Appendix B

Written Confirmation from Traffic Consultant

[redacted]

From: Cheung, Enoch [redacted]
Sent: Thursday, 15 October 2026 4:36 PM
To: Tony Cheng
Cc: [redacted]
Subject: RE: Fw: Planning Application No. A/YL-MP/417 - Methodology of Traffic Forecasting for Noise Impact Assessment
Attachments: Figure 001.pdf; NIA-00.pdf

Categories: Traffic

Dear Tony,

We write to **confirm** that the **Methodology of Traffic Forecasting for Noise Impact Assessment**, as prepared by AtkinsRéalis Asia Limited and endorsed by the Transport Department, has been strictly adopted in the preparation of the traffic forecast data. Accordingly, the validity of the traffic data is confirmed.

For your reference and record, please find below the Transport Department's endorsement. This endorsement should be duly documented in the Noise Impact Review.

Thank you.

Best Regards,

Enoch Cheung [redacted]

[redacted]

AtkinsRéalis

From: [redacted]@td.gov.hk>
Sent: 28 September 2026 17:10
To: Ho, Steven [redacted]
Cc: [redacted]
Subject: Re: Fw: Planning Application No. A/YL-MP/417 - Methodology of Traffic Forecasting for Noise Impact Assessment

Dear Steven,

We have no comment on the proposed peak hour traffic forecast for the captioned assessment from traffic engineering perspective.

Best regards,

[redacted]

Transport Department
[redacted]

From: "Ho, Steven" [redacted]
To: [redacted]@td.gov.hk
Cc: [redacted]
Date: 21/09/2026 02:50 PM
Subject: Fw: Planning Application No. A/YL-MP/417 - Methodology of Traffic Forecasting for Noise Impact Assessment

---

Dear [redacted]

As discussed , see you have any comment on the below traffic forecasting methodology as given in the below email.

Thanks

Steven Ho

From: Cheung, Enoch [redacted]
Sent: Wednesday, August 19, 2026 3:25 PM
To: [redacted]@td.gov.hk [redacted]
Cc: [redacted]
Subject: Planning Application No. A/YL-MP/417 - Methodology of Traffic Forecasting for Noise Impact Assessment

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

Methodology of Traffic Forecasting for Noise Impact Assessment

Dear [redacted]

We are the traffic consultant for Planning Application No. A/YL-MP/417. A traffic forecast has been undertaken to support the Noise Impact Assessment (NIA) for the proposed development and to facilitate the assessment of potential environmental impacts. The traffic forecasting methodology adopted for the NIA is outlined below. The methodology establishes the future traffic demand and forecasts traffic flows on road links within the study area, as shown in **Figure 001.pdf**.

The application site is located at Palm Springs Plaza (Shop Nos. G1-G3 & G5-G8), Yuen Long, New Territories. The existing retail GFA of the Palm Springs Plaza is around 6,186.5 m^2. The subject planning application proposed to convert about 973.8 m^2 GFA (i.e., Shops Nos G1 – G3 & G5 – G8) into the Proposed RCHE (Residential Care Home for the Elderly) with **90 private bed spaces**. The remaining 5,212.7 m^2 GFA (i.e., 6,186.5 - 973.8) would remain as retail uses. The tentative conversion is targeted to be completed by **2027**.

For the purpose of the NIA, a long-term traffic forecast has been prepared for the road links within the study area. **Year 2042**, being **15 years after the anticipated completion year**, has been adopted as the design year for the assessment in accordance with the NIA requirements.

Manual traffic count surveys were undertaken on a typical weekday in **May 2026**, during the periods of **07:00-09:00** and **17:00-19:00**. Based on the survey findings, the identified peak hours were **07:30-08:30** for the morning peak and **18:00-19:00** for the evening peak.

To derive the future background traffic demand, a general traffic growth rate of **0.5% per annum** has been applied between **2026 and 2042**. Given that the study area is located within the Palm Springs development, the adopted growth rate is considered conservative and appropriate for the assessment.

