

Form No. S12A  
表格第 S12A 號

Team 2  
S/N: 2203045  
By Hand: 17/11

APPLICATION FOR  
AMENDMENT OF PLAN UNDER SECTION 12A OF  
THE TOWN PLANNING ORDINANCE  
(CAP.131)

根據《城市規劃條例》(第131章)  
第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:  
[https://www.info.gov.hk/tpb/en/plan\\_application/apply.html](https://www.info.gov.hk/tpb/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：  
[https://www.info.gov.hk/tpb/tc/plan\\_application/apply.html](https://www.info.gov.hk/tpb/tc/plan_application/apply.html)

此文件在 2023年01月5日 收到。城市規劃委員會  
只會在收到所有必要的資料及文件後才正式確認收到  
申請的日期。

This document is received on - 5 JAN 2023  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

**General Note and Annotation for the Form**  
**填寫表格的一般指引及註解**

# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made  
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y / kc / 16
	Date Received 收到日期	- 5 JAN 2023

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件（倘有），送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會（下稱「委員會」）秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>），亦可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

### 1. Name of Applicant 申請人姓名/名稱

( ☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構 )

Omaha Investments Limited

### 2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

( ☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構 )

KTA Planning Limited

### 3. Application Site 申請地點

(a) Whether the application directly relates to any specific site?  
申請是否直接與某地點有關？

Yes 是



No 否



( Please proceed to Part 6 請繼續填寫第 6 部分 )

(b) Full address/ location/ demarcation district and lot number (if applicable)  
詳細地址／地點／丈量約份及地段號碼（如適用）

Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung

(c) Site Area 申請地點面積

69,421

sq.m 平方米



About 約



(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	N/A .....sq.m 平方米 <input type="checkbox"/> About 約
(e) Current use(s) 現時用途	Multi-storey industrial building  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☐ is the sole "current land owner"<sup>#&</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#&</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☒ is one of the "current land owners"<sup>#&</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#&</sup> (請夾附業權證明文件)。
- ☐ is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。

- ☐ The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification

##### 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 14/11/2022 (DD/MM/YYYY), this application involves a total of .....2..... "current land owner(s)"<sup>#</sup>.  
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」<sup>#</sup>。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of ..... "current land owner(s)"<sup>#</sup>.  
已取得 ..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</sup> 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)



has notified ..... 1 ..... "current land owner(s)"#  
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
1	Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung, New Territories	14/11/2022 (sent) 15/11/2022 (delivered)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):  
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)"#& on ..... (DD/MM/YYYY)  
於 ..... (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers& on ..... (DD/MM/YYYY)  
於 ..... (日/月/年)在指定報章就申請刊登一次通知&
- ☐ posted notice in a prominent position on or near application site/premises& on ..... (DD/MM/YYYY)  
於 ..... (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee& on ..... (DD/MM/YYYY)  
於 ..... (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關係的鄉事委員會&

Others 其他

- ☐ others (please specify)  
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料



6. Plan Proposed to be Amended 擬議修訂的圖則	
(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Kwai Chung Outline Zoning Plan No. S/KC/31
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Other Specified Uses" annotated "Container Terminal"

7. Proposed Amendments 擬議修訂	
(a) Propose to rezone the application site to the following zone(s)/use(s) (May insert more than one 「✓」) (Please illustrate the details on plan) 建議將申請地點的用途地帶改劃作下列地帶 / 用途 (可在多於一個方格內加上「✓」號)(請在圖則顯示詳情)	
<input type="checkbox"/> Comprehensive Development Area [ ] 綜合發展區 [ ] <input type="checkbox"/> Residential (Group <input type="checkbox"/> A/ <input type="checkbox"/> B/ <input type="checkbox"/> C/ <input type="checkbox"/> D/ <input type="checkbox"/> E) [ ] 住宅 ( <input type="checkbox"/> 甲類 / <input type="checkbox"/> 乙類 / <input type="checkbox"/> 丙類 / <input type="checkbox"/> 丁類 / <input type="checkbox"/> 戊類) [ ] <input type="checkbox"/> Agriculture [ ] 農業 [ ] <input type="checkbox"/> Industrial (Group D) [ ] 工業 (丁類) [ ] <input type="checkbox"/> Government, Institution or Community [ ] 政府、機構或社區 [ ] <input type="checkbox"/> Recreation [ ] 康樂 [ ] <input type="checkbox"/> Country Park [ ] 郊野公園 [ ] <input type="checkbox"/> Conservation Area [ ] 自然保育區 [ ]	<input type="checkbox"/> Commercial [ ] 商業 [ ] <input type="checkbox"/> Village Type Development [ ] 鄉村式發展 [ ] <input type="checkbox"/> Industrial [ ] 工業 [ ] <input type="checkbox"/> Open Storage [ ] 露天貯物 [ ] <input type="checkbox"/> Open Space [ ] 休憩用地 [ ] <input type="checkbox"/> Green Belt [ ] 綠化地帶 [ ] <input type="checkbox"/> Coastal Protection Area [ ] 海岸保護區 [ ] <input type="checkbox"/> Site of Special Scientific Interest [ ] 具特殊科學價值地點 [ ]
<input checked="" type="checkbox"/> Other Specified Uses ( <input type="checkbox"/> Business/ <input type="checkbox"/> Industrial Estate/ <input type="checkbox"/> Mixed Use/ <input type="checkbox"/> Rural Use/ <input type="checkbox"/> Petrol Filling Station/ <input checked="" type="checkbox"/> Others (please specify <u>Container Terminal</u> )) [1] 其他指定用途 ( <input type="checkbox"/> 商貿 / <input type="checkbox"/> 工業邨 / <input type="checkbox"/> 混合用途 / <input type="checkbox"/> 鄉郊用途 / <input type="checkbox"/> 加油站 / <input type="checkbox"/> 其他 (請註明: _____)) [ ]	
<input type="checkbox"/> Road 道路	<input type="checkbox"/> Others (please specify _____) 其他 (請註明: _____)
Please insert subzone in [ ] as appropriate. 請於[ ]內註明支區, 如適用。	

## (b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁☒ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:

(Please use separate sheets if the space below is insufficient)

建議修訂圖則的《註釋》的詳情，如適用：

(如下列空間不足，請另頁說明)

.....

Introduce 'Information Technology and Telecommunications Industries' Use to Column 2 of the proposed "Other Specified Uses" annotated "Container Terminal (1)" subzone for the Application Site.

.....

.....

.....

.....

.....

☒ Proposed Notes of Schedule of Uses of the zone attached  
夾附對《註釋》的擬議修訂

## 8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☒ Particulars of development are included in the Appendix.  
附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.  
這宗申請並不包括任何指定的擬議發展計劃。

## 9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.  
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Please refer to the attached Supporting Planning Statement.

.....

.....

.....

.....

.....

.....

.....

.....



Blank lined area for text entry, crossed out by a diagonal line from the bottom-left to the top-right.



**10. Declaration 聲明**

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.  
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.  
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署

  
.....  
DAVID FOK  
.....  
Name in Block Letters  
姓名（請以正楷填寫）

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Director

Position (if applicable)  
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員  
專業資格

- ☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /  
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /  
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會  
☐ RPP 註冊專業規劃師

Others 其他 .....

on behalf of  
代表

KTA Planning Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）



Date 日期

17/11/2022

..... (DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及  
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣打道 333 號北角政府合署 15 樓。



APPLICATION FOR AMENDMENT OF PLAN UNDER  
SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)

擬議發展的發展計劃 (只作指示用途)

1. Development Proposal 擬議發展計劃

<input checked="" type="checkbox"/> Total GFA of the Existing Building	..... 506,746.479 ..... sq.m. 平方米	<input checked="" type="checkbox"/> About 約
<input type="checkbox"/> Proposed plot ratio 擬議地積比率	.....	<input type="checkbox"/> About 約
<input type="checkbox"/> Proposed site coverage 擬議上蓋面積	..... %	<input type="checkbox"/> About 約
<input type="checkbox"/> Proposed number of blocks 擬議座數	.....	
<input type="checkbox"/> Proposed number of storeys of each block 每座建築物的擬議層數	..... storeys 層 <input type="checkbox"/> include 包括..... storeys of basements 層地庫 <input type="checkbox"/> exclude 不包括..... storeys of basements 層地庫	
<input type="checkbox"/> Proposed building height of each block 每座建築物的擬議高度	..... m 米 ..... mPD 米(主水平基準上)	<input type="checkbox"/> About 約 <input type="checkbox"/> About 約
<input type="checkbox"/> Domestic part 住用部分		
GFA 總樓面面積	..... sq.m. 平方米	<input type="checkbox"/> About 約
number of units 單位數目	.....	
average unit size 單位平均面積	..... sq.m. 平方米	<input type="checkbox"/> About 約
estimated number of residents 估計住客數目	.....	
<input checked="" type="checkbox"/> Non-domestic part 非住用部分		
<input type="checkbox"/> hotel 酒店	..... sq.m. 平方米 ..... sq.m. 平方米 (please specify the number of rooms 請註明房間數目: .....)	<input type="checkbox"/> About 約 <input type="checkbox"/> About 約
<input type="checkbox"/> office 辦公室	..... sq.m. 平方米	<input type="checkbox"/> About 約
<input type="checkbox"/> shop and services/eating place 商店及服務行業/食肆	..... sq.m. 平方米	<input type="checkbox"/> About 約
<input type="checkbox"/> Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) ..... ..... .....	
<input checked="" type="checkbox"/> other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) Conversion of 6/F. into Data Centre: 66,594.211 sq.m (inclusive of a communal car ramp of 7,552sqm at 6/F) ..... .....	
<input type="checkbox"/> Open space 休憩用地	(please specify land area(s)) (請註明面積)	
<input type="checkbox"/> private open space 私人休憩用地	..... sq.m. 平方米	<input type="checkbox"/> Not less than 不少於
<input type="checkbox"/> public open space 公共休憩用地	..... sq.m. 平方米	<input type="checkbox"/> Not less than 不少於

