

PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PERMITTED 'INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS INDUSTRIES (DATA CENTRE)' USE AT 38 WING KEI ROAD, KWAI CHUNG, NEW TERRITORIES (KCTL 524)
[TPB REF: A/KC/515]

Comments/ Suggestions		Applicant's Responses
A.	<u>Comments received from Digital Policy Office, Innovation, Technology and Industry Bureau received on 9.9.2026 (Contact Person: Mr. Henry LAM Tel: 2961 8083):</u>	
1.	The applicant is advised to assess the availability and acquire for sufficient provision of water, power supply as well as the telecommunications network for the proposed data centre development.	The Applicant will assess the availability of water supply, power supply and telecommunications network with relevant providers to ensure sufficient provision for the permitted data centre development at the detailed design stage and will liaise with the relevant Government departments and utility companies as necessary to ensure the smooth implementation of the permitted data centre.
B.	<u>Comments received from Transport Department received on 9.9.2026 (Contact Person: Mr. LEE Ying Yin; Tel: 2399 2741):</u>	
	<i>General Comments</i>	
1.	The Consultants are requested to incorporate their "responses to comments" into the main text of the "Traffic Review Report" coherently to enrich its content instead of merely providing responses on a piecemeal basis. The Consultants' failure to do so will only result in our repeating the same comments.	Noted. Please refer to the revised Traffic Review in Attachment 2 .
2.	Please include a section detailing the proposed vehicular access arrangements, supported by appropriate layout plans, and advise whether there will be any changes to the existing vehicular access arrangements	Noted and please refer to Para.1.3 and Drawing No.1 of the Traffic Review for the vehicular access arrangements.
	<i>Specific Comments</i>	
3.	<u>Table 2.4</u> It is noted that no HGV parking spaces are proposed. Please justify such a proposal.	According to the "Departmental Circular No. 6/2012" for Data Centres, 2 nos. of HGV bay are required for the Proposed Data Centre Development (including the Proposed Conversion). 60% of the required spaces shall be for loading/unloading and the remaining 40% shall be for parking (i.e. 1.2 no. of bay for L/UL and 0.8 no. of bay for parking). For operation of data centre, the demand for goods vehicle (GV) loading/unloading is expected to be higher than parking. Provision of two loading/unloading bays allows simultaneous loading and unloading activities which minimizes waiting time for vehicles and ensures smoother on-site operations and

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4. <u>Table 2.5</u> It is noted that the proposal adopts lower-end provision for private car (PC) parking spaces. Please justify how this level of provision will adequately meet the ancillary parking demand stemming from the development, and ensure that it will not give rise to traffic issues, such as illegal parking in the vicinity.	operational flexibility. Instead, if the GV bay was occupied for parking, vehicle waiting for loading/ unloading would need to queue and lead to potential tail back of vehicle into Wing Kei Road causing obstruction and congestion. Two L/UL bays provide sufficient capacity to accommodate peak demand. Hence, it is proposed to round up the nearest whole number of loading/ unloading bay to facilitate the anticipated demand (i.e. 2 nos. of bay for L/UL and 0 no. of bay for parking). In this regard, no HGV parking spaces are proposed The above justification is also incorporated in Para. 2.2.5 of the revised Traffic Review in Attachment 2. Please be advised that the private car parking spaces would mainly serve the staff of the Proposed Data Centre Development. The Proposed Data Centre Development (including the Proposed Conversion) involves the change of the existing building to predominantly data centre use (comprising approximately 90% Permitted Data Centre use, with no more than 10% allocated to ancillary office use for Permitted Data Centre use (data centre's control room/staff room) plus retention of existing workshop for industrial purpose). The data centre portion is mainly unmanned, and consists of computer systems, servers, telecommunications equipment, and associated support components in a secure and controlled environment and managed environment, in which control access is limited to maintenance /operational staff only. Hence, the proposed car parking provision in accordance with low-end requirement is considered sufficient for operational needs. The above justification is also incorporated in Para. 2.2.8 and Para. 2.2.9 of the revised Traffic Review in Attachment 2.
5. <u>Table 2.6</u> With regard to the proposed car parking space provision for the data centre, such provision is discussed in "Tables 2.3 and 2.5" instead of "Table 2.4". Please rectify the situation.	Noted and please refer to Table 2.6 of the revised Traffic Review (Attachment 2 refers).
6. It is noted from Table 2.6 that the provision of parking and loading/unloading spaces for goods vehicles, and private car and motorcycle parking spaces are revised. The applicant should state in the Traffic Review Report whether the revisions would lead to an increase in public transport demand that needs to be addressed by	As mentioned in our response to Item B4 above, the Proposed Data Centre Development (including the Proposed Conversion) is intended to convert the subject industrial building predominantly into a data centre. Vast areas of the premises will be occupied by data centre facilities, which are typically unmanned. Therefore, the population for the Permitted Data Centre use is anticipated to be