The traffic generation associated with the proposed development has been compared against that of the existing retail use based on reference trip rates obtained from the Transport Planning and Design Manual (TPDM) and supporting traffic survey data. The assessment indicates that the proposed RCHE development would result in **no net increase** in peak-hour traffic generation and attraction when compared with the existing approved retail use.

Adopted Trip Rates

Land Use	Trip Rates				
	Unit	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	pcu/hr/100 m^2 GFA	0.2296	0.2434	0.3100	0.3563
RCHE (1)	pcu/hr/bed	0.0220	0.0220	0.0320	0.0320

Remark: (1) Reference to Golden Age Home for Senior Citizens at Castle Peak Road – Tam Mi in Yuen Long

Traffic Generation Comparation

Land Use	Trip Generation / Attraction (pcus/hr)				
	Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Proposed Scenario (A)					
Retail	5,213 m^2	12	13	16	19
Proposed RCHE	90 beds	2	2	3	3
	Total (A)	*14*	*15*	*19*	*22*
Existing Scenario (B)					
Retail	6,187 m^2	14	15	19	22
	Total (B)	*14*	*15*	*19*	*22*
	Total (A) - Total (B)	***0***	***0***	***0***	***0***

As the assessment demonstrates **no net increase** in peak-hour traffic generation and attraction, no additional development traffic has been assumed in the future-year traffic forecast.

Accordingly, the surveyed traffic flows (vehicles/hour) were projected to Year 2042 by applying the background traffic growth rate of **0.5% per annum** between 2026 and 2042. As the proposed development would result in **zero net traffic impact**, no additional development traffic was added, and the Year 2042 design traffic flows comprise background growth traffic only.

The composition of heavy vehicles (HV%) for each road link was established based on vehicle classification data collected during the traffic survey. The HV% was calculated as the combined percentage of vehicle types (LGV, MGV, HGV, Container Truck, Light Bus, Double Deck Bus, Single Deck Bus, Coach and Tram/LRT), with all other vehicle types classified as Non-HV%.

Based on the methodology described above, the **Year 2042 design traffic flows** for the AM and PM peak hours, together with the corresponding composition of heavy vehicles (HV%) for key road links, have been prepared for the NIA. The forecast traffic data are attached for your reference in **NIA-00.pdf**.

Should you have no comments on the above traffic forecasting methodology, we would be grateful if you could provide a **no-comment response** to facilitate our onward submission to the Environmental Protection Department (EPD).

Given the tight programme of the Planning Application, your reply by **26 August 2026** would be highly appreciated.

Should you have any queries regarding the above, please feel free to contact Mr. Steven Ho at [redacted] or reply to this email for further liaison.