<input checked="" type="checkbox"/> Transport-related facilities for Proposed Data Centre Only		
<input checked="" type="checkbox"/> parking spaces 停車位		
		(please specify type(s) and number(s)) (請註明種類及數目)
Private Car Parking Spaces 私家車車位	100	
Motorcycle Parking Spaces 電單車車位	10	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	4	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N/A	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	N/A	
Others (Please Specify) 其他 (請列明)	Medium/Heavy Goods Vehicle: 2	
<input checked="" type="checkbox"/> loading/unloading spaces 上落客貨車位		
		(please specify type(s) and number(s)) (請註明種類及數目)
Taxi Spaces 的士車位	N/A	
Coach Spaces 旅遊巴車位	N/A	
Light Goods Vehicle Spaces 輕型貨車車位	5	
Medium Goods Vehicle Spaces 中型貨車車位	N/A	
Heavy Goods Vehicle Spaces 重型貨車車位	N/A	
Others (Please Specify) 其他 (請列明)	Medium/Heavy Goods Vehicle: 3	
<input type="checkbox"/> other transport-related facilities 其他與運輸有關的設施		(please specify type(s) and number(s)) (請註明種類及數目)
Use(s) of different floors (if applicable) 各樓層的用途(如適用)		
[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Main Portion	G/F - M2/F	Container freight station, E&M, driveway, parking area
Main Portion	1/F to 5/F	Distribution Centre
Main Portion	6/F	Data Centre (to be converted from existing distribution centre)
Eastern Portion	1/F to 10/F	Office
/	R/F	Parking and waiting area, E&M, Canteen
Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途		
N/A		
Any vehicular access to the site? 是否有車路通往地盤?		
Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明道路名稱(如適用)) Container Port Road South	
	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)	
No 否 <input type="checkbox"/>		
<b>For Development involving columbarium use, please complete the table in the Annex to this Appendix.</b> <b>如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。</b>		



## 2. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是  No 否</p>	<p><input checked="" type="checkbox"/> Please provide details 請提供詳情 Please refer to the Supporting Planning Statement for details. ..... .....</p> <p><input type="checkbox"/></p>																													
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?</p>	<p>Yes 是          No 否</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 .....m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/></p>																													
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/> N/A</td> </tr> </table> <p>.....</p> <p>.....</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>N/A</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
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Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A																													
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/> N/A																													

**For Developments involving Columbarium Use, please also complete the following:**  
**如發展涉及靈灰安置所用途，請另外填妥以下資料**

**Ash interment capacity 骨灰安放容量<sup>@</sup>**

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

**Total number of niches 龕位總數**

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

**Proposed operating hours 擬議營運時間**

<sup>@</sup> Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;  
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and  
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.  
在該骨灰安置所內，總共最多可安放多少份骨灰。



## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)  
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Proposed Rezoning of the Site from "Other Specified Uses" annotated "Container Terminal" Zone to "Other Specified Uses" annotated "Container Terminal (1)" Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung
Site area 地盤面積	69,421 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Draft Kwai Chung Outline Zoning Plan No. S/KC/31
Zoning 地帶	"Other Specified Uses" annotated "Container Terminal" ("OU(Container Terminal)")
Proposed Amendment(s) 擬議修訂	<input type="checkbox"/> Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 <input checked="" type="checkbox"/> Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 <input checked="" type="checkbox"/> Rezone the application site from "OU(Container Terminal)" to "OU(Container Terminal)1" 把申請地點由_____地帶改劃為_____

## Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	506,746.479 sq.m (#) <input checked="" type="checkbox"/> About 約 66,594.211 sq.m (*) <input type="checkbox"/> Not more than 不多於	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	N/A	
	Composite 綜合用途	N/A	

(#): Total GFA of Existing Building

(\*): GFA of Proposed Data Centre (inclusive of a communal car ramp of 7,552 sq.m at 6/F)

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	m 米 <input type="checkbox"/> (Not more than 不多於)
		N/A	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		N/A	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	N/A	m 米 <input type="checkbox"/> (Not more than 不多於)
		N/A	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		N/A	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途	N/A	m 米 <input type="checkbox"/> (Not more than 不多於)
		N/A	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		N/A	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	N/A % <input type="checkbox"/> About 約		
(v) No. of units 單位數目	N/A		
(vi) Open space 休憩用地	Private 私人	N/A	sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾	N/A	sq.m 平方米 <input type="checkbox"/> Not less than 不少於



(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 (for Proposed Data Centre Only) Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) <u>Medium/Heavy Goods Vehicle</u>	116 100 10 4 N/A N/A N/A 2
	Total no. of vehicle loading/unloading bays/lays 上落客貨車位／停車處總數 (for Proposed Data Centre Only) Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) <u>Medium/Heavy Goods Vehicle</u>	8 N/A N/A 5 N/A N/A N/A 3

#### Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<hr/>		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



## 2. SITE AND PLANNING CONTEXT

### 2.1 Site Location and Existing Use

2.1.1 The Application Site is occupied by a multi-storey and multi-functional industrial building, namely Hutchison Logistics Centre ("HLC") (**Figure 2.1** refers). According to approved General Building Plan (Ref No. BLD(B)2/9241/88), the site area is about 69,421m<sup>2</sup> and the total GFA is about 506,746.479m<sup>2</sup>. The HLC is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to its north, and the towers 1 and 3 of the Hong Kong International Terminals Limited to its immediate east. (**Photos 1 to 8** refer).

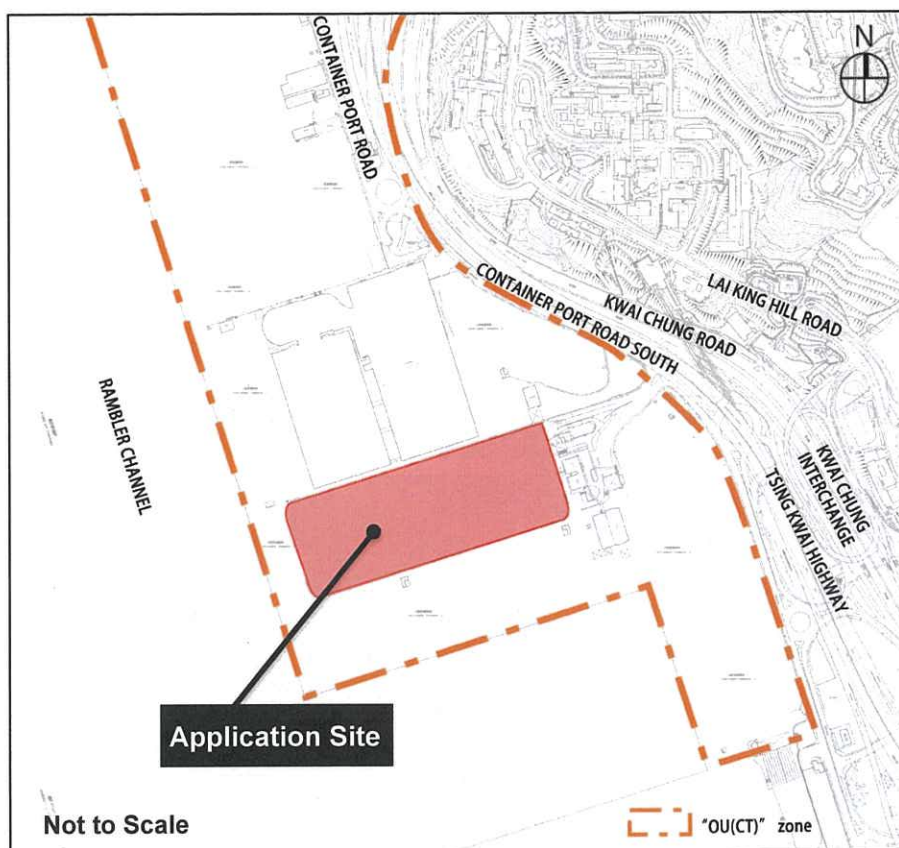


Figure 2.1 Site Location Plan

**S12A AMENDMENT OF PLAN APPLICATION  
APPROVED KWAI CHUNG OZP No. S/KC/30**

**Proposed Rezoning of the Site from “Other Specified Uses” annotated  
“Container Terminal” Zone to “Other Specified Uses” annotated  
“Container Terminal (1)” Zone for Data Centre Development  
at Hutchison Logistics Centre, 18 Container Port Road South,  
Kwai Chung**

## **SUPPORTING PLANNING STATEMENT**

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**November 2022**

**Applicant:**

**Omaha Investments Limited**

**Consultancy Team:**

**KTA Planning Limited**

**AEC Limited**

**WSP (Asia) Limited**



S3012\_HLC\_PS\_S12A\_V01



**PLANNING LIMITED**

規 劃 顧 問 有 限 公 司



## **Executive Summary**

This Planning Application is prepared and submitted on behalf of Omaha Investments Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”/the “Board”) under section 12A of the Town Planning Ordinance for the rezoning of Hutchison Logistics Centre (“HLC”) from “Other Specified Uses” annotated “Container Terminal” (“OU(CT)”) Zone and to “Other Specified Uses” annotated “Container Terminal (1)” (“OU(CT)1”) Zone in the Approved Kwai Chung Outline Zoning Plan (“OZP”) No. S/KC/30, to enable the proposed data centre development at 6/F of HLC at 18 Container Port Road South, Kwai Chung (“Application Site”/ “the Site”).

