

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Adrian Tsz Hin TAM/PLAND

From: Alex Wan <[REDACTED]>
Sent: Tuesday, July 28, 2026 7:52 AM
To: William Shu Tai WONG/PLAND <wstwong@pland.gov.hk>
Subject: Resubmission for Response to Comments of TD

Good morning Mr Wong

Re: Response to Transportation Department Resubmission
This resubmission supersedes the one submitted on the 27th July 2026

I've attached the Response to the TD, totalling 4 documents:

1. Response Statement
2. Site Traffic FD Histogram
3. Vehicle Swept Path Analysis 04A
4. Site Entrance Setting Out Rev. A

Thank you very much for your assistance!

Kind regards, Alex
The Applicant

Lots 395 RP, 396 S.A ss.2 RP, 396 S.A ss.2 S.A,
396 S.A ss.3, 396 S.A ss.4, 396 S.A ss.5, 396 S.A ss.6,
396 S.A ss.7, 396 S.A ss.8, 396 S.A ss.9, 396 S.A ss.10,
396 S.A ss.11 S.A, 396 S.A ss.11 R.P, 396 S.A ss.12,
396 S.A ss.13, 396 S.A ss.14, 396 S.A RP, 397, 403, 404 S.B,
405 RP, 408 RP, 409 S.A RP, 409 S.B RP in D.D.41 and the
adjoining Government Land

Proposed Temporary Holiday Camp, Place of Recreation, Sports or
Culture (Hobby Farm), Field Study/Education/Visitor Centre, and
Public Vehicle Park (excluding Container Vehicle) for a period of 3 years
in “Village Type Development”, “Recreation (1)”, and the areas are
shown as ‘Road’ of various Lots in D.D 41 and the adjoining
Government Land, Sha Tau Kok, New Territories.

Comments from TD:

1. The previous comments on items (i), (iii), (vi), (vii) & (viii) are not yet addressed; and
2. It is noted that a car park barrier is provided at Field Study/Education/Visitor Centre Activities Area. The applicant should clarify whether car parking and loading/unloading spaces would be provided.

Response to the Transport Department (TD)

Thank you for your comments on the above Application.

The Applicant anticipates that the Hobby Farm attraction development would work well and would certainly increase traffic flow in the area. However, the development would not have a

significant impact on local traffic or nearby road links, as it is relatively small and is expected to be busy only on weekends and holidays.

The Applicant is a local indigenous resident, and he knew that traffic flow is relatively low on the Sha Tau Kok Road – Shek Chung Au Section. In particular, the long, straight road along the Application Site, where traffic congestion does not usually occur.

With Sha Tau Kok recently opened to tourists, there are fewer commercial vehicles and more coach and tourist drivers in Sha Tau Kok on weekends and holidays; the traffic flow is the same as usual.

As stated in the Particulars of a Development Proposal filed with the Application, under the development's Operation and Management Plan, all facilities for the proposed hobby farm, including the car park, must follow the pre-booking policy. The car park is limited to 32 parking spaces and is available on a first-come, first-served basis.

According to the attached Vehicle Access Histogram, assuming the same vehicle would make a second trip to the Application Site, the estimated Vehicle Frequency Density (FD) to the Application Site is six (6) vehicles per hour at the peak time in the morning. Traffic FD would be expected to increase on weekends to about ten (10) vehicles per hour with diversity, which is equal to one visiting vehicle to the Application Site every six minutes at the weekend peak time. The traffic flow increment is still minimal and acceptable.

Nevertheless, we will also advise and encourage all visitors to use public transport or share a car with other visitors when visiting the Application Site, to promote sustainable transportation practices and minimise the impact on nearby road links and junctions. The Application Site is located between Sun Tsuen and Tong To, where bus and minibus stops are just a few minutes' walk either side. With the new KMB 277A express service now in operation, the distance between Sha Tau Kok and the city has been shortened, and traffic network connectivity is much easier than before. Given this, promoting green travel to the Application Site is more feasible.

