

**S.16 Planning Application for Eating Place (Restaurant)  
at Ground Floor (Portion) of an Existing Building  
known as Tao Miao Institute, No. 13 Au Pui Wan Street,  
Fo Tan, New Territories**

**TRAFFIC REVIEW REPORT**

Reference: 80109-R01-02

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Prepared by: 8FM Consultancy Limited

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# 1 INTRODUCTION

## 1.1 Background

The Applicant intends to seek planning permission for the Section 16 Planning Application for Eating Place (Restaurant) at Ground Floor (Portion) of an Existing Building known as Tao Miao Institute, No. 13 Au Pui Wan Street, Fo Tan, New Territories (“Eating Place”).

The Eating Place is located at Au Pui Wan Road, the location is shown in **Figure 1.1**.

Comments from Transport Department was received on 23 September 2024. The Applicant was required to conduct Traffic Review to demonstrate that Eating Place would not cause adverse traffic impact to Au Pui Wan Street. 8FM Consultancy Limited was therefore commissioned as the traffic consultant to carry out a Traffic Review in support of this planning application.

## 1.2 Study Objectives

The objectives of this Traffic Review are listed as follows:

- To review the development schedule and the existing traffic conditions in the vicinity of the Eating Place;
- To present and evaluate the internal transport facilities of the Eating Place;
- To assess the operation traffic impacts associated with the Eating Place;
- To consider traffic improvement proposals, if necessary.

## 2 EATING PLACE

### 2.1 The Site Location

The Eating Place is located in No. 13 Au Pui Wan Street, Fo Tan, New Territories, it can be accessible via a single track road branching from Au Pui Wan Street. The location of the project site is shown in **Figure 1.1**.

### 2.2 The Development Schedule

The application premises occupies the ground floor (portion) of an existing building known as Tao Miao Institute, comprising 4 storeys in different usage purposes.

The Eating Place situates on a portion of the ground floor at Tao Miao Institute, being utilized as a restaurant. Subject to a previously approved application (No. A/ST/751), it has been approved for use as eating place (canteen) and in operation since 2013. The current application seeks to continue providing an eating place (restaurant) at the application premises. Key development parameters of the Eating Place are tabulated in **Table 2.1**.

**Table 2.1 Key Development Parameters**

Proposed Use	Eating Place
Operation Hours	7:00am-10:00pm (Monday – Sunday, including Public Holiday)
Total Floor Area	Approximately 710m <sup>2</sup>

### 2.3 Internal Transport Facilities

In accordance to the planning statement, the internal transport facilities to be provided in the project site are summarized in **Table 2.2**, which have met the parking standards for commercial facilities stipulated in HKPSG. At present, there is a 4m-wide ingress/egress point exclusively for the Eating Place. The layout of internal transport facilities is shown in **Figure 2.1**.

**Table 2.2 Internal Transport Facilities**

Type of Ancillary Transport Facilities	Size	Provision based on Applicant's Operational Needs
Private Car Parking Spaces	5m(L) x 2.5m(W)	10
L/UL Parking Space	11m(L) x 3.5m(W)	1

## 3 EXISTING TRAFFIC SITUATION

### 3.1 Existing Road Network

The Eating Place is located at southeast of Au Pui Wan Street, and it can be accessible from Au Pui Wan Street via a local unnamed road. The existing condition of the connecting carriageways are summarized as follows:

- Unnamed Road is a single track access road branching from Au Pui Wan Street, connecting Au Pui Wan Street in the northeast to the project site in the southwest. Acting as single carriageway with 1-lane-2 way operation, it serves as the exclusive path for the traffic generated and attracted by the Eating Place.
- Au Pui Wan Street is served as a district distributor which is mainly a single-two carriageway, connecting Tat Yip Lane in the northwest and Fo Tan MTR Station in the southeast.