Data centre is an essential infrastructure to support economic development and the demand for data centre in Hong Kong has been strong in recent years. The TPB has recognised economic structural changes was taking place in the industrial sector in Hong Kong and it introduced information technology and telecommunications industries (“IT&T”) use to the planning regime to facilitate data centre development in the early 2000s. With due consideration to the nature of and requirement for IT&T use, it is broadly considered as an industrial use and was introduced as a permitted use to the User Schedules of “Industrial”, “Business”, and etc. zones.

The Application Site is occupied by a multi-storey and multi-functional industrial building, namely HLC and it has been zoned “OU(CT)” since 1988. In the last decade, the operations of existing distribution centres at HLC have been facing a rising degree of uncertainty of demand for distribution centre use resulting from a persisted fluctuation of container throughput in Kwai Tsing Container Terminal (“KTCT”). Aiming to fully optimise the industrial floorspace in the existing building and supply the much-needed floorspace for new data centre development, the S12A planning application proposed to introduce “IT&T” use to the proposed “OU(CT)1” zone to enable the proposed conversion of an existing distribution centre at 6/F of HLC for data centre development upon further S16 Planning Application. This will reinforce Hong Kong as a regional telecommunications hub.

The Proposed Indicative Conversion Scheme involves a Gross Floor Area (“GFA”) of about 66,594.211m<sup>2</sup> (inclusive of a communal car ramp of 7,552m<sup>2</sup>). It is proposed to convert the existing distribution centre at 6/F of HLC into data hall and necessary supporting facilities. Upon conversion, some existing internal transport facilities at R/F for the distribution centre will be reconfigured, motorcycle parking spaces will be provided at Mezzanine 1 Floor and a new 132kV substation will be provided at G/F of HLC to serve the proposed data centre. There will be no increase of floor space / building bulk at the result of the proposed conversion. Apart from the conversion of the 6/F portion of HLC from a distribution centre into the proposed data centre, the integrity of the main portion on of the HLC currently occupied by container freight station at G/F to M2/F and distribution centres at 1/F to 5/F of the main portion of HLC will be maintained. Hence, the core function of the existing container freight station

and the distribution centres at other levels of HLC in supporting the development of KTCT by provision of logistics and port back-up services would not be compromised.

The proposed data centre is fully justified by the following main reasons:

- the proposed data centre is In-line with Government’s Policies for promoting innovation and technology development;
- the proposed zoning amendments serve to update the “OU(CT)” zone to embed flexibility for economic restructuring;
- the proposed conversion of the 6/F of the Application Site into a data centre will not materially affect the functioning of the existing logistics centre and hence will not undermine the planning Intention of the “OU(CT)” zone;
- the proposed data centre echoes with the Recommendation of the Review of Land Requirement for Grade A Offices, Business and Industrial to allow flexible uses of land for special industries;
- the Application Site fulfils the unique site requirement for data centre; and
- the proposed data centre will not result in adverse traffic, sewerage and noise impacts.

In light of justifications given throughout the planning statement, we sincerely request the TPB to give favourable consideration to this Application.



## 行政摘要

(內文如有差異，應以英文版本為準)

本規劃申請書是代表 **Omaha Investments Limited** (下稱「申請人」)根據城市規劃條例第 12A 條，向城市規劃委員會(下稱「城規會」)申請修訂葵涌分區計劃大綱核准圖編號 S/KC/30 (下稱「核准圖」)，把位於葵涌貨櫃碼頭南路 18 號的和黃物流中心（下稱「申請地點」），由「其他指定用途」註明「貨櫃碼頭」地帶改劃為「其他指定用途」註明「貨櫃碼頭 1」地帶，以在申請地點的 6 樓發展擬議的數據中心(下稱「擬議發展」)。

數據中心是維持香港經濟持續發展的關鍵基建，而近年來數據中心的需求愈見增長。城規會意識到香港的工業發生了結構性變化，在 2000 年代初將「資訊科技及電訊業」引入規劃制度以促進數據中心發展。考慮到「資訊科技及電訊業」的性質和空間要求，它被廣泛視為工業用途，並加到「工業」、「商貿」等地帶為經常准許的用途。

申請地點上的和黃物流中心現時用作一幢多層多功能工業大廈，自 1998 年便被劃為「其他指定用途」註明「貨櫃碼頭」地帶。和黃物流中心的分銷中心使用需求在過去十年面臨的波動愈來愈大。為了充分善用現有建築物中的工業樓面空間，並為新數據中心的發展提供所需的樓面面積，這 S12A 規劃申請建議在擬議的“「其他指定用途」註明「貨櫃碼頭 1」地帶加入「資訊科技及電訊業」用途，以容許在往後作 S16 規劃申請，把和黃物流中心 6 樓的分發中心改裝為數據中心。這將鞏固香港作為區域電訊樞紐的地位。

擬議的改裝計劃涉及的樓面面積約為 **66,594.211** 平方米（包括共用車輛出入斜道約 **7,552** 平方米）。擬議把申請地點 6 樓的分發中心改裝為數據中心及所需配套設施。此外，擬議方案涉及改動部分樓面間隔，包括改動天台的內部交通設施、在閣樓 1 層增加電單車車位及地面增建 **132kV** 變電站以支援 6 樓的擬議數據中心。擬議方案不會增加樓面面積及樓宇體積。除了將申請地點的 6 樓部分由分發中心改建為數據中心外，現有位於申請地點地面至閣樓 2 層的貨櫃裝卸站和其他位於 1 樓至 5 樓的分發中心完全不受影響。和黃物流中心的貨櫃裝卸站和其他樓層的分發中心會繼續提供物流和港口後勤服務以支援葵涌貨櫃碼頭發展的核心功能。

申請地點的擬議發展主要理據如下：

- 擬議數據中心符合政府推動創新科技發展的政策；
- 修訂現有「其他指定用途」註明「貨櫃碼頭」地帶，為申請地點的土地用途嵌入更大靈活性，促進經濟轉型；
- 把申請地點6樓改裝作擬議數據中心發展不會影響現有物流中心的核心功能和規劃意向；
- 擬議數據中心與甲級辦公室、商貿和工業用地檢討的所提出增加特殊工業用地彈性的建議相呼應；
- 申請地點能滿足數據中心的獨特場地要求；及
- 不會帶來負面交通、排污及噪音影響。

基於以上各項規劃理據，申請人懇請城規會支持這規劃申請。

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**S12A PLANNING APPLICATION**  
**Approved Kwai Chung OZP No. S/KC/30**

**Proposed Rezoning of the Site from “Other Specified Uses” annotated  
“Container Terminal” Zone to “Other Specified Uses” annotated “Container  
Terminal (1)” Zone for Data Centre Development  
at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung**

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**Supporting Planning Statement**

**1. INTRODUCTION**

**1.1 Purpose**

1.1.1 This Planning Application is prepared and submitted on behalf of Omaha Investment Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 12A of the Town Planning Ordinance for the proposed rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” (“OU(CT)”) zone to “OU(CT)1” zone to enable the proposed conversion of a distribution centre at 6/F of Hutchison Logistics Centre (“HLC”) into a data centre, Kwai Tsing Container Terminal (“KTCT”), Kwai Tsing (the “Application Site”). This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this application.

**1.2 Report Structure**

1.2.1 Following this introductory section, the site and planning context will be briefly summarised in Section 2. The indicative conversion proposal is included in Section 3. Section 4 will outline the proposed zoning amendments. The planning merits and justifications for the application will be explained in Section 5. The Planning Statement will be concluded in Section 6.



## 2. SITE AND PLANNING CONTEXT

### 2.1 Site Location and Existing Use

2.1.1 The Application Site is occupied by a multi-storey and multi-functional industrial building, namely Hutchison Logistics Centre (“HLC”) (**Figure 2.1** refers). According to approved General Building Plan (Ref No. BLD(B)2/9241/88), the site area is about 69,421m<sup>2</sup> and the total GFA is about 506,746.479m<sup>2</sup>. The HLC is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to its north, and the towers 1 and 3 of the Hong Kong International Terminals Limited to its immediate east. (**Photos 1 to 8** refer).