Even though the Application Site is generally flat with level access from the single carriageway (Sha Tau Kok Road), the run-in/Run-out to and from the Application Site is one of our most concerning issues. For safety reasons, our proposed vehicle entry, turning, drop-off, pick-up,

loading & unloading, and exit can be managed within the site area, as demonstrated by the attached Site Entrance Setting Out Rev A and Vehicle Swept Path Analysis Rev A. The ten-meter-wide site entrance opening between trees will provide clear vision for drivers to ensure traffic and pedestrian safety at both site entry points on the main road.

A run-in/run-out buffer zone, approximately 7 meters long, has been reserved between the edges of the pavement and the code-operated car park barrier, designed to allow visiting vehicles to drive directly into the Application Site without the need to stop or queue on the main road. Run-in/Run-out of the Application Site will be managed by staff, when necessary, as part of the traffic management plan for construction and post-construction.

Pedestrian and traffic safety are always our priority. The Application Site is located between the two villages of Tong To and Sun Tsuen; it was part of a large area of empty land, with very few pedestrians passing by. Still, site safety measures and management will be in place during construction and throughout operation. The highway department will be informed to establish site entrances and display traffic signs such as 'Pedestrians in Road Ahead' and 'SLOW Concealed Entrance Ahead'.



Images are from Google Search

Furthermore, notices and reminders about the development, including the contact details of the designated person, will be given to the local Rural Committee and the village representatives. In addition, during construction and operation, staff will manage pedestrians, direct traffic when necessary, and maintain the green belt, etc., to create acceptable and smooth working conditions and to minimise the impact on local people, the environment, and nearby road links.

Apart from the car park barrier, there will be a proposed main metal gate right in front of the Application Site next to the pavement, which will be locked and opened manually by staff during construction and post-construction to prevent illegal parking at the Application Site. Parking alongside the main road outside the subject site seems unlikely, as it would occupy the pavement and part of the main road. The Applicant could have the proposed CCTV cover those outside areas and add them to the site monitoring and management list; once illegal parking is found outside the subject site, staff will inform the police accordingly.

A car park barrier will be provided at the Field Study/Education/Visitor Centre Activities Area for site health & safety reasons. This area is designed mainly for staff/contractor welfare and building materials unloading & storage during the construction period. There are no public car parking spaces in this area; parking is for staff only: two staff parking spaces and two reserved parking spaces. All public car parks are located on the north-west of the main road.

Dated: 26th July 2026

A handwritten signature in black ink, appearing to read 'Wan Kwok Man'.