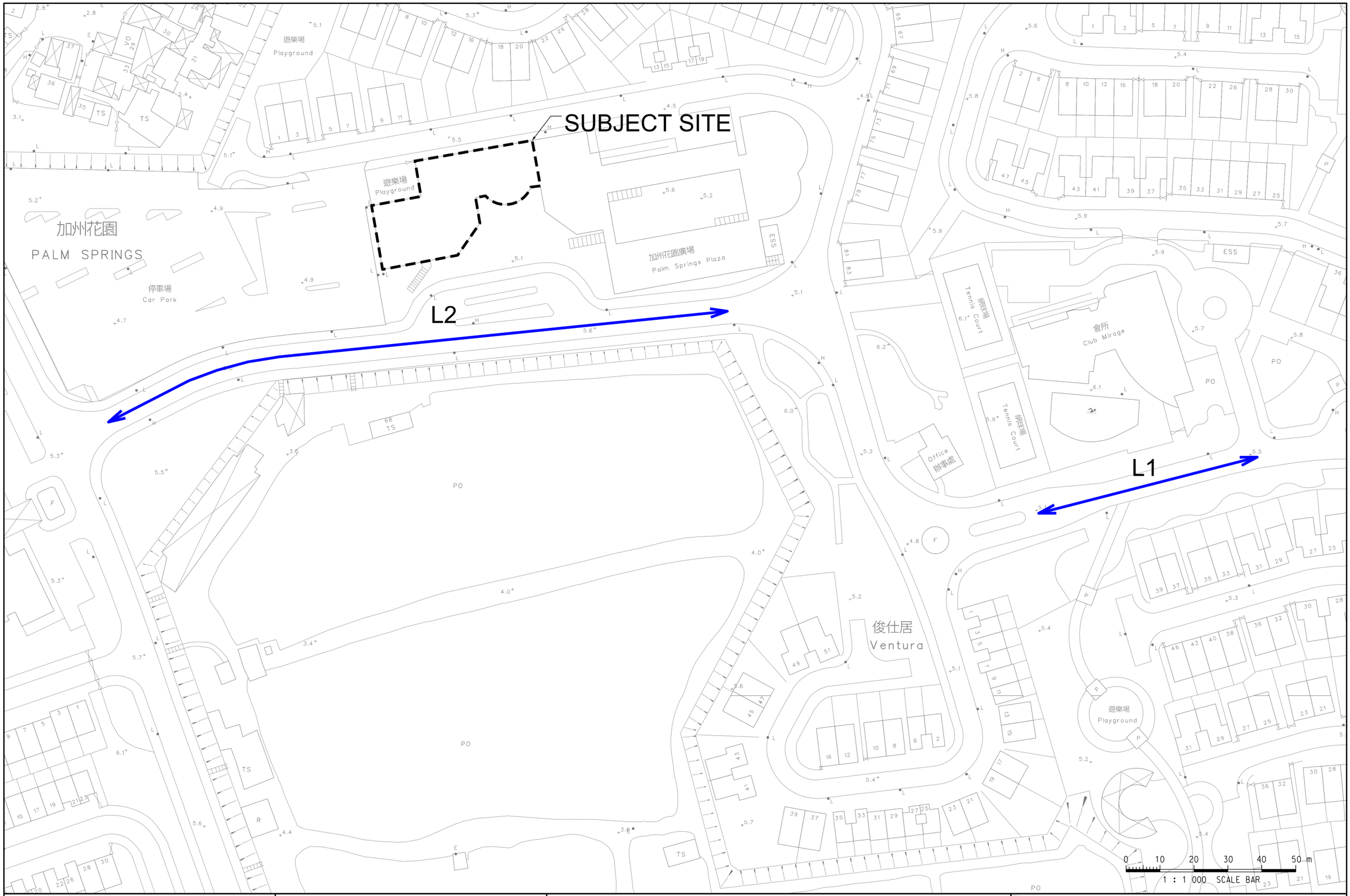
Thank you for your kind attention.

Best Regards,

Enoch Cheung [redacted]

[redacted]

AtkinsRéalis



PRINTED BY: CHEU8310 12/06/2026 11:01:23
FILENAME: \\wsatkins.com\Project\CN\CNHKA\Project\5233072_SHKREA_Traffic\28.00 Working and Temporary\1140 Palm Springs\CAD\NIA-00\Figure SK-001.dgn
MODEL NAME: Default

AtkinsRéalis

SECTION 16 PLANNING APPLICATION
FOR PROPOSED RCHE IN EXISTING
COMMERCIAL CENTRE OF PALM SPRINGS

Title

ROAD INDEX

Scale at A3	Date	Figure No.
1 : 1,000	JUN 2026	001

NIA-00.pdf

2042 Peak Hour Traffic Flows and HV%

Link No.	Road	Road Type	Speed Limit (kph)	Weekday AM Peak		Weekday PM Peak	
				Total Vehicle (veh/hr)	HV%	Total Vehicle (veh/hr)	HV%
L1	Palm Springs Boulevard	Internal Road	50	290	20%	345	17%
L2	Palm Springs Boulevard	Internal Road	50	230	18%	270	16%