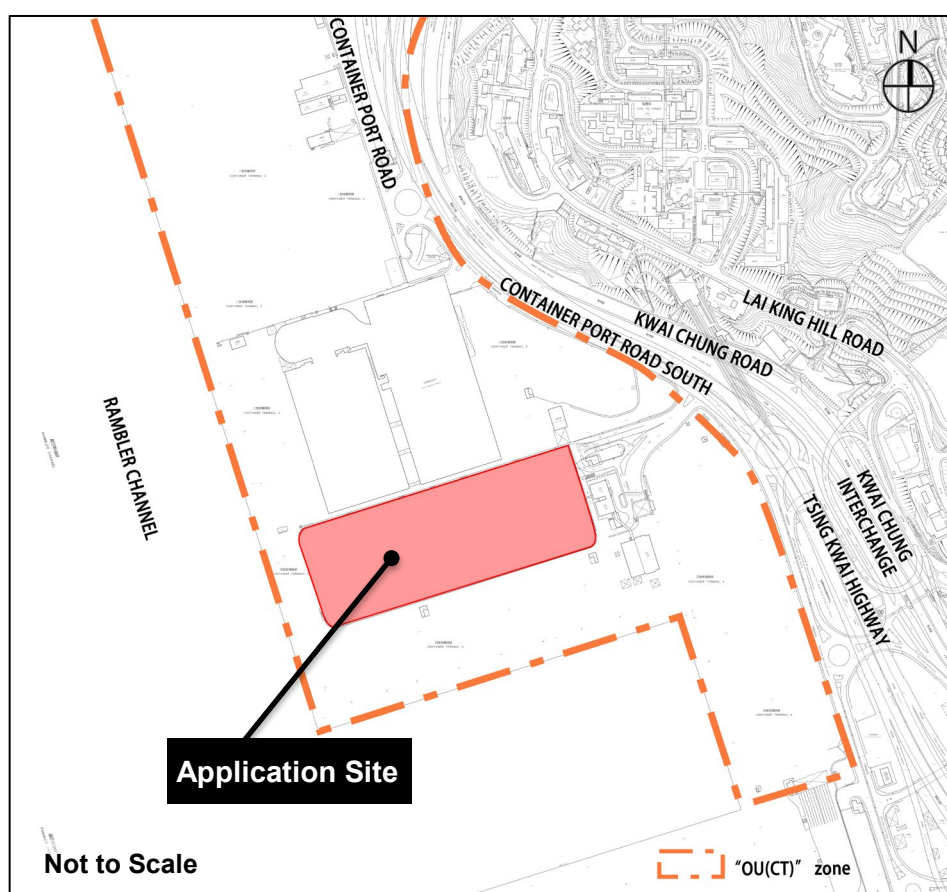
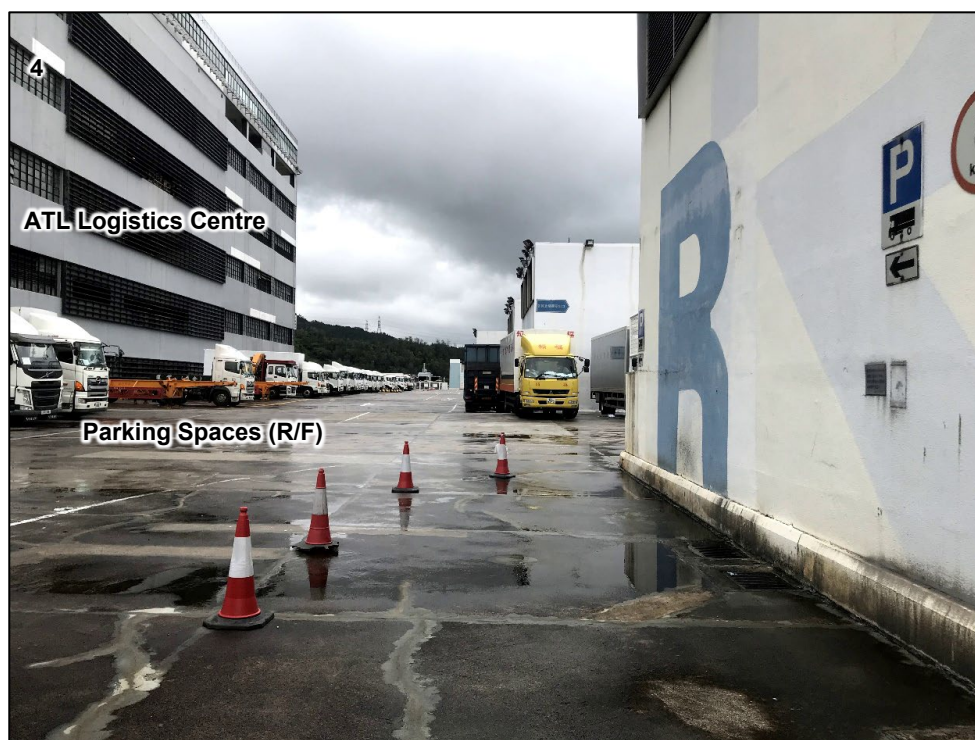


Figure 2.1 Site Location Plan



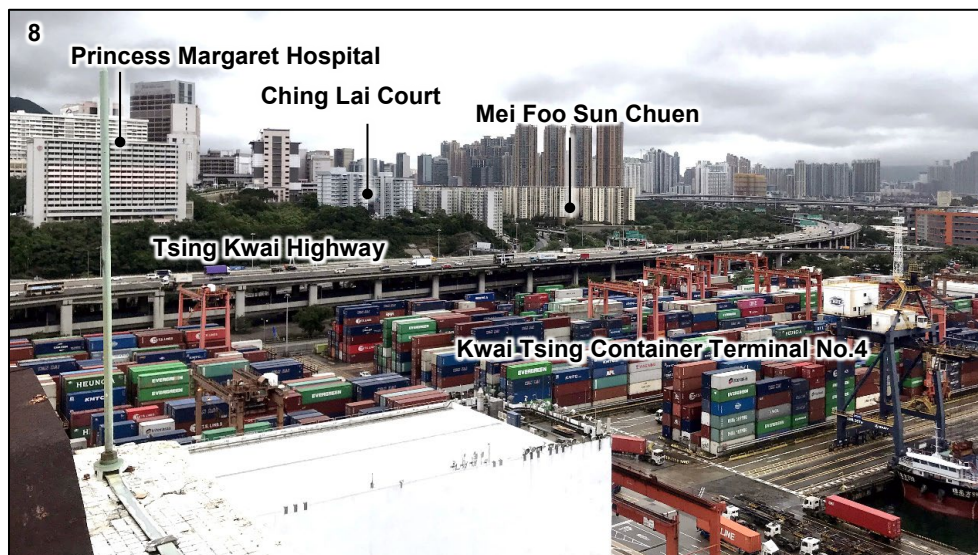
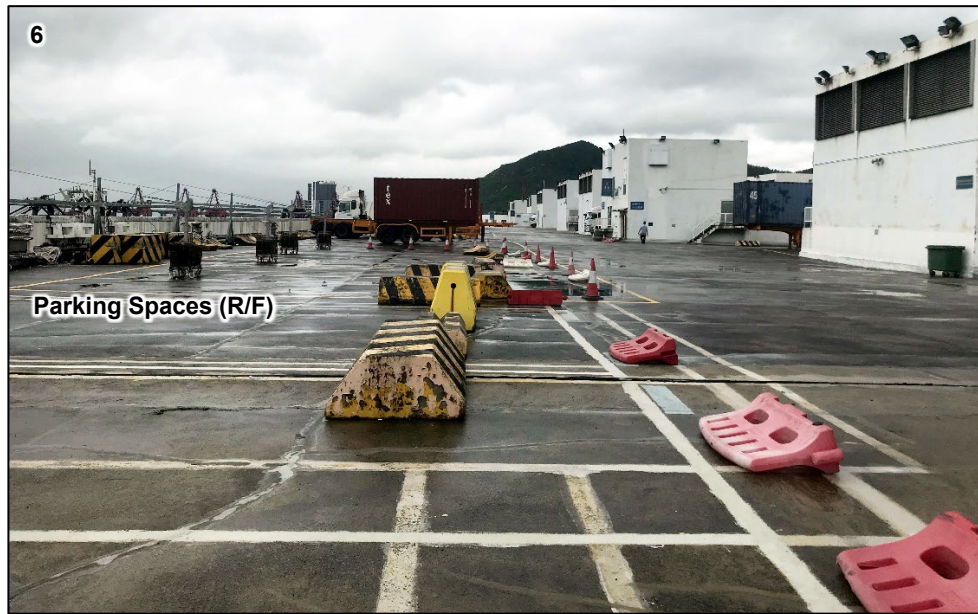
**Photos 1 to 3: 6/F of the Hutchison Logistics Centre**  
(Photos taken on 19 July 2021)





**Photos 4 to 5: R/F of the Hutchison Logistics Centre**  
(Photos taken on 19 July 2021)





**Photos 6 to 7: R/F of the Hutchison Logistics Centre**  
**Photo 8: Surrounding developments (View from R/F of the Hutchison Logistics Centre towards southeast direction)**  
(Photos taken on 19 July 2021)

- 2.1.2 HLC comprises three major portions:
- 1) The container freight station at G/F to M2/F of HLC is part of the operational space of KTCT. It operates independently from the distribution centre and office at the upper levels.
  - 2) The office portion from 1/F to 10/F at the eastern end of HLC. It has its own main entrance at M1/F.
  - 3) A distribution centre from 1/F to 6/F of the main portion of HLC.

2.1.3 Vehicles going to the distribution centre will pass through the driveway at G/F, M1/F and M2/F. Whereas the R/F of HLC is occupied by canteen, E&M plants/ plantrooms, parking and waiting area for goods vehicles to the distribution centre. Some of the parking area for private car and motorcycle is provided at M1/F. There are also E&M plantrooms serving the HLC at G/F. The existing floor uses of the HLC is presented in **Table 2.1** and **Figures 2.2 to 2.6**.