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	public transport services (e.g. GMB, non-franchised bus services). If affirmative, relevant assessment of the transport demand should be supplemented in the report to substantiate that there would be no adverse impact on public transport services. <u>Section 2.3.1 and Appendix B</u>	much lower than of a typical industrial use. Car parking space will be provided in compliance with the HKPSG standard and also considered sufficient for operation needs. Demand on public transport service arising by the conversion is accordingly expected to be insignificant or even lower than that of the industrial use, and hence, no adverse impact on public transport services is envisaged. The above substantiation is also incorporated in Para.2.3.4 of the revised Traffic Review in <i>Attachment 2</i>.
7.	Please improve the clarity of the information provided on the parking layout plans. Specifically, it is unclear which floor these plans refer to. Additionally, the base map of the nearby public road is missing.	Noted and please refer to Appendices B and C of the revised Traffic Review for the updated layout plans (<i>Attachment 2</i> refers).
8.	Please provide the building plan showing the existing parking provision for reference.	Noted and please refer to Appendix B of the revised Traffic Review for the building plan showing the existing parking provision (<i>Attachment 2</i> refers).
9.	Please provide a swept path analysis for LGV3 (Parking) and LGV4 (Parking).	Noted and please refer to Appendix D of the revised Traffic Review for the swept path analysis for LGV3 (Parking) and LGV4 (Parking) (<i>Attachment 2</i> refers).
10.	<u>Table 3.1</u> Please include the proposed distribution of L/UL spaces and parking spaces, and the accessible car parking space provision in the table.	Noted and please refer to Table 3.1 of the revised Traffic Review for the proposed distribution of L/UL spaces and parking spaces and the accessible car parking space provision (<i>Attachment 2</i> refers).
C.	<u>Comments received from the New Territories West District and Maintenance Division of Highways Department received on 9.9.2026 (Contact Person: Ms. NG Wai Ki; Tel: 2762 3965):</u>	
1.	Any road modification/improvement works due to proposed planning application shall be carried out by the Applicant. The design shall be approved by TD and the works shall be constructed to HyD's standard.	Noted.
D.	<u>Comments received from the Railway Development Office of Highways Department received on 9.9.2026 (Contact Person: Ms. Kristin LAI; Tel: 3525 1930):</u>	
1.	The subject site falls within / in close proximity to the railway protection boundary of the existing Tuen Ma Line.	Noted.

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2.	With reference to DEVB TC(W) No. 1/2019 and/or Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult MTR Corporation Limited (MTRCL) with respect to the operation, maintenance, safety and any future works required for the existing railways	Noted. The Applicant will consult MTRCL should works, if required, interfaces with existing railways per established guidelines during the detailed design stage.
E.	<u>Comments received from the Road Management Office of Hong Kong Police Force received on 9.9.2026 (Contact Person: Mr. Chris LEUNG; Tel: 3661 1388)</u>	
1.	The applicant should bear in mind the west side of the building (i.e. the car park entrance area) may be used for installation of large transformers or electronic main frames etc. as they cannot be transported via elevators. A plan is required to set up lifting cranes whilst the car park entrance is being blocked	Noted. The Applicant will prepare relevant plans ahead of any works should any temporary lifting crane operation be required that would temporarily affect the car park entrance and seek relevant approvals, as required.
2.	According to the revised floor plan of FI(1), a fuel tank room is adjacent to a LGV parking space. Safety measures must be in place to prevent the LGV from reversing into the parking space LGV1 (L/UL) and accidentally puncturing the fuel tank, causing leakage or fire.	Noted.
F.	<u>Comments received from the Fire Services Department received on 9.9.2026 (Contact Person: Mr. LAM Ho; Tel: 2733 7758):</u>	
1.	Please be informed that we have no objection in principle to the application subject to fire service installations (FSIs) and water supplies for firefighting being provided to the satisfaction of the Director of Fire Services.	Noted.
2.	Detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans or referral from the relevant licensing authority.	Noted.
3.	Furthermore, the provision of emergency vehicular access in the subject work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011.	Please note that the Proposed Conversion would not affect the existing provision of EVA. The EVA as approved by the Buildings Department and the Fire Services Department, as shown on the record plans up to the issuance of the Occupation Permit on 22 February 2023, remains unchanged.