### 3.2 Public Transport Facilities

The Eating Place can be immediately accessible by taking the public transportation. The Fo Tan MTR Station is located within 100m or about 2-minute walkable distance away from the project site. Other than the railway, the site is well supported by public transport facilities. The area is served by over 11 bus routes and 5 minibus routes within 5-minute walkable distance.

Details of these public transport services are presented in **Table 3.1** and **Figure 3.1**.

**Table 3.1 Public Transport Facilities Close to Project Site**

Route	Routing	Peak Frequency (minutes)
KMB 48P	Fo Tan Chun Yeung Estate ↔ Hong Kong Garden	07:35, 08:05, 18:05, 18:35 (Fixed shift)
KMB 85	Fo Tan Chun Yeung Estate ↔ Kowloon City Ferry	20 - 30
KMB 88X	Sui Wo Court ↔ Ping Tin	20 - 30
KMB 285	Fo Tan Chun Yeung Estate ↔ Shatin Central (Circular)	15 - 30
KMB 285A	Fo Tan Chun Yeung Estate ↔ Fo Tan Station (Circular)	07:00, 07:15, 07:45, 08:15 (Fixed shift)
City Bus 798	Fo Tan Chun Yeung Estate ↔ Tiu Keng Leng Station	10 - 35
City Bus 798X	Fo Tan Chun Yeung Estate ↔ Tseung Kwan O Industrial Estate	07:00, 07:55, 18:20 (Fixed shift)
City Bus 989	Fo Tan Chun Yeung Estate ↔ Mun Sang College Hk Island	07:05, 07:20, 07:40, 08:05 (Fixed shift)
GMB 60K	Fo Tan Cottage Area (Kwei Tei New	4 - 6

	Village) ↔ Shatin Station	
GMB 60P	Fo Tan Chun Yeung Estate ↔ Shatin Station	2 - 3
GMB 62K	Shatin Lodge ↔ Shatin Station	7 - 15
GMB 65K	Wong Nai Tau Bus Terminus ↔ Fo Tan MTR Station Bus Terminus	10 - 20
KMB 73A	Fan Ling ↔ Yu Chui Court	20 - 30
KMB 80M	Kowloon Tong Station ↔ Sui Wo Court	07:05, 07:30 (Fixed shift)
KMB 81K	Sun Tin Wai ↔ Sui Wo Court	15 - 20
KMB 163B	Chuk Yuen Estate ↔ Star Ferry	10 - 25

The Eating Place benefits from the availability and the excellent connectivity of public transport services in the vicinity. In this regard, it is reasonable to believe that the traffic generation/attraction rates for the Eating Place would be lower.

## 4 TRAFFIC REVIEW

In order to review the parking activities near the Eating Place, traffic surveys were conducted on 1 November 2024 (Friday) during the operation period, i.e. from 7:00am to 10:00pm.

### 4.1 Kerbside Activity Survey

#### 4.1.1 Survey Purpose

The traffic survey was conducted to review the kerbside activities in the critical section of Au Pui Wan Street, analysing the correlation of Eating Place and illegal parking at the concerned area. The study area is indicated in **Figure 4.1**, where stopping restrictions are enforced from 7:00am to 7:00pm.

#### 4.1.2 Survey Result

The kerbside activities are summarised in **Table 4.1**.

**Table 4.1 Kerbside Activities on Au Pui Wan Street**

Time Interval	Trip Purpose				Total
	Pick-up/Drop-off	L/UL	Parking	Waiting <sup>(i)</sup>	
07:00 - 08:00	5	-	-	-	5
08:00 - 09:00	12	-	-	3	15
09:00 - 10:00	6	2	-	4	12
10:00 - 11:00	-	-	-	7	7
11:00 - 12:00	-	1	-	5	6
12:00 - 13:00	1	-	-	5	6
13:00 - 14:00	1	-	-	-	1
14:00 - 15:00	-	-	-	3	3
15:00 - 16:00	-	-	-	5	5
16:00 - 17:00	-	-	-	3	3
17:00 - 18:00	1	-	-	5	6
18:00 - 19:00	7	-	-	5	12
19:00 - 20:00	4	-	-	1	5
20:00 - 21:00	3	-	-	-	3
21:00 - 22:00	2	-	1	-	3
<b>Subtotal</b>	<b>42</b>	<b>3</b>	<b>1</b>	<b>46</b>	<b>92</b>

Notes:

(i) "Waiting" refers to the activities with motorists awaiting in the cars, the waiting time is less than 15min.