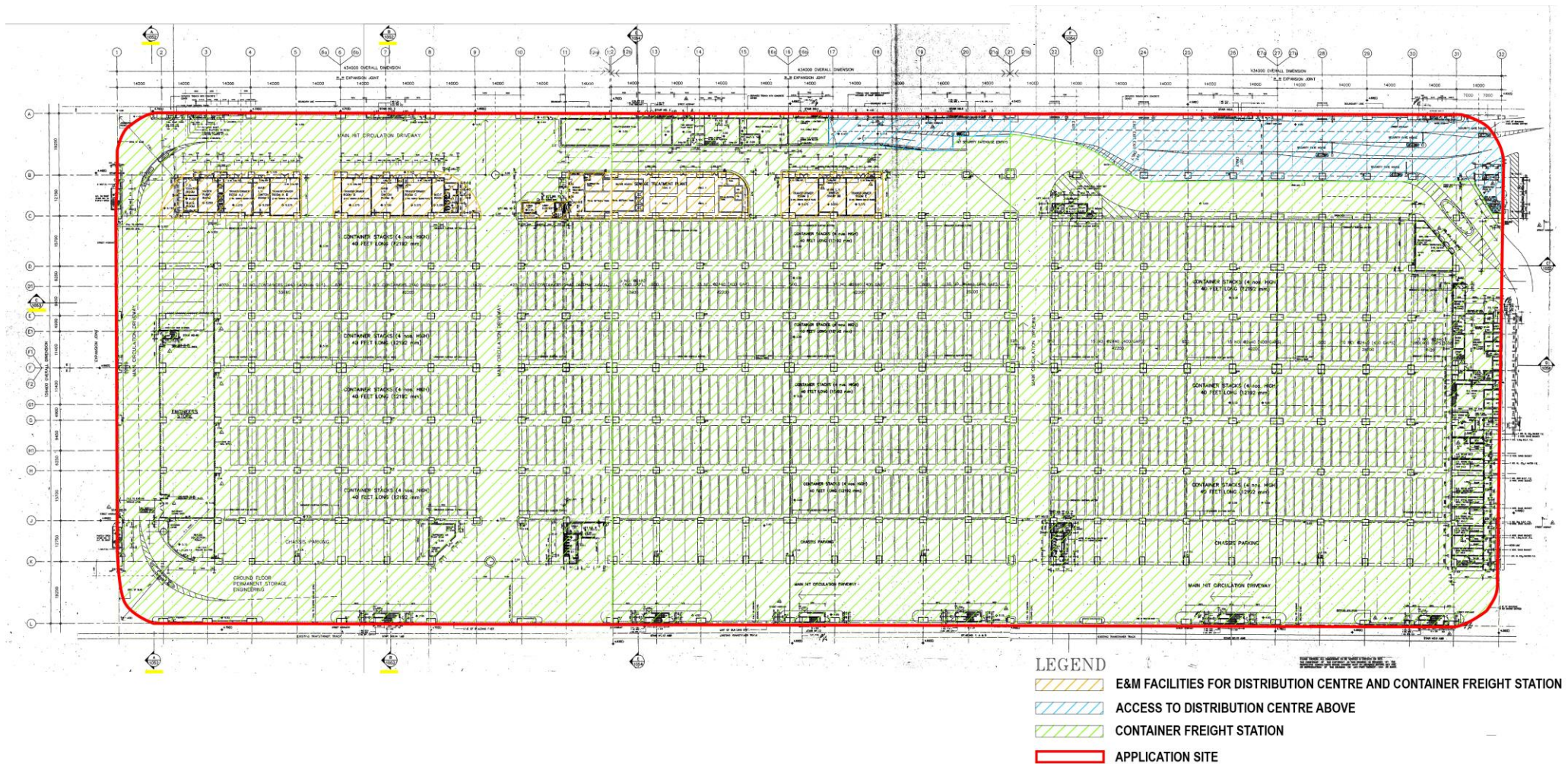
**Table 2.1 Use of Floor of the Hutchison Logistics Centre**

Floor	GFA (m <sup>2</sup> ) <sup>1</sup>	Use	Floor	GFA (m <sup>2</sup> ) <sup>3</sup>	Use
<b>LPG</b>	197.230	-			
<b>G/F</b>	66,059.039	Container freight station; E&M plantrooms; driveway; parking area			
<b>M1/F</b>	16,344.759				
<b>M2/F</b>	1089.823				
<i>Main Portion</i>			<i>Eastern Portion</i>		
<b>1/F</b>	66,182.784	Distribution Centre	<b>1/F to 10/F</b>	21,496.110 (2,149.611 per floor)	Office
<b>2/F</b>	66,202.754				
<b>3/F</b>	66,136.806				
<b>4/F</b>	66,444.211				
<b>5/F</b>	66,444.211				
<b>6/F</b>	66,594.211				
<b>R/F</b>	-	Parking and waiting area; E&M Facilities	<b>R/F</b>	3,554.543	Canteen
<b>Total GFA</b>	506,746.479m <sup>2</sup>				

<sup>1</sup> Based on record plans.



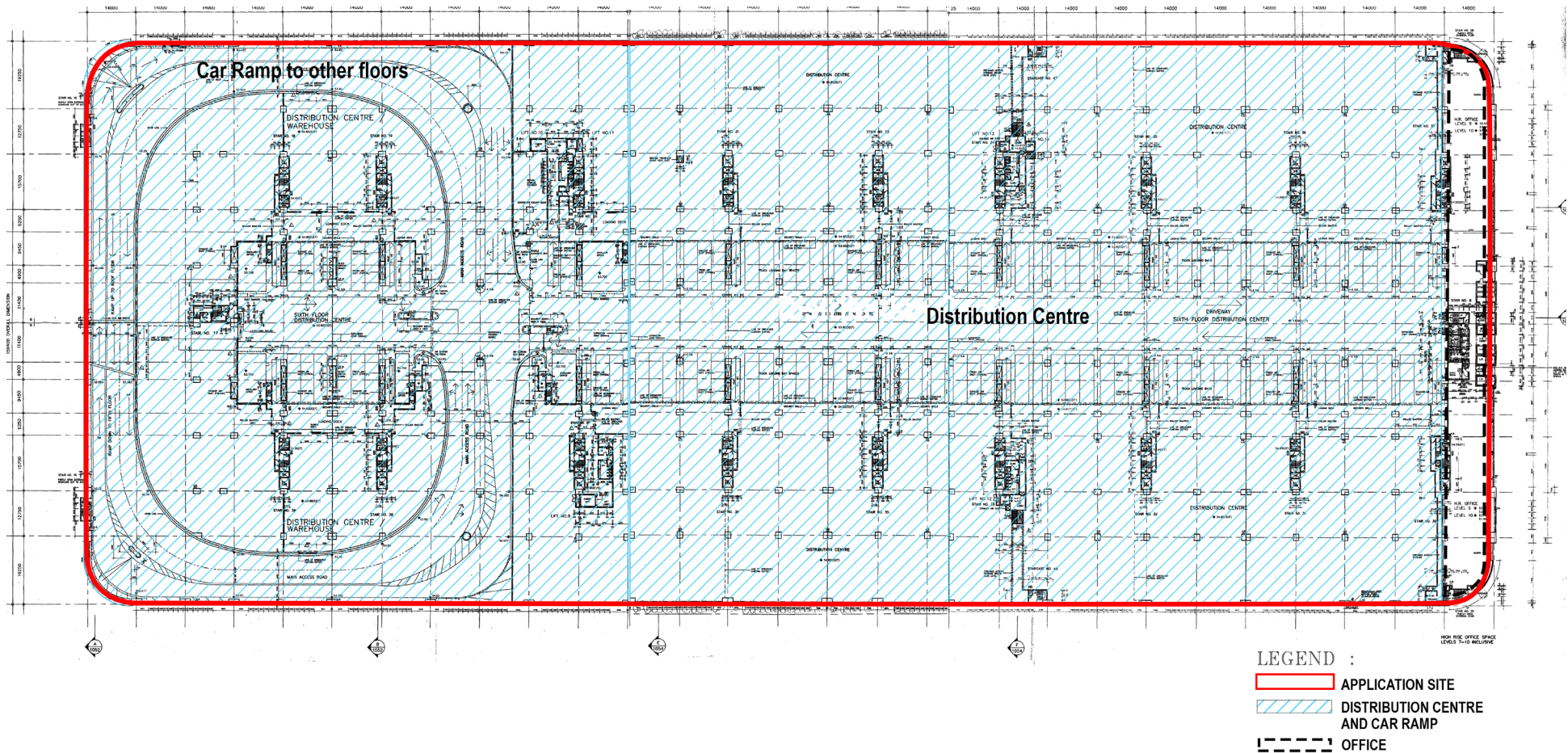
Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
S12A Amendment of Plan Application



**Figure 2.2 G/F Plan of the Existing Hutchison Logistic Centre**  
(For identification purpose only; Ref: BLD(B)2/9241/88)



