

## 2. THE PROPOSED DEVELOPMENT

### 2.1 Site Location

2.1.1 The existing site is a vacant site in at Tai Po Kau which is bounded by Po Leung Kuk Tin Ka Ping Millennium Primary School to the north, Japanese International School to the west, Tai Po Road-Tai Po Kau to the south and a vacant site to the east.

2.1.2 The subject site location is shown in **Figure 2.1**.

### 2.2 Proposed Development Schedule

2.2.1 According to latest Schedule of Accommodation (SoA), this complex (with 12,534m<sup>2</sup> GFA approx.) will comprise of a variety of social services and facilities as summarized in **Table 2.1**.

**Table 2.1 Proposed Development Schedule**

Facilities	Places/ GFA
Special Child Care Centre (SCCC)	100 Places
Care and Attention Home providing Continuum of Care (CoC Home)	289 Places
Foster Care Services (FCS) and Agency-based Enhancement of Professional Staff Support Service (ABPSS)	95.4m <sup>2</sup> GFA
Staff Training Unit (STU)	85 Places
Child Care Centre (CCC)	65 Places
<b>Small Group Home (SGH)</b>	<b>30 Places</b>

### 2.3 Permanent Vehicular Access

2.3.1 A 7.3m wide vehicular access is proposed at Tai Po Road-Tai Po Kau as shown in **Figure 2.2**.

2.3.2 The section of the central divider close to the proposed vehicular access will be demolished for the provision of a designated northbound right-turn lane for the ingress development traffic.

2.3.3 All development ingress/egress vehicles can operate in all traffic movements.

2.3.4 Currently there is a lamp post (ID: EB4724) outside the proposed run-in/out. This lamp post will need to be relocated to a suitable location by Works Agent. The Works Agent for undertaking the works will need to be agreed with relevant Government Departments at later stage.

### 2.4 Temporary Vehicular Access during Construction Stage

2.4.1 The temporary construction vehicular access is proposed at Tai Po Road-Tai Po Kau. (i.e. similar to permanent vehicular access). All construction vehicles will be operated via a left-in and left-out traffic arrangement.

**Table 4.6 Summary of Planned / Committed Developments in the Vicinity**

Application No.	Planned Development	Completion Year	Development Scale	Traffic Generations (pcu/hr)			
				AM Peak		PM Peak	
				Gen.	Att.	Gen.	Att.
Y/TP/28 <sup>(1)</sup>	Proposed Housing Development [at Tsiu Hang]	Unknown	2,198 Flats	158	94	63	82
A/TP/656 <sup>(1)</sup> (TPTL 244)	Proposed Housing Development with Proposed Social Welfare Facility (Residential Care Home for the Elderly) [at Yau King Lane]	Phase 1: 2023 Phase 2A: 2024 Phase 2B: 2024	Phase 1: 576 Phase 2A: 607 Phase 2B: 688	136	81	55	71
B5	Public Housing Development at To Yuen Tung <sup>(3)</sup>	2032-2033	2,400 Flats <sup>(3)</sup>	150	102	71	96
Tai Po Town Lot 230 <sup>(2)</sup>	Proposed Residential Development at Tai Po Town Lot No.230, Tai Po Kau, Tai Po	N.A.	GFA: 24,128m <sup>2</sup> (approx. 135 house) <sup>(3)</sup>	34	27	29	42
Tai Po Town Lot 231	Proposed Residential Development at Tai Po Town Lot No.231, Tai Po Kau, Tai Po	N.A.	GFA: 5,450m <sup>2</sup> 23 House	8	7	7	10
Tai Po Town Lot 234 <sup>(2)</sup>	Proposed Residential Development at Tai Po Town Lot No. 234	N.A.	GFA: 21,003m <sup>2</sup> (approx. 163 house) <sup>(3)</sup>	29	24	26	37
Tai Po Town Lot 241 <sup>(2)</sup>	Proposed Residential Development	N.A.	GFA: 9357m <sup>2</sup> (approx. 116 house) <sup>(3)</sup>	14	11	12	17
<b>Total</b>				<b>529</b>	<b>346</b>	<b>263</b>	<b>355</b>

Note: (1) Traffic Generations are estimated based on trip rate of Private Housing: High Density (Average Flat Size 60m<sup>2</sup>) in TPDM Vol 1 Chap 3 Appendix, the trip rate is presented as below

Development	Average Flat Size	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing	60m <sup>2</sup>	0.0718	0.0425	0.0256	0.0370

(2) Traffic Generations are estimated based on trip rate of Private Housing: Low-Density (Average Flat Size 300m<sup>2</sup>) in TDPM Vol 1 Chap 3 Appendix, the flat number are based on GFA/house ratio in TPTL Lot 231. The trip rate is presented as below

Development	Average Flat Size	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing	300m <sup>2</sup>	0.3252	0.2609	0.2835	0.4074

(3) Since the nos. of house are not available at the time of preparation of the TIA report, the traffic generation of the development sites are based on estimated flat size with total GFA. The latest development scale are updated accordingly to the best available public information.

4.3.3 The distribution of the adjacent planned/ committed developments traffic is presented in Figure 4.1.

#### 4.4 Reference Year Traffic Forecasts

4.4.1 The 2033 Reference traffic flows are derived as follows:

$$= 2021 \text{ Observed Traffic Flows} \times (1+1.83\%)^{(2026-2021)} \times (1+0.4\%)^{(2029-2026)} \times (1+0.3\%)^{(2033-2029)} \\ + \text{Adjacent Planned/Committed Developments Traffic}$$