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From: [REDACTED]
Sent: 2025-07-25 星期五 11:38:34
To: Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject: RE: A/NE-FTA/258 - departmental comments
Attachment: Response the comment from the Commissioner for Transport 25-7-2025.pdf

Dear Shirley – Plan D

Attached the response to the departmental comments (TD) for your record.

Regards

Leo

Response to the comment from the Commissioner for Transport

(Attn: Mr. TAM Kam-fai, Tel. 2399 2405)

Planning Application No. A/NE-FTA/258

(iv) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;

1. Advanced Scheduling & Slot Management

- Mandatory appointment system for trucks/drivers (using digital booking platforms) to stagger arrivals.
- Dynamic time slots adjusted based on historical data (e.g., longer slots for peak seasons).
- Penalties for early/late arrivals to enforce schedule adherence.

2. On-Site Traffic Design & Flow Control

- Separate lanes for inbound/outbound vehicles, with clear signage (e.g., "Gate A: Loading," "Gate B: Empty Containers").
- Dedicated holding bays for trucks waiting to dock (ensure capacity exceeds peak demand).
- Automated gate systems (license plate recognition, RFID tags) to speed up check-ins.

3. Dock & Yard Management

- Real-time dock availability monitoring (digital dashboards for drivers to see open bays).
- Cross-docking protocols to minimize turnaround time for high-priority shipments.

4. Technology Integration

- CCTV to detect queue buildup and trigger alerts for staff intervention.

5. Overflow & Contingency Plans

- Nearby overflow parking (partner with adjacent lots for temporary holding, if needed).
- Emergency response team to manage unexpected delays (e.g., breakdowns, system failures).

6. Enforcement & Compliance

- Strict no-idling/no-queueing policies with fines for non-compliance.
- Collaboration with local traffic police to monitor external road impacts.
- Regular audits to assess congestion hotspots and adjust layouts/schedules.

7. Driver Facilities & Incentives

- On-site amenities (e.g., rest areas, toilets) to reduce off-site circling while waiting.
 - Rewards for on-time arrivals (e.g., priority docking for compliant carriers).
-

(v) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety” has not been fully addressed. Please elaborate further on the provision and management control to ensure pedestrian safety especially at the ingress and egress points of the development.

1. Segregated pedestrian paths

Dedicated paths: clearly marked pedestrian paths with physical barriers (e.g. bollards, guardrails or raised curbs) separating pedestrians from vehicles.

Covered pedestrian paths: weatherproof paths in high traffic areas (near warehouses).

Anti-slip surfaces: anti-slip coatings (friction coefficient ≥ 0.6) or textured flooring to prevent accidents in wet conditions.

2. Safe crossings

High-visibility pedestrian crossings: signs with reflective markings at major intersections.

3. Visibility and signage

Luminous signs: photoluminescent or reflective signs for nighttime visibility.

Blind spot mirrors: convex mirrors (compliant with EN 12899) at warehouse corners and dock exits.

4. Traffic management for pedestrian safety

One-way vehicle systems: minimize pedestrian exposure by directing traffic flow.

Traffic controllers: staff to direct pedestrians during peak hours.

5. Training and Awareness

Mandatory safety training: for all employees and visitors, including of blind spot hazards.

Pallet truck/vehicle operator training: focus on blind spot awareness and slow speed driving.

Regular safety drills: practice emergency evacuation routes and procedures.

6. Emergency preparedness

Marked emergency exits and assembly points: clearly marked with illuminated signs.

First aid stations: equipped with AED and trauma kits and staffed by licensed personnel.

3) The applicant shall advise and substantiate the estimated traffic generation and attraction of construction vehicles from and to the site and the traffic impact to the nearby road links and junctions during the construction stage.

Traffic impact assessment report during the construction of Shaling on Man Kam To Road

1. Project Summary

- **Nature of works:** Temporary Poultry Cold Storage and Distribution Centre (3 years) and site formation works & Sandy Ridge Data Centre development.
- **Scope of Construction:** Lot DD89 of Man Kam To Road, Shaling and adjacent government land (area of 20,000 square metres).
- **Key Traffic Characteristics:**
 - It is adjacent to the cross-boundary freight corridor of Man Kam To Port
 - Cumulative traffic impact analysis on Man Kam To Road, Lo Wu Station Road, and Shaling Road
 - Enhanced mitigation measures for regular operations and festive periods

2. Project Details

A. Project Parameters

Parameter	Cold Storage Project	Data Centre Project	Overlap Period
Construction Period	3 years	5 years	2.5 years
Site Area	20,000m ²	8,500m ²	-
Key Access Routes	Man Kam To Rd → Shaling Rd	Lin Ma Hang Rd → Man Kam To Rd	-

B. Sensitive Receptor Areas

- Man Kam To Port cross-border freight corridor
- Lo Wu Station Road cemeteries (Ching Ming/Chung Yeung Festival focus)
- Sandy Ridge Playground