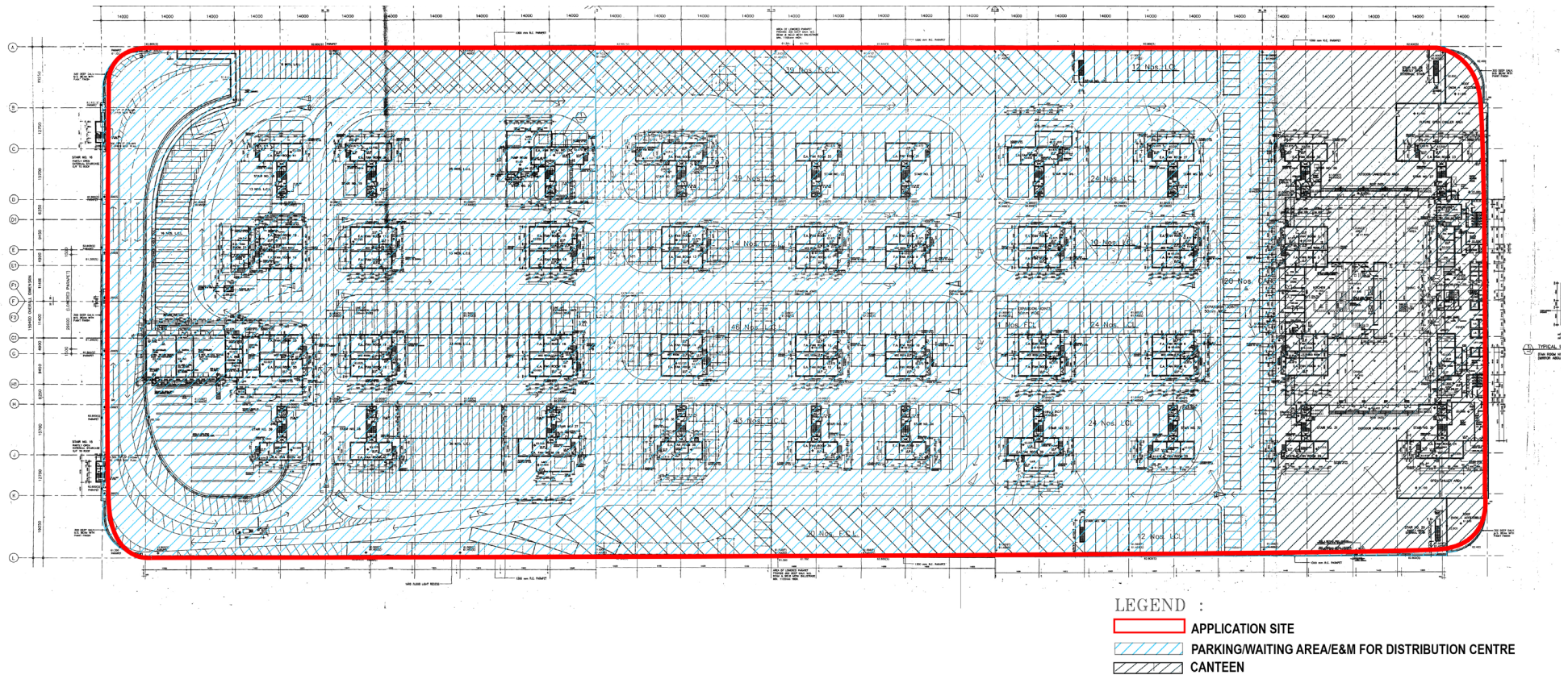
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at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
S12A Amendment of Plan Application



**Figure 2.3 6/F Plan of the Existing Hutchison Logistic Centre**  
(For identification purpose only; Ref: BLD(B)2/9241/88)



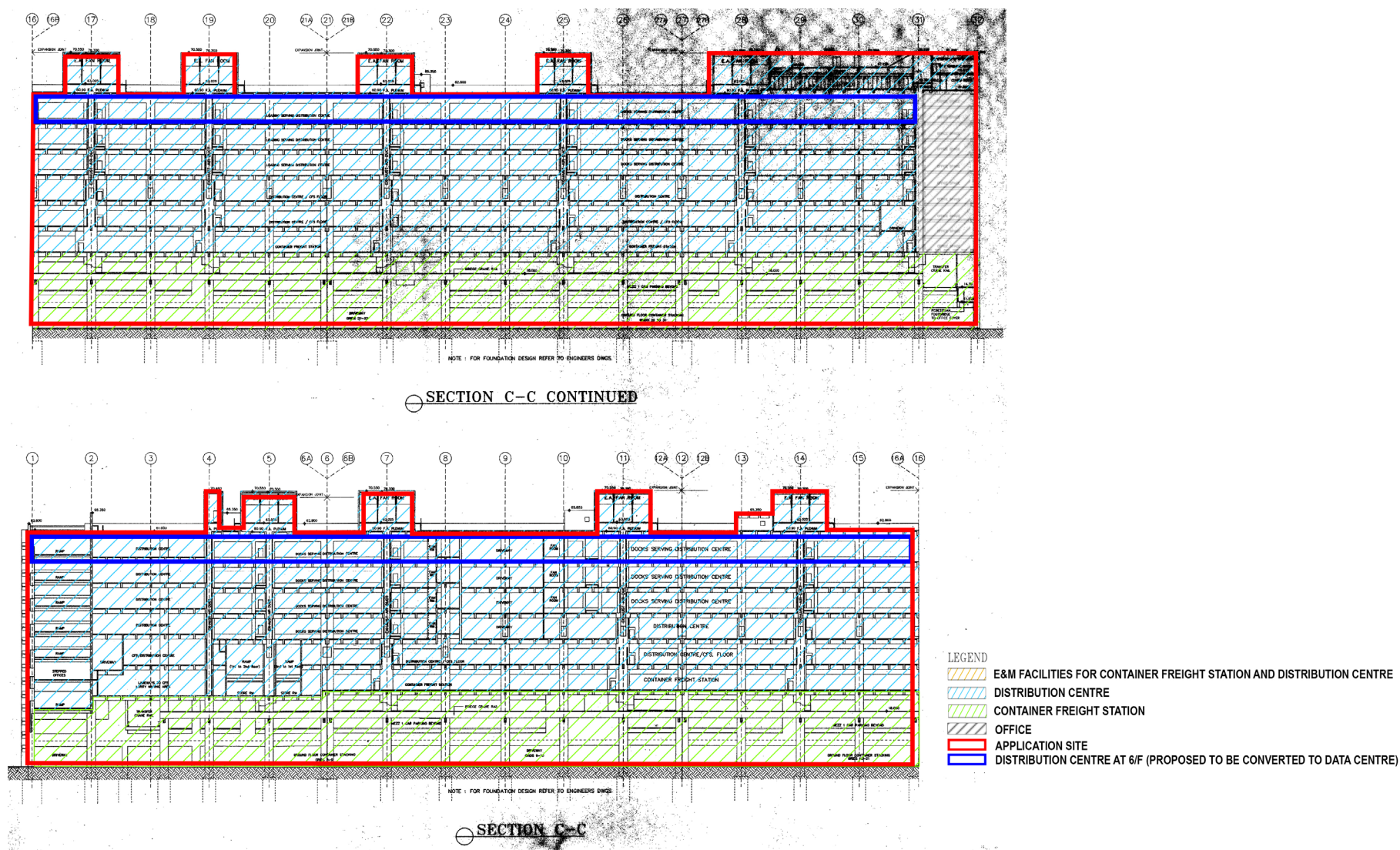
Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development  
at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
S12A Amendment of Plan Application



**Figure 2.4 R/F Plan of the Existing Hutchison Logistic Centre**  
(For identification purpose only; Ref: BLD(B)2/9241/88)



