Attachment 3
Replacement Pages 8 to 9
and 13 of the Planning
Statement

### 3.2. Traffic consideration

3.2.1. The proposed data centre is expected to be completed by 2029, and the design year adopted in the Traffic Impact Assessment (TIA) for the capacity analysis is 2032, i.e., approximately three years after its completion.

3.2.2. The 2032 traffic flows used for the junction analysis are produced regarding the following:

(1) 2031 traffic flows derived with reference to the Base District Traffic Model ("BDTM");

(2) The estimated traffic growth from 2031 to 2032 is based on the higher of the (a) 2019–based Territorial Population and Employment Data Matrix ("TPEDM") data produced by the Planning Department ("PlanD") for Kwai Chung District, (b) Hong Kong Population Projections 2022 – 2046 published by Census and Statistics Department ("C&SD"), or (c) historic Annual Average Daily Traffic Growth ("AADT") produced by Transport Department ("TD");

(3) The traffic generated by the proposed data centre.

3.2.3. The traffic consultant conducted manual classified counts at the critical junctions near the proposed data centre to establish the peak-hour traffic flows. The key junctions operate with capacities during the AM and PM peak hours.

3.2.4. The internal transport facilities are provided per the requirement of the draft Provisional Basic Terms Offer ("draft PBTO"). A light goods vehicle lift is provided to access B1/F and B2/F from G/F. All vehicles can quickly enter and leave the proposed data centre and their respective space/bay.

3.2.5. The proposed data centre is expected to be completed by 2029, and the junction capacity analysis is undertaken for 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the proposed data centre (refer to Section 4 of the Traffic Impact Assessment in Appendix I).

3.2.6. The TIA concludes, therefore, that the proposed data centre will have no adverse traffic impact on the surrounding road network, which is acceptable from the traffic engineering point of view.

3.2.7. Please refer to the Traffic Impact Assessment in **Appendix I** for details.

### 3.3. Air Quality consideration

3.3.1. An air quality Impact Assessment (AQIA) has been prepared to address the air quality impact of the proposed development's construction on the surrounding area and the impact of the surrounding area on the proposed development.

3.3.2. With the implementation of dust suppression measures as outlined in the Air Pollution Control (Construction Dust) Regulation and adherence to good site practices, no adverse air quality impacts associated with the construction works are expected.

3.3.3. The proposed development is not considered a source of air pollutants during normal operation. Backup generators powered by diesel fuel, with a combined capacity of 28,000 kW, will be installed by the tenant. Routine testing may pose a potential source of air quality impact. Since the operation of the backup generators requires a Specified Process (SP) license, the air pollution control plan (APCP) for the SP license application must be approved by the EPD. Given the short operational duration of the backup generators and the necessary mitigation measures to be confirmed in the APCP, adverse air quality impacts arising from the routine testing are not anticipated.

3.3.4. A qualitative assessment indicates that vehicular and industrial emissions are not expected to constrain the proposed development, provided that the locations of the fresh air intakes for air-sensitive receivers (ASRs) and exhaust outlets for the basement carpark are carefully designed.

3.3.5. Therefore, no air quality impact arising from the proposed development is expected. Please refer to the Air Quality Impact Assessment in **Appendix II.**

### 3.4 Noise consideration

3.4.1 A Noise Impact Assessment (NIA) has been prepared to address the potential noise impacts from the construction and operation of the proposed development.

3.4.2 The overall noise impact during the construction phase is considered insignificant. Depending on the detailed site work arrangements, mitigation measures will be implemented as necessary and applicable, per ProPECC PN 1/24, to minimise construction noise impacts on nearby NSRs.

3.4.3 The provision of openable windows for ventilation is not anticipated. Therefore, potential impacts of road traffic and existing fixed noise sources on the proposed development are not expected.

3.4.4 The planned fixed noise sources of the proposed development should not cause any adverse noise impacts if the maximum allowable sound power levels (SWLs) are properly implemented. Thus, no planned fixed noise impacts are anticipated.

3.4.5 Therefore, no noise impact arising from the proposed development is expected. Please refer to the Noise Impact Assessment in Appendix III.

### 3.5 Sewerage consideration

3.5.1 A Sewage Impact Assessment (SIA) has been prepared to address all the potential adverse sewerage impacts from the proposed development and recommend mitigation measures, improvement works, and other measures and works if required.

3.5.2 The estimated daily sewage discharge from the Project is 157 $m^3$/day. Sewage from the Project will be collected by the new terminal sewage manhole FTMH01 and discharged to the existing sewer manhole FMH4022807 via a proposed 225mm PE sewer with a slope of 1:100. The actual layout and invert levels of the proposed sewer are subject to detailed design.

3.5.3 The sewage network is considered to have sufficient capacities to cater for the

**4.4 The proposed scheme fully utilises the development potential of the application site with modern-day building standards**

4.4.1 The application site is occupied by a two-storey industrial building completed in 1972 with a GFA of about 941m$^2$. The existing building has been left mainly vacant since its previous industrial use was suspended in 2018

4.4.2 This application's positive impact is replacing an old industrial building with a new data centre with modern-day standards and supporting facilities to meet the changing market needs.

**4.5 The proposed minor relaxation of plot ratio and building height will not adversely affect the surrounding areas visually.**

4.5.1 The proposed development is compatible with the surrounding neighbourhood. The application site is mainly surrounded by buildings in the "I" zone, with a maximum plot ratio of 9.5 and a maximum height of 105mPD under the OZP.

4.5.2 Based on the Visual Impact Assessment in Appendix V, the proposed development's scale and height are considered visually compatible with the surrounding industrial developments. Planters and Vertical greening at the lower levels of the proposed development will soften the proposed building structure. Replacing the old industrial building with a modern-day development with a greening provision will enhance the area's street environment and visual amenities.

**4.6 The proposed building setback at Wing Chong Street and Wing Kin Road will provide a better streetscape, walking environment and visual permeability.**

4.6.1 The proposed building setback at Wing Kin Road and Wing Chong Street, both one-way streets, will provide a wider separation from buildings to enhance the walking environment and visual permeability. Air ventilation along these streets could also be enhanced.

**4.7 The proposed greening, including vertical greening, will enhance the streetscape and improve visual amenity**

4.7.1 Greening space provision has been maximised by providing planters at ground level and 1/F to 3/F fronting Wing Kin Road and Wing Chong Street. The vertical greening at sections of building facades fronting Wing Chong Street and Wing Kin Road will improve the street environment and visual amenity.

**4.8 The proposed development will be seen as a catalyst and precedent in the gradual transformation of this industrial area**

4.8.1 The area was characterised by the concentration of offensive trade businesses and polluting industries, including but not limited to the application site in the 1960s'. The proposed minor relaxation of the plot ratio restriction and change of uses in this application will form a catalyst and a precedent in gradually transforming the area, once predominated by offensive trades and polluting industries, to non-polluting industrial uses.