As shown in Table 4.1, parking activity (only one case) was rarely observed in the concerned section of Au Pui Wan Street, while the waiting activity was more prevalent and was found to be associated with the nearby construction site. Therefore, there was no evidence to suggest that the illegal parking on Au Pui Wan Street was correlated with the Eating Place.



## 4.2 Survey of Parking Spaces

### 4.2.1 Survey Purpose

The traffic survey with observation was conducted to investigate the utilization of both internal parking within the project site and external parking in the vicinity, reviewing the correlation of Eating Place and illegal parking in the concerned area.

### 4.2.2 Survey Result

Based on the observation in survey, the utilization and availability of both internal and external parking are summarised as below:

- **Internal Parking:**

Parking inside the project site is sufficiently provided, with 1-2 vacant parking spaces available during business operation hour.

- **External Parking:**

**Figure 4.2** refers, there are two parking lots within walking distance of the project site. The survey was conducted to investigate the occupancy of parking lots and the results were tabulated in **Table 4.2**. These parking lots were observed to have an utilization rate of less than 50% for the hourly parking spaces and should be able to provide available parking spaces for the Eating Place if needed.

**Table 4.2 Occupancy of Parking Spaces**

Time Interval	威力工業中心停車場	中建電訊大廈停車場
Hourly Parking Spaces Available	3x	12x
07:00 - 08:00	2	5
08:00 - 09:00	2	5
09:00 - 10:00	2	5
10:00 - 11:00	2	5
11:00 - 12:00	2	3
12:00 - 13:00	3	2
13:00 - 14:00	3	5
14:00 - 15:00	3	7
15:00 - 16:00	3	8
16:00 - 17:00	3	8
17:00 - 18:00	3	8
18:00 - 19:00	3	7
19:00 - 20:00	3	8
20:00 - 21:00	3	8
21:00 - 22:00	3	8

Given that both internal and external parking options can accommodate the demand, it is reasonable to conclude that the Eating Place will not lead to on-street parking issues on Au Pui Wan Street.

## **5 Summary and Conclusion**

### **5.1 Summary**

The Applicant intends to seek the Town Planning Board permission to utilise ground floor (portion) of an existing building known as Tao Miao Institute as Eating Place (Restaurant) at No. 13 Au Pui Wan Street, Fo Tan, New Territories.

In order to review whether Eating Place would cause adverse traffic impact (i.e. illegal parking activities) to Au Pui Wan Street or not, traffic surveys with observation have been carried out in the critical area of Au Pui Wan Street on 1 November 2024 (Friday) during the development operation hours, i.e. from 7:00am to 10:00pm.

Based on the result of kerbside activity survey, parking activity was rarely observed at the concerned section of Au Pui Wan Street, there was no evidence to suggest that the illegal parking was correlated with the Eating Place. For the survey result of parking spaces in the vicinity, it indicated that the supply of internal and external parking spaces exceeded the demand generated by the Eating Place; therefore no on-street parking issues are anticipated on Au Pui Wan Street.

### **5.2 Conclusion**

The findings of this study show that the Eating Place will not cause adverse traffic impact (i.e. illegal parking activities) to Au Pui Wan Street. The Eating Place is therefore supported from the traffic engineering point of view at this stage.