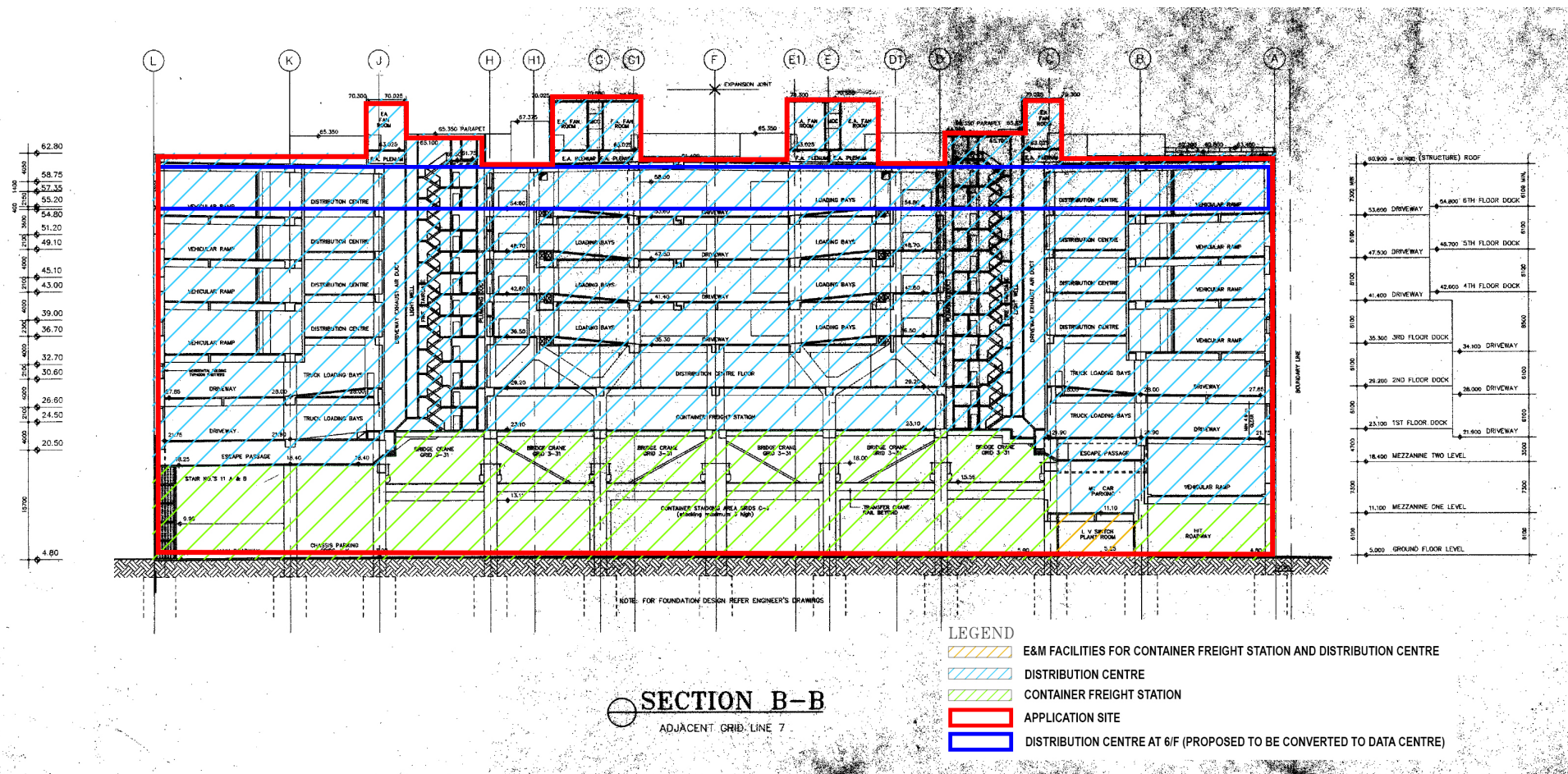
Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development  
at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
S12A Amendment of Plan Application



**Figure 2.5 Section Plan of the Existing Hutchison Logistic Centre**  
(For identification purpose only; Ref: BLD(B)2/9241/88)



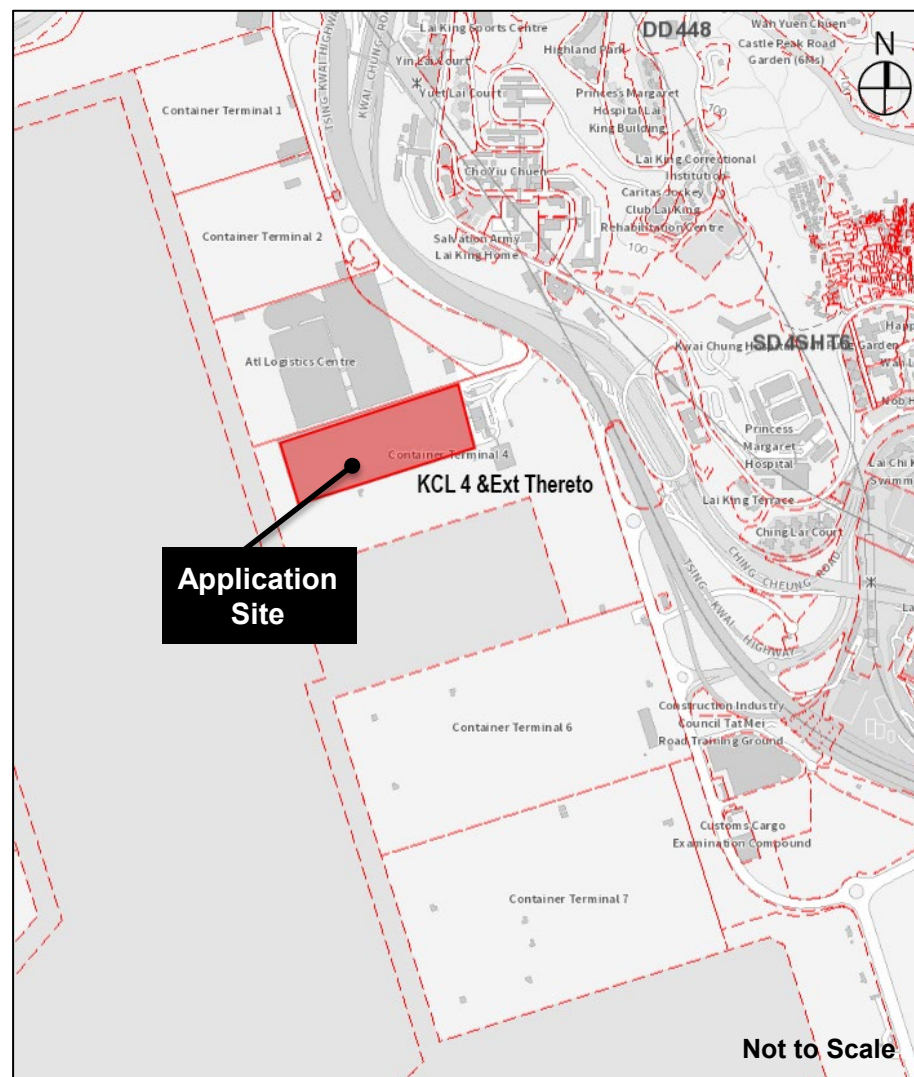
Proposed Rezoning of the Site from "Other Specified Uses" annotated "Container Terminal" Zone to "Other Specified Uses" annotated "Container Terminal (1)" Zone for Data Centre Development  
 at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
 S12A Amendment of Plan Application



**Figure 2.6 Section Plan of the Existing Hutchison Logistic Centre**  
 (For identification purpose only; Ref: BLD(B)2/9241/88)

## 2.2 Land Status and Lease Condition

2.2.1 The Application Site falls within KCL 4 & Extension Thereto with New Grant No. 5381 dated 27th February 1976 and Modification Letter dated 7th December 1976. The Lot Index Plan is found in **Figure 2.2** below. Under the Special Conditions of the Lease, the lot and all building erected on it shall only be used for a terminal for the loading, unloading and storage of containers and container cargoes carried or intended for carriage by sea and a godown or godowns for the warehousing and handling of general goods whether containerised or not and whether intended for carriage by sea. No building shall be erected on the lot except warehouses, packing sheds, offices and other ancillary buildings and such staff quarters as may in the opinion of the Secretary, be essential to the operation safety and security of the Terminal. The Applicant is prepared to make necessary application to Lands Department to enable the proposed data centre.

