEEN REVISED	4/94	ST
E	STAGE 2 DRAINAGE LAYOUT HAS BEEN GENERALLY REVISED	7/94	TC

ARCHITECT

MA LEUNG & ASSOCIATES
ARCHITECTS & ENGINEERS (HONG KONG) LTD.
馬梁程顯師事務所(香港)有限公司

PLANNING & LANDSCAPE CONSULTANT

URBIS Urban Travers Morgan Limited

CIVIL & STRUCTURAL CONSULTANT

何田建築工程師有限公司
HO TIN & ASSOCIATES
ARCHITECTS ENGINEERS LIMITED

E & M CONSULTANT

CONSOLIDATED CONSULTING ENGINEERS LTD.
集益顧問工程師有限公司

PROJECT

WO SHANG WAI DEVELOPMENT PHASE I

21 NOV 1994

ALL MEASUREMENT MUST BE CHECKED AT THE WORK BY THE CONTRACTOR

DO NOT SCALE DRAWINGS

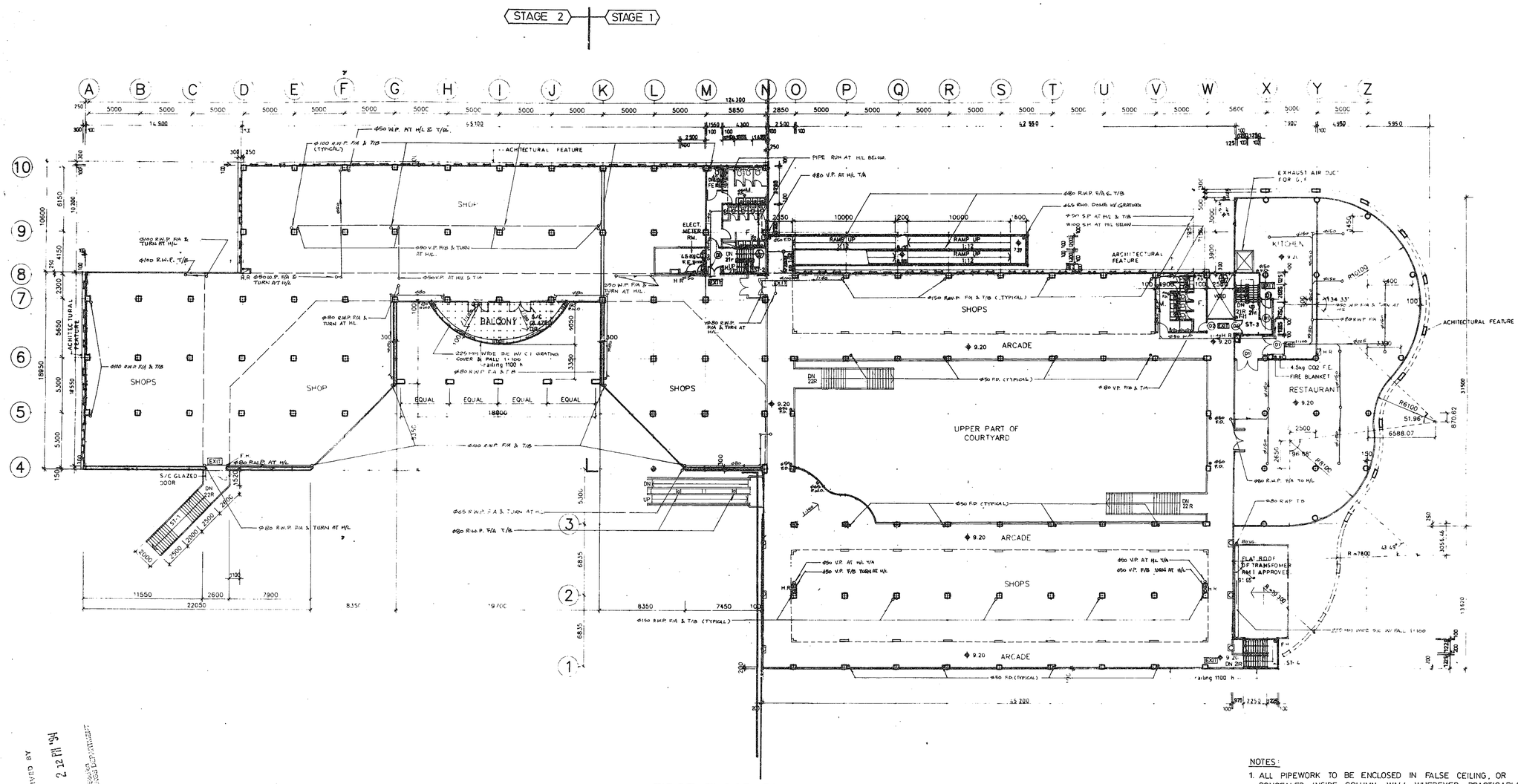
ALL PRINTS SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF THE ARCHITECTS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK

DRAINAGE LAYOUT FOR GROUND FLOOR (COMMERCIAL CENTRE)

SCALE	DATE
1 : 200	SEPT, 92
DRAWN BY	CHECKED BY
JOB NO.	DRAWING NO.	REV.
CCE 484/CC/	D-6	E.