# Figures

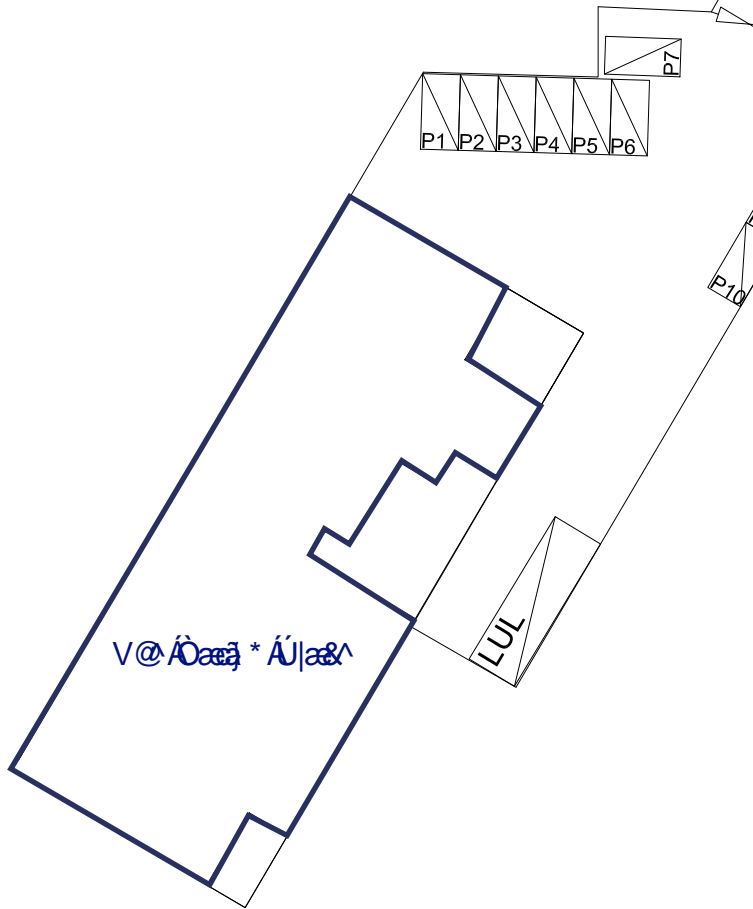


Proposal - Eating Place (Restaurant) in Ground Floor (Portion) of an Existing Building know as Tao Miao Institute No.13 Au Pui Wan Street, Fo Tan, Sha Tin, New Territories	
Drawing Title - Site Location	
Figure 1.1	Rev. - ---
Scale - 1:1500@A4	Date - Nov 2024





AU PUI WAN STREET



Proposal - Eating Place (Restaurant) in Ground Floor (Portion) of an Existing Building know as Tao Miao Institute No.13 Au Pui Wan Street, Fo Tan, Sha Tin, New Territories