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4.	Please be reminded that pursuant to Section 6 of the Dangerous Goods Ordinance, Cap. 295, Laws of Hong Kong, any person who manufactures any amount of dangerous goods or stores, conveys or uses any dangerous goods in excess of its statutory exempt quantity shall be required to obtain a Dangerous Goods Licence (or Dangerous Goods Approval for Government Departments).	Noted.
G. <u>Comments received from the Tsuen Wan and West Kowloon District Planning Office, Planning Department received on 9.9.2026 and 14.9.2026 (Contact Person: Mr. Cecil CHOW or Mr. Safin WAKIM; Tel: 2417 6657 or 2417 6252):</u>		
<u>Comments received on 9.9.2026</u>		
1.	Referring to the applicant's response to Comment No. 4 by our office in FI(1), it is noted that the need to provide additional ancillary utilities / installations is to support the additional permitted data centre facilities on 12/F, 15/F and 16/F arising from the applicant's proposal to expand the overall data centre capacity within the existing building, primarily through the provision of an additional fuel tank room at G/F and make use of an existing fan room at 3/F. Notwithstanding this explanation, please provide further reasons and justifications for the necessity of these ancillary utilities / installations given there have already had such facilities in the building. In other words, please clarify / demonstrate whether the proposed data centre facilities would be unable to operate in the absence of these ancillary utilities / installations, or without the expansion of their capacity	The additional ancillary utilities and installations is critical to the Proposed Data Centre use at the Existing Building, as detailed below: <u>1. Increase in Data Centre Capacity</u> With the expansion of data centre use within the Existing Building, the proposed ancillary utilities and installation are required to support said expansion: - Existing Phase 1 was designed to accommodate 10MW of IT capacity across five data halls (i.e. 6/F, 7/F, 8/F, 9/F, 11/F). - The proposed Phase 2 expansion (i.e.12/F, 15/F, 16/F) introduces an additional 6MW of IT capacity, representing a 60% increase in the IT capacity of the building. This increase in IT equipment must be supported by a corresponding increase in cooling, electrical and fuel storage infrastructure to ensure the facility can operate safely and reliably. <u>2. Additional Cooling Plant (i.e. the Outdoor A/C Unit) is Required</u> In general, data centres require cooling capacity equivalent to approximately 120% of the IT load. The existing cooling plant was designed to support the original 10MW IT capacity only and provides 12MW cooling capacity, which has been fully utilised. The proposed additional 6MW IT capacity therefore requires a further 7.2MW cooling capacity. There is insufficient spare cooling and fuel storage capacity within the existing installation to support an additional 6MW IT load whilst maintaining the required operational resilience and standby fuel autonomy

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2. Also, please clarify why the gross floor area of the E&M room (e.g. fan room) cannot be exempted under the proposed situation, given that the facility and use of the room remain unchanged.	requirements. Accordingly, the cooling plant (non-accountable for GFA Calculation) is also required to support the data hall expansion. Without the additional cooling infrastructure, the proposed Phase 2 data halls would not be able to operate. <u>3. Additional Fuel Storage is Required</u> The increase in data centre capacity also requires additional electrical infrastructure, including standby generators, to maintain uninterrupted operation during a utility power outage. Based on initial assessment, to support the additional IT and cooling loads, four (4) additional generators are required. In accordance with customer contract requirements, the whole facility must maintain 24 hours of on-site fuel storage, even when the largest fuel tank is unavailable due to inspection or maintenance. The additional generators increase fuel consumption by approximately 51,456 litres over a 24-hour period. By considering and utilising the spare capacity from the existing fuel tanks, additional three (3) 16,000-litre fuel tanks with the 4 new genset and associated belly tanks would be required to maintain the same 24-hour backup duration for the whole site. The proposed fuel tank room is therefore required to provide the additional fuel storage necessary to support the increased data centre capacity and maintain the required backup power duration. Please note that the additional fuel storage facilities, cooling plant, standby power generation, and associated plant rooms for the data centre expansion have been sized based on the critical IT load and resilience requirements of a modern mission-critical data centre, with reference to internationally recognised industry practices, including the principles of the Uptime Institute Tier Standards, ANSI/TIA-942 and ASHRAE Guidelines. An existing E&M plant room (i.e. fan room) at 3/F was previously disregarded from GFA calculation as a non-essential plant room under Regulation 23(3)(b) of B(P)R and was serving the ancillary office of the existing building. The justification based on the fresh air supply requirement and the operation of the ancillary office was previously accepted by the Buildings Department (BD) in support of the GFA concession application for the said plant room. While the room itself remains a fan room, the original basis for the concession no longer applies due to the reduction of the no. of ancillary office. The ancillary office on 1/F and 2/F will be reconfigured and reduced as part of the ongoing conversion of the existing building and will serve the Permitted Data Centre use upon