Wan Kwok Man

The Applicant

Dated: 26th July 2026

Hobby Farm, Camp Site, Field Study/Education & Public Car Park

25 Plots of Land (Allotments), 32 Car Parking Spaces and 18 Camping Slots

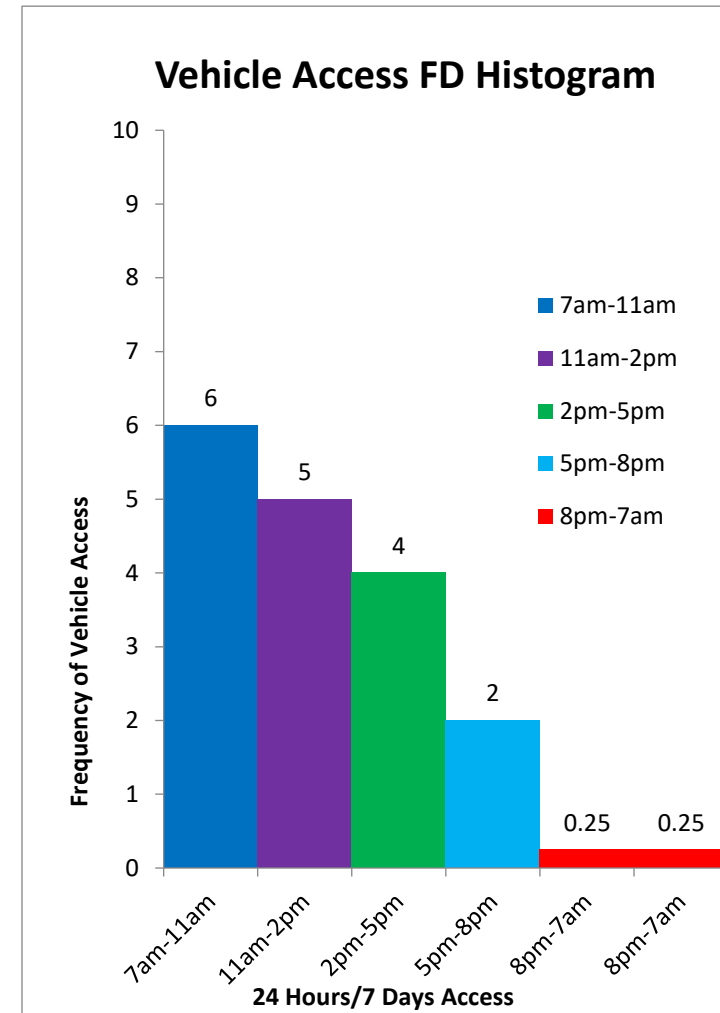
24/7 Access Services with Security

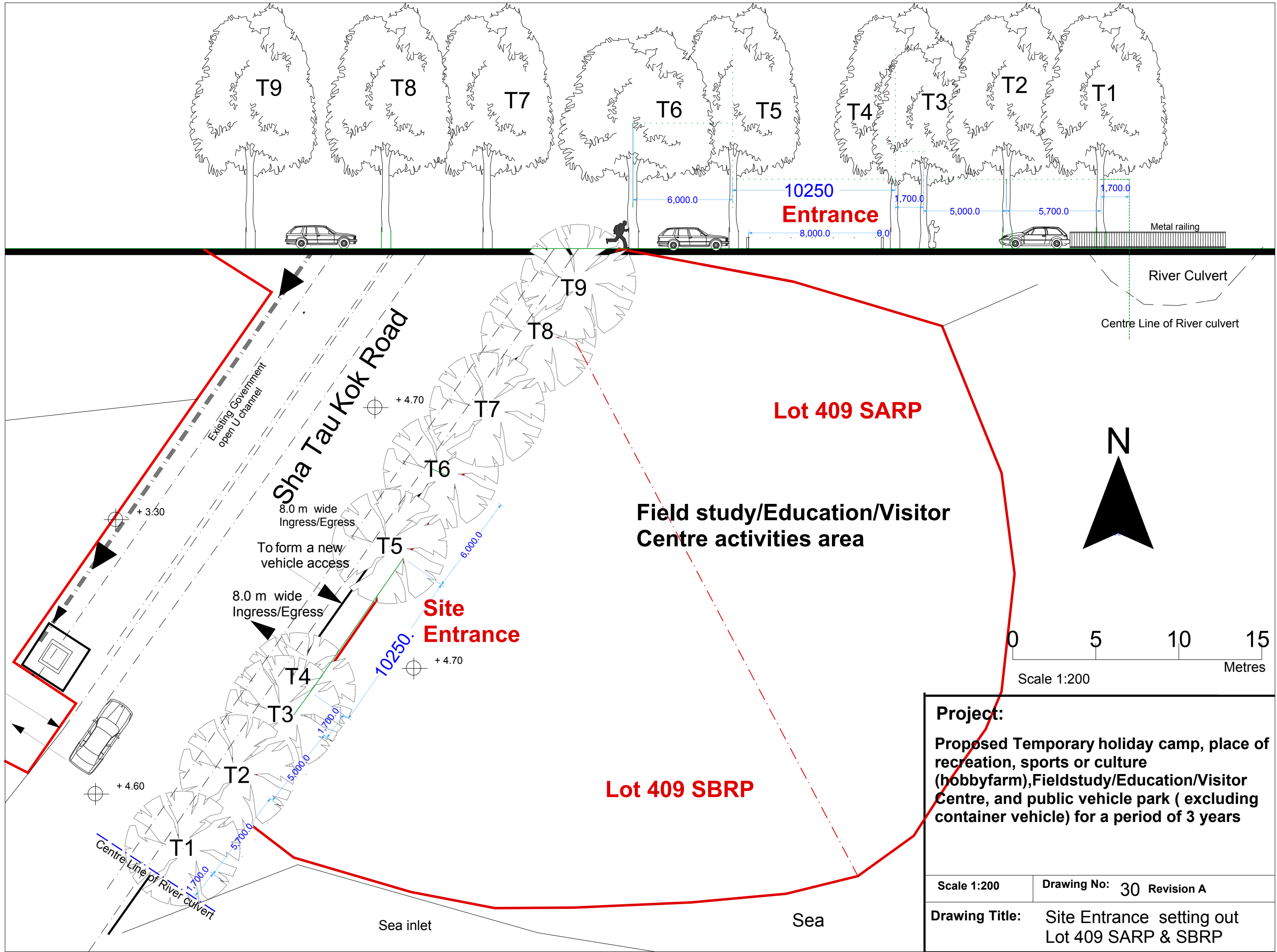
Estimate Vehicle Access Frequency Density (FD)				
24H			Vehicle	Estimated
Times	FD	Hours	Frequency	%
07:00 -11:00	6.00	4	24	30%
11:00 -14:00	5.00	3	15	15%
14:00 -17:00	4.00	3	12	20%
17:00 - 20:00	2.00	3	6	20%
20:00 - 07:00	0.25	11	2.75	15%
Total:	Vehicle	24	59.75	100%
	FD/Hour	Access	Vehicles	Percentage