Drawing Title - Ground Floor Plan

Figure 2.1

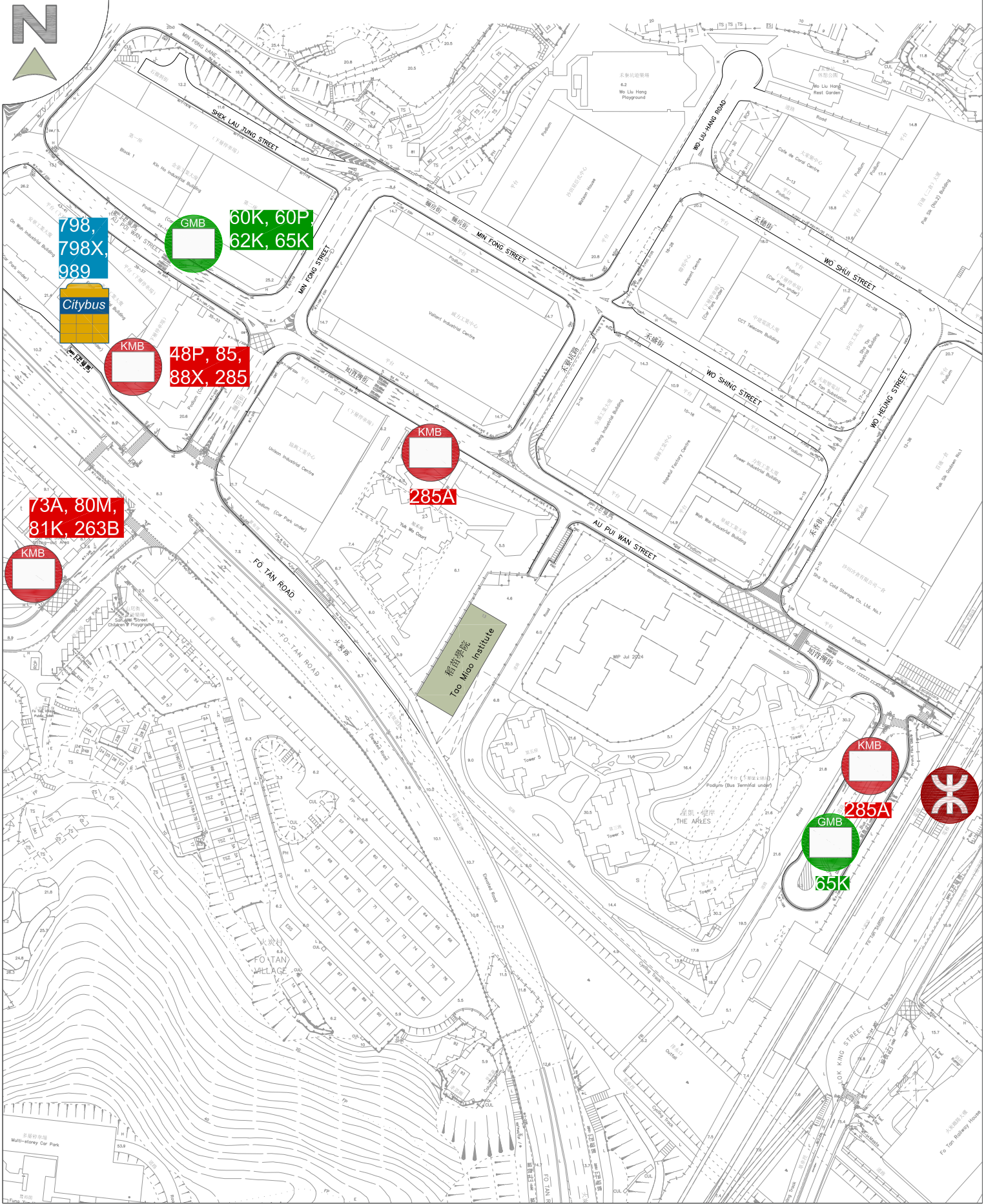
Rev. - ---

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Date - October 2024

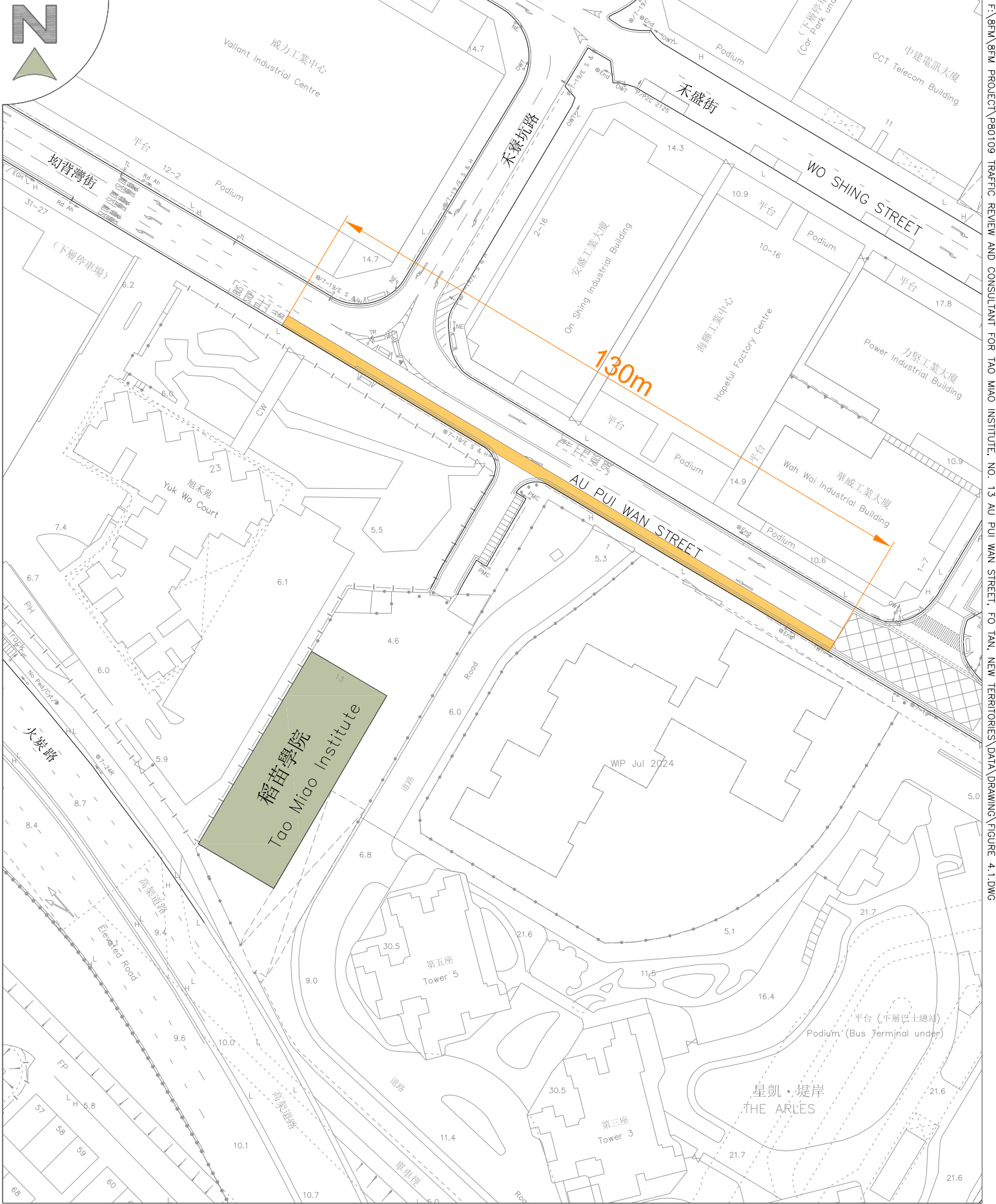







Proposal - Eating Place (Restaurant) in Ground Floor (Portion) of an Existing Building know as Tao Miao Institute No.13 Au Pui Wan Street, Fo Tan, Sha Tin, New Territories	
Drawing Title - Public Transport Facilities	
Dwg. No. - Figure 3.1	Rev. - ---
Scale - 1:2000@A4	Date - October 2024