THIS IS A TRUE COPY OF THE PLAN SUBMITTED BY MA KIM SEE AUTHORIZED PERSON, AND APPROVED BY THE BUILDING AUTHORITY
DATED 5 AUG 1994
B. L. D. REF. 2/9024/90
AUTHORIZED PERSON

NOTES:
1. ALL PIPEWORK TO BE ENCLOSED IN FALSE CEILING, OR CONCEALED INSIDE COLUMN, WALL WHEREVER PRACTICABLE.



FIRST FLOOR PLAN

1 : 200

SUPERIMPOSED LOAD = 4kPa
AUTOMATIC SPRINKLER SYSTEM TO BE PROVIDED

NOTES :

1. ALL PIPEWORK TO BE ENCLOSED IN FALSE CEILING, OR CONCEALED INSIDE COLUMN, WALL WHEREVER PRACTICABLE.

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DATED 5 AUG 1994
B. L. D. REF. 2/9024/90
AUTHORIZED PERSON

RECORD PLAN

RECEIVED AT
Nov 24 2 12 PM '94
B.S. & S.D. DIVISION
BUILDING DEPARTMENT

B.L.D. REFERENCE
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W.W.O. REFERENCE

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D	STAGE 2 DRAINAGE LAYOUT HAS BEEN GENERALLY REVISED	7/94	T.C.

ARCHITECT

MA LEUNG & ASSOCIATES
ARCHITECTS & ENGINEERS (HONG KONG) LTD.
馬梁建築師工程師(香港)有限公司

PLANNING & LANDSCAPE CONSULTANT

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HO TIN & ASSOCIATES
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PROJECT

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DRAINAGE LAYOUT FOR FIRST FLOOR (COMMERCIAL CENTRE)

SCALE	DATE
1 : 200	SEPT, 92
DRAWN BY	CHECKED BY

JOB NO.	DRAWING NO.	REV.
CCE484/CC/	D	D

Appendix 2.1 Calculation of the Predicted Traffic Noise at Representative NSRs

Weekday													
Isolation Room	No. of vehicle	Speed	% of HV	BNL [1]	HV Corr. [2]	Façade	Road Surface	Basic Noise Level [3]	Distance	Distance correction [4]	Angle of view	Angle of View Correction [5]	Predicted Noise Level [6]
L2	230	50	18.0	65.8	1.7	2.5	-1.0	69.0	40.8	4.8	81	-3.5	61
Dormitory	No. of vehicle	Speed	% of HV	BNL [1]	HV Corr. [2]	Façade	Road Surface	Basic Noise Level [3]	Distance	Distance correction [4]	Angle of view	Angle of View Correction [5]	Predicted Noise Level [6]
L2	230	50	18.0	65.8	1.7	2.5	-1.0	69.0	22	2.1	146	-0.9	66
													66

Weekend

Isolation Room	No. of vehicle	Speed	% of HV	BNL [1]	HV Corr. [2]	Façade	Road Surface	Basic Noise Level [3]	Distance	Distance correction [4]	Angle of view	Angle of View Correction [5]	Predicted Noise Level [6]
L2	270	50	16.0	66.5	1.3	2.5	-1.0	69.4	40.8	4.8	81	-3.5	61
Dormitory	No. of vehicle	Speed	% of HV	BNL [1]	HV Corr. [2]	Façade	Road Surface	Basic Noise Level [3]	Distance	Distance correction [4]	Angle of view	Angle of View Correction [5]	Predicted Noise Level [6]
L2	270	50	16.0	66.5	1.3	2.5	-1.0	69.4	22	2.1	146	-0.9	66
													66

Remark

[1] BNL =10*LOG(No. of vehicle)+42.2
[2] HV Corr. = 33*LOG(Speed+40+(500/Speed))+10*LOG(1+(5*% of HV/Speed))-68.8
[3] Basic Noise Level = BNL + HV Corr. + Façade + Road Surface
[4] Distance Correcetion = 10*LOG(Distance/13.5)
[5] Angle of View Correction = 10*LOG(Angle of View/180)
[6] Predicted Noise Level = Basic Noise Level - Distance Correction + Angle of View Correction