Remarks:

- * All car parking must be pre-booked including disable parking, for the Hobby Farm, Campsite and Public Parking Spaces users.
- * 100% of Access, without diversity being applied = 32 vehicles per day.
- * Diversity (over 80% of the parking limit) has been applied in considering of incoming and existing vehicles at the same time, and some vehicles would play a second trip to the Application Site on the same day = 60 vehicles approximately in total per day. And traffic FD would be expected to increase during the weekends.
- * The above chart shown is the Frequency density of the estimated visiting vehicles within the time slots.

Time Slots	Frequency Density
7am-11am	6
11am-2pm	5
2pm-5pm	4
5pm-8pm	2
8pm-7am	0.25
8pm-7am	0.25





Structure 1,
tools storage units
GFA: about 15 sqm
Height: about 2.6m
No.of storey: 1

Structure 2,
Toilets units and portable drinking
water point
GFA: about 15 sqm (total)
Height: about 2.6m
No.of storey: 1

Private Car Parking Spaces

26 parking spaces of 5mx 2.5m
for private car
4 parking spaces of 7.5mx3.5m
for Van
2 parking spaces of 5m x 3.8m
for disabled

**Field
study/Education/Visitor
Centre activities area**

(A) 1600 sq metres
Lot 404 SB

**Lawn
area**
(C) 900 sq metres

Hobby Farm
(B) 950 sq metres

**Allotment
small
4m x 2m**

Lot 405RP

Lot 406RP

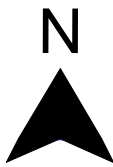
Lot 410 RP

**Field study/Education/Visitor
Centre activities area**

(F) 650 sq metres

Structure 1
Structure 2
Portable toilet
Holiday camp
(D) 277 sq metres

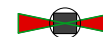
Allotment for
Staff use only
(E) 350 sq metres



6 Motorcycle parking
spaces
12 Bicycle parking
spaces

(A)	1600 sq metres
(B)	950 sq metres
(C)	900 sq metres
(D)	277 sq metres
(E)	350 sq metres
(F)	650 sq metres

 Car Park Barrier

 Pedestrian gate Barrier
vehicle egress and
manoeuvre within the
site.

Project:
**Proposed Temporary holiday
camp, place of recreation,
sports or culture (hobby
farm),Field
study/Education/Visitor
Centre, and public vehicle
park
(excluding container
vehicle) for a period of 3
years**

Drawing No:
04

Scale 1:500
Rev A 17/3/26

Drawing Title:
Vehicle swept path analysis A