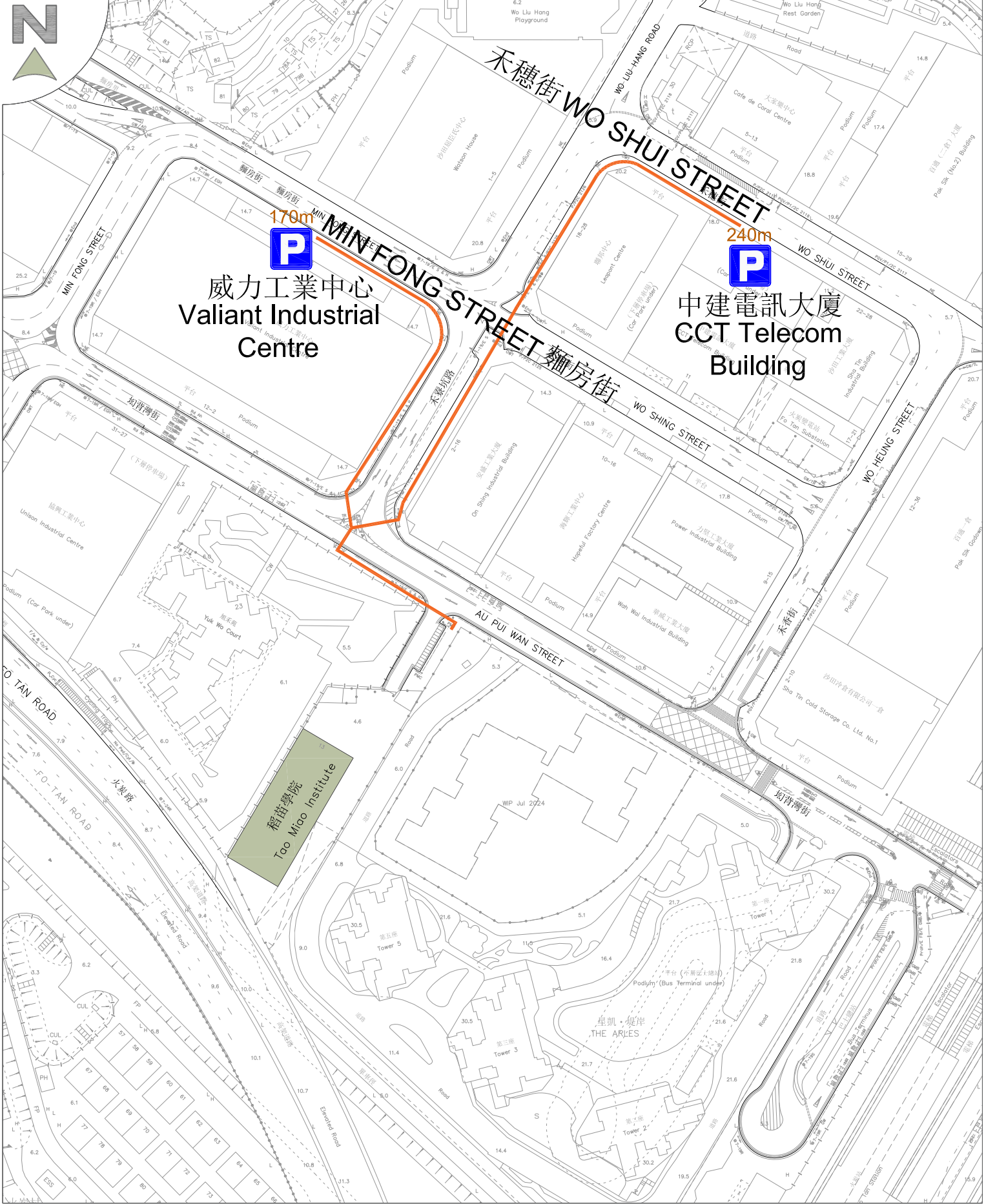




F:\BFM\8FM PROJECT\P80109 TRAFFIC REVIEW AND CONSULTANT FOR TAO MIAO INSTITUTE, NO. 13 AU PUI WAN STREET, FO TAN, NEW TERRITORIES\DATA\DRAWING\FIGURE 4.1.DWG

Proposal - Eating Place (Restaurant) in Ground Floor (Portion) of an Existing Building know as Tao Miao Institute No.13 Au Pui Wan Street, Fo Tan, Sha Tin, New Territories	
Drawing Title - Study Area of Kerbside Activity Survey	
Figure 4.1	Rev. - ---
Scale - 1:1000@A4	Date - Nov 2024
	





<p>Proposal - Eating Place (Restaurant) in Ground Floor (Portion) of an Existing Building know as Tao Miao Institute No.13 Au Pui Wan Street, Fo Tan, Sha Tin, New Territories</p>	
<p>Drawing Title - Parking Lots in the Vicinity</p>	
<p>Figure 4.2</p>	<p>Rev. - ---</p>
<p>Scale - 1:1500@A4</p>	<p>Date - Nov 2024</p>