3. Construction Traffic Forecast

A. Daily Vehicle Trips (Combined Projects)

Phase	Cold Storage HGVs	Data Centre HGVs	Total HGVs	Peak Hours
Site Preparation	9-12	8-10	17-22	7:30-9:30, 16:00-18:00
Main Construction	6-8	6-8	12-16	9:00-12:00
Fit-out	4-5	5-7	9-12	14:00-17:00

Notes:

- Data Centre adopts modular construction (20% fewer trips than conventional methods)
- Trip rates validated against TD's "Trip Generation Rates for Industrial Developments" (2023)

4. Traffic Impact Analysis

A. Road Network Saturation

Road Segment	AM Peak (2023)	Revised AM Peak	Mitigation Threshold
Man Kam To Road	0.88	0.93	>0.9 requires action
Lo Wu Station Road	0.75	0.82	Monitor festivals
Shaling Road	0.65	0.74	-

B. Key Intersection Impacts

- **Man Kam To/Shaling Junction:** Queue length extends to 110m (+25m) during AM peak
- **Lo Wu Station Cemetery Access:** 15% capacity reduction during festivals

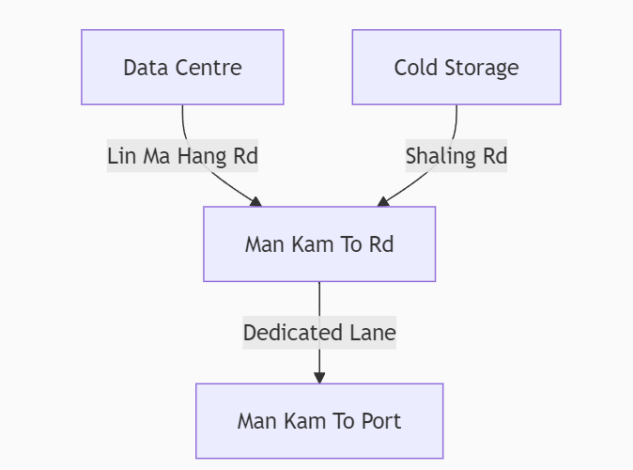
5. Mitigation Measures

A. Regular Period Controls

1. Time-Segregated Access

- Data Centre HGVs: 10:00-15:00 only
- Cold Storage HGVs: 7:00-9:00 & 16:00-18:00

2. Route Management



3. Infrastructure Upgrades

- Smart traffic signals at Man Kam To/Shaling junction

B. Festival Period Plan

Measure	Ching Ming Festival	Chung Yeung Festival
Construction HGV Ban	05:00-19:00	05:00-19:00
Alternative Route	Via Lin Ma Hang Road	Via Lin Ma Hang Road
Bus Priority	Route 73K: 06:00-16:00	Route 73K: 06:00-16:00

C. Community Protection

- Noise control: Disable vehicle reversing alarms during nighttime works

6. Conclusion

The projects will increase AM peak saturation on Man Kam To Road to 0.93, necessitating strict adherence to the proposed mitigation measures. Special attention is required during festive periods to minimize community disruption.

4) It is noted that there are a number of cemeteries built along Lo Wu Station Road, which the road (passing by the development site) is the key access to those areas. The applicant should advise the management / control measures to be implemented to reduce traffic nuisance to Lo Wu Station Road, and the junction of Lo Wi Station Road and Man Kam To Road during / around the Ching Ming Festival and Chung Yeung Festival periods.

Traffic Management Plan during the Festive Period

(For the junction of Lo Wu Station Road and Man Kam Road)

Scope of application: Peak period of Ching Ming Festival/Chung Yeung Festival

1. Special traffic control measures

A. Vehicle control during festive seasons

- **Periodical bans:**
 - **Ching Ming Festival (peak day): 5:00 a.m. to 7:00 p.m.**
 - **Chung Yeung Festival (peak day): 6 a.m. to 6 p.m**
 - . All construction vehicles are prohibited from passing through Luohu Station Road (emergency vehicles need to apply for permission in advance).
- **Alternative routes:**
 - Heavy vehicle diversion: **Man Kam To Road→ Shaling Road→ Lin Ma Hang Road** (completely avoiding Lo Wu Station Road).

B. Temporary traffic management

- **Enhanced Identification System:**
 - Temporary "No Construction Vehicles" signage (in conjunction with the police road cone arrangement).
- **Traffic Commander Deployment:**
 - Key Locations:
 - Junction of Luohu Station Road / Man Kam To Road
 - Entrance to each cemetery (to prevent construction vehicles from queuing)

2. Coordination plan for grave sweeping traffic

A. The transportation period of the project is adjusted

- **Full suspension of daytime:** During the festival week, construction vehicles are only allowed **to pass from 8:00 p.m. to 5:00 a.m. the next day**
- **Advance reporting system:** Suppliers are required to submit the shipping schedule for approval 4 weeks in advance

B. Bus priority measures

- The leftmost lane of Luohu Station Road **is set as a dedicated bus lane for tomb sweeping** (6:00 a.m. - 4:00 p.m.).
- Coordinate with KMB to increase the frequency of Route 73K (Fanling ↔ Lo Wu)

3. Community impact mitigation measures

A. Noise/dust control

- **Silent construction:**
 - Disable the reversing prompt sound
 - Suspend noisy operations such as piling and demolition