Attachment 2
Planning Statement with
Amended Pages 8 and 9

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. Backup generators, powered by diesel fuel and with a combined capacity of 28,000 kW, will be installed by the tenant for emergency use only. Routine monthly testing will be conducted, during which the generators will be operated one at a time, with the total testing duration restricted to 30 minutes for each backup generator. 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, such as activated carbon filters, selective catalytic reduction, diesel oxidation catalysts, and electrostatic precipitator systems, 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 adverse 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.