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	completion of the conversion. On this basis, the fan room may no longer satisfy the GFA concession previously granted and may become GFA accountable. The previously disregarded GFA of the fan room is therefore included in the GFA calculation of the Proposed Conversion. The increase in GFA arises solely from the reconfiguration of the existing ancillary facilities and associated building services installations required to support the ongoing conversion for the Permitted Data Centre. There is no increase in the building bulk, footprint, height, or external envelope of the existing building.																		
Comments received on 14.9.2026																			
3. Referring to the applicant's response to Comment No. 3 by our office in FI(1), it is noted that the proposed ancillary utilities / installations on G/F and 3/F are intended to support the additional permitted data centre use on 12/F, 15/F and 16/F of the existing building. Nonetheless, it is understood that other floors within the building have also been, or are being, converted for data centre use under previously approved building plans, though these floors would not be supported by the ancillary utilities/installations on G/F and 3/F covered by the subject application. To provide an overall picture to the Committee Members of the Metro Planning Committee, please advise which floors within the subject building have already been converted for, or are intended to be converted for, data centre use operated by the applicant.	Please find below the Building Plan Accommodation Schedule of the building after the proposed conversion (including Phase 1 and 2) for reference. <table border="1"> <thead> <tr> <th>Floor*</th><th>Main Uses **</th></tr> </thead> <tbody> <tr> <td>G/F</td><td>(1) EVA; (2) Guard Room; (3) L/UL, Car Park, E&M facilities (including for Data Centre use partly converted under Phase 1 and partly to be converted under Phase 2)</td></tr> <tr> <td>1/F</td><td>(1) Converted ancillary office and E&M facilities for Data Centre use (partly converted under Phase 1 and partly to be converted under Phase 2); (2) Industrial use; and (3) E&M facilities</td></tr> <tr> <td>2/F</td><td>(1) Ancillary office and E&M facilities for Data Centre use (partly converted under Phase 1 and partly to be converted under Phase 2); and (2) E&M facilities</td></tr> <tr> <td>3/F</td><td>Car Park, E&M Facilities (including for Data Centre use partly converted under Phase 1 and partly to be converted under Phase 2)</td></tr> <tr> <td>5/F</td><td>(1) Ancillary E&M facilities for Data Centre use (converted under Phase 1) (2) E&M facilities</td></tr> <tr> <td>6/F – 9/F</td><td>(1) Data Hall and ancillary E&M facilities (converted under Phase 1) (2) E&M facilities</td></tr> <tr> <td>10/F</td><td>Refuge Floor (no change)</td></tr> <tr> <td>11/F</td><td>(1) Data Centre (converted under Phase 1) (2) E&M facilities</td></tr> </tbody> </table>	Floor*	Main Uses **	G/F	(1) EVA; (2) Guard Room; (3) L/UL, Car Park, E&M facilities (including for Data Centre use partly converted under Phase 1 and partly to be converted under Phase 2)	1/F	(1) Converted ancillary office and E&M facilities for Data Centre use (partly converted under Phase 1 and partly to be converted under Phase 2); (2) Industrial use; and (3) E&M facilities	2/F	(1) Ancillary office and E&M facilities for Data Centre use (partly converted under Phase 1 and partly to be converted under Phase 2); and (2) E&M facilities	3/F	Car Park, E&M Facilities (including for Data Centre use partly converted under Phase 1 and partly to be converted under Phase 2)	5/F	(1) Ancillary E&M facilities for Data Centre use (converted under Phase 1) (2) E&M facilities	6/F – 9/F	(1) Data Hall and ancillary E&M facilities (converted under Phase 1) (2) E&M facilities	10/F	Refuge Floor (no change)	11/F	(1) Data Centre (converted under Phase 1) (2) E&M facilities
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4.	Please provide further information on the capacity and operational details of the ancillary utilities / installations within the proposed fuel tank room on G/F (including but not limited to number and volume of fuel tanks, the number of backup generators they would be able to support) to further justify the need for these ancillary utilities / installations, given that similar facilities should already exist within the building.	12/F, 15/F, 16/F	(1) Data Hall and ancillary E&M facilities (to be converted under Phase 2) (2) E&M facilities		
		17/F	Industrial Use (no change)		
		18/F	(1) Ancillary E&M facilities etc. for Data Centre use (to be converted under Phase 2) (2) E&M facilities		
		19/F	(1) Ancillary E&M facilities for Data Centre use (partly converted under Phase 1 and partly to be converted under Phase 2) (2) E&M facilities		
		20/F	(1) Ancillary E&M facilities for Data Centre use (partly converted under Phase 1 and partly to be converted under Phase 2) (2) E&M facilities		
		R/F	(1) E&M facilities (2) Ancillary E&M facilities for Data Centre use (converted under Phase 1)		
		<i>*4/F, 13/F and 14/F are omitted.</i>			
		<i>** Please note that some P/D pipes from 3/F to roof (which had penetrated through 10/F, 12/F, 15/F, 16 and 18/F) had been added under Phase 1. The Phase 1 work had been approved by Buildings Department and BA 14 (except G/F which is targeted to be approved by Oct 2026) had been acknowledged.</i>			
		5.	Regarding the E&M (e.g. fan room) at 3/F, please advise whether it supports the additional permitted data centre use on 12/F, 15/F and 16/F of the existing building. Further, the applicant should advise whether the Building Energy Efficient (Amendment) Ordinance 2025 is applicable to the captioned application, e.g. the proposed increase of plot ratio (PR) is required to support cooling system of the data centre.	Please refer to our response in Item G(1) above on the necessity of the proposed fuel tank room on G/F. Please be advised that our future submission to Fire Services Department will cover the fuel tank refilling arrangement. Please note that a dedicated refilling point will be used to transfer fuel from the fuel truck to our fuel tank. The working area will be cordoned off from the public as a risk mitigation measure.	
				Please note that the E&M (e.g. fan room) at 3/F will support the ancillary office use for the Data Centre on 1/F & 2/F. Please also refer to our response in Item G2 above.	
		Please note that the Building Energy Efficient (Amendment) Ordinance 2025 is applicable for the Phase 2 development (including the Proposed Conversion) of the building. Detailed compliance with the applicable provisions of the Building Energy Efficiency Ordinance and relevant Codes of Practice will be addressed separately during the detailed design and statutory submission stages.			

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6.	Please clarify, whether the applicant would reinstate the subject site to its original state if they cease the use of the data centre at the subject building.	The Applicant, who is the tenant of the building, is aware that approval of this S16 Planning Application is to allow for the Minor Relaxation of the Plot Ratio Restriction to accommodate the proposed ancillary utilities / installations in support of the Permitted Data Centre use. The Applicant will comply with all statutory restrictions upon approval. Should the proposed Data Centre use cease, any subsequent use or alteration of the premises shall comply with the statutory restrictions of the prevailing Outline Zoning Plan (i.e. Plot Ratio Restriction of 9.5).
H.	<u>Comments received from Environmental Protection Department received on 14.9.2026 (Contact Person: Ms. Camellia LEE / Tel: 2835 1150)):</u>	
1.	The applicant is reminded to ensure that any fixed plant associated with the proposed development is properly designed, installed and operated in compliance with the Noise Control Ordinance (Cap. 400).	Noted.
I.	<u>Comments received from Lands Department received on 14.9.2026 (Contact Person: Ms. Stephanie WAN / Tel: 2402 1022):</u>	
1.	The applicant to advise whether the subject planning application is permanent in nature and tied to the lifetime of the building.	The S16 Planning Application is permanent in nature and is intended to remain for the lifetime of the building. Upon approval, the Applicant will comply with all relevant statutory requirements and restrictions by way of a lease modification, or other means of instrument as considered appropriate by the Lands Department.

Date: 22 September 2026
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