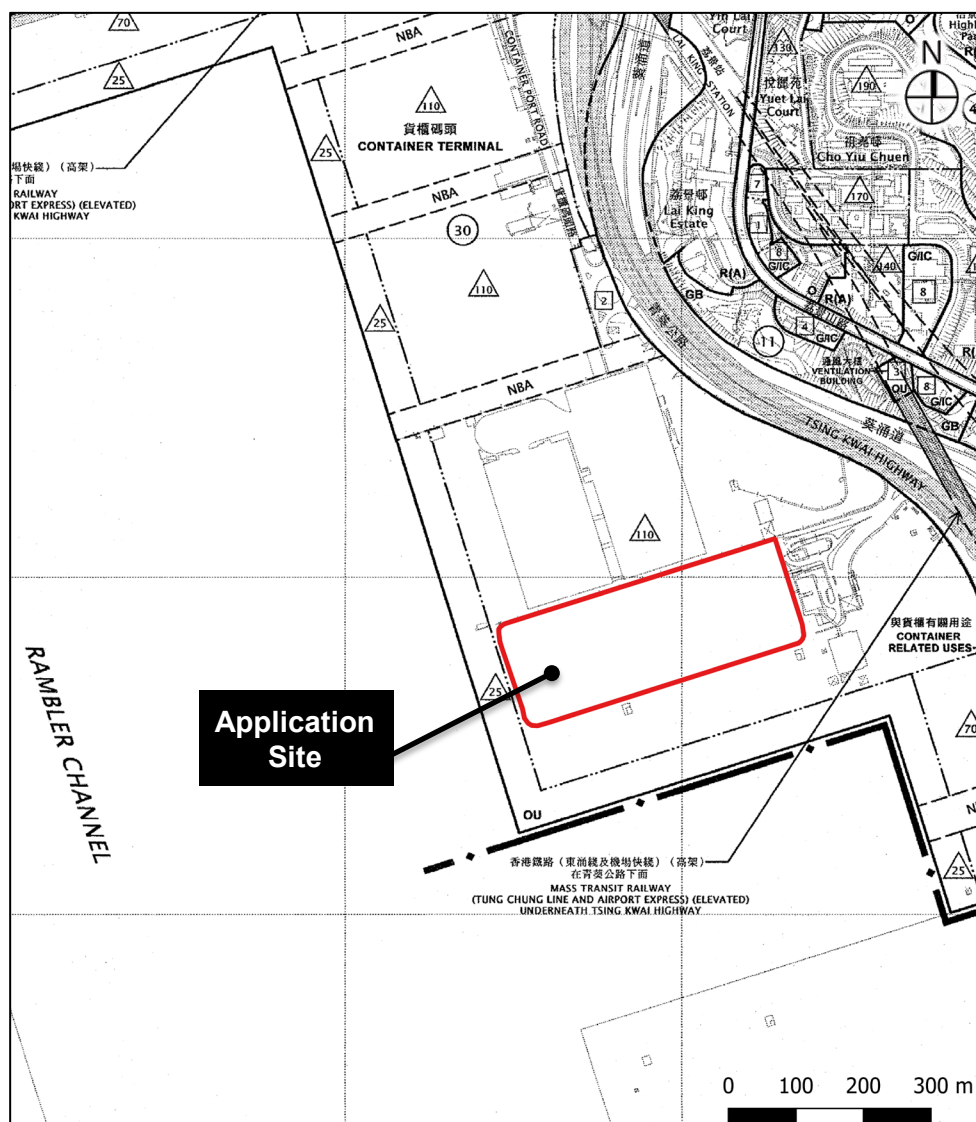


**Figure 2.7 Lot Index Plan**

## 2.3 Statutory and Non-Statutory Planning Context

### Statutory Planning Context

- 2.3.1 The Application Site was first zoned “Other Specified Uses” annotated “Container Port” on the Kwai Chung OZP No. LTW/132 gazetted in 1971. The Site has been rezoned to “Other Specified Use” annotated “Container Terminal” (“OU(CT)”) on the Draft Kwai Chung OZP No. S/KC/4 gazetted in 1988. Since then, the zoning of the Site has remained unchanged.
- 2.3.2 The Application Site falls within an area zoned “OU(CT)” on the Approved Kwai Chung Outline Zoning Plan (“Approved OZP”) No. S/KC/30 (**Figure 2.8** refers). According to the Statutory Notes of the Approved OZP, the planning intention of “OU(CT)” zone is intended primarily to cater for the development of container terminals and the associated port back-up facilities.



**Figure 2.8 Zoning Context Plan (Extracted from Approved OZP No. S/KC/30)**



### ***Planning History for Data centre***

- 2.3.7 As mentioned in **Section 2.3.1** above, the zoning of the Site remains as “OU(CT)” from 1988 till the present. Back in the 1980s, the ‘Information Technology and Telecommunications Industries (‘IT&T’) use had not yet emerged in the planning regime.
- 2.3.8 TPB has been adopting a pragmatic and sensible approach to interpret planning terminologies in meeting the ever-changing societal needs and economic conditions. Since 2000, The TPB has recognised the economic structural changes taking place in the industrial sector in Hong Kong with regard to the rapid development of the IT&T. It was considered that data centre developments, owing to its special requirements such as uninterrupted power supply, heavy floor loading and high ceiling, were suitable to operate in industrial buildings<sup>2</sup>. In the early 2000s, TPB introduced a new planning term ‘Data processing centre/Computer Centre’ and it is subsumed under the planning term ‘IT&T’ use. ‘IT&T’ use has been adopted as an always permitted use under common employment related zonings including “I” zone, “Other Specified Uses” annotated “Business” (“OU(B)”) zone, “Commercial” zone, “OU(Industrial Estates)” zone and “OU(Mixed Use)” zone over the territory.

### **Non-statutory Planning Context**

#### ***Unmet Demand for Data Centre***

- 2.3.9 Data centres are critical infrastructure to sustain continued economic development of Hong Kong and the growth in data centre demand has been strong in recent years. The “no subletting” restriction in the industrial estate admission policy presents an obstacle for data centre developers in acquiring new sites for development<sup>3</sup>. While data centre developers can consider acquiring sites in the private property market, few sites can fulfil the specific technical requirements for data centre development, and among these sites, competing uses such as offices and other commercial uses usually financially out-bid data centre. Furthermore, the Office of the Government Chief Information Officer reported that a number of potential international and local companies expressed frustration on the lack of suitable sites for data centre<sup>2</sup>. As such, this indicates unmet demand for data centre development in Hong Kong.

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<sup>2</sup> Town Planning Board (2001), “Press Release - Town Planning Board Expands Uses in Industrial Zone”, 1/2001, retrieved from: <http://www.info.gov.hk/gia/general/200107/17/0717117.htm>

<sup>3</sup> Commerce and Economic Development Bureau (2012), “Measures to facilitate the development of data centres”, GCIO 11/1/31(C), retrieved from: <https://www.legco.gov.hk/yr11-12/english/panels/itb/papers/itb-gcio11135c-e.pdf>

- 2.3.10 Given that the HLC has been facing a rising degree of uncertainty of demand for distribution centre use resulting from a persisted fluctuation of container throughput in KTCT in the last decade, the proposed conversion can broaden the use of the industrial floorspace in the existing industrial building and supply the much-needed floorspace for new data centre with the aim to reinforce Hong Kong as a regional telecommunications hub.

***Policy Initiative to Promote Innovation and Technology Development***

- 2.3.11 Since 2009, the Government has put forward a number of facilitation measures for data centre development<sup>2</sup>, mainly through: (i) the implementation of a time-limited scheme to encourage development of data centres in old industrial buildings aged 15 years or above in “Industrial” (“I”), “Other Specified Uses” annotated “Business” (“OU(B)”) or “Commercial” (“C”) zones through waiver fees exemption; (ii) the disposal of suitable government sites in IEs for high-tier data centre use.

- 2.3.12 The Chief Executive further stated in her 2020 Policy Address that the Government aims to foster the development of the ecological chain of the I&T industry in Hong Kong so as to develop Hong Kong into an international innovation and technology hub.

- 2.3.13 To pursue the goal of being a world class smart city, the Government published the first edition of Smart City Blueprint for Hong Kong in December 2017 and second edition of Smart City Blueprint for Hong Kong (“Blueprint 2.0”) in December 2020 with more than 130 smart city initiatives.

***Review of Land Requirement for Industrial Use***

- 2.3.14 As projected by the Final Consultant Report of the Review of Land Requirement for Grade A Offices, Business and Industrial Use commissioned by the Planning Department in 2017, the growth in data centre demand has been strong in recent years. It was estimated that there would be a cumulative additional floorspace requirements of 474,000m<sup>2</sup> for data centre in 2023, doubling its cumulative floorspace requirements of 237,000m<sup>2</sup> in 2018. In general, the report recommended that more flexibility should be allowed in the land use planning system to allow the business sector to promptly respond to the changing market situation. In particular, the provision of the land for Special Industries can be planned flexibly to suit different types of special Industrial uses, including data centre development. Furthermore, review on land requirements should be regularly conducted to keep abreast of the market condition.

- 2.3.15 Since the COVID-19 pandemic, companies have adopted the “work from home”, either in part or in full, as a permanent fixture of corporate culture.

Coupled with the increasing demand for e-Commerce services due to continuing lockdowns, there is growing demand for broadband penetration, increasing adaptation of cloud services with the soon-to-be-launched 5G technology. All these point to the need for identifying suitable premises which could be converted into data centres to promptly respond to market conditions.

***Fluctuating Demand for Distributing Facilities within the Port***

- 2.3.16 Despite sustaining its position as a leading port facility in Hong Kong, Kwai Tsing Container Terminal (“KTCT”) has experienced a trend of cargo throughput fluctuation in the last decade. According to the statistics from Hong Kong Maritime and Port Board, the container throughput of the KTCT has been continuously fluctuating from year to year since 2010<sup>4</sup>. The latest Summary Statistics on Port Traffic of Hong Kong published by the Hong Kong Maritime and Port Board in 2021 illustrated that the handling of KTCT has encountered surplus from its practical maximum capacity while satisfying the current throughout demand, while port facilities have been experiencing fluctuation in floorspace utilisation for the associated port-back up activities.

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<sup>4</sup> Hong Kong Maritime and Port Board (2021), “Summary Statistics on Port Traffic of Hong Kong – July 2021”, retrieved from [https://www.hkmpb.gov.hk/document/summary\\_statistics.pdf](https://www.hkmpb.gov.hk/document/summary_statistics.pdf)



### **3. THE INDICATIVE CONVERSION SCHEME**

#### **3.1 The Indicative Conversion Scheme**

3.1.1 The proposal involves the conversion of the existing distribution centre at 6/F of HLC into a proposed data centre. The existing vehicular ramp passing through 6/F to R/F will remain intact and will not be affected by the proposed conversion works.

3.1.2 The proposed conversion will mainly involve alteration works at 6/F of the Application Site for data hall and E&M plantrooms. **The proposed data centre at 6/F will have a GFA of about 66,594.211m<sup>2</sup> (inclusive of a communal car ramp of 7,552m<sup>2</sup>).** It will accommodate various high-tech and computer services with installation of 24-hour network servers, ancillary computer equipment and emergency power supplies.

3.1.3 The preliminary review of electricity demand for the proposed data centre reveals that an electricity sub-station according to CLP's prevailing requirements. As such, a new 132kV substation is proposed on G/F subject to consultation with CLP in the subsequent detailed design stage.

3.1.4 It shall be noted that details of the necessary works will be provided in detailed design stage. Should part of the works affect existing exempted floor area, there may be slight change on the overall GFA of the entire HLC (as detailed in **Section 2.1**). Nevertheless, such changes are technical in nature and will not lead to any increase in building bulk. The existing building structural frame for the HLC will be retained.

3.1.5 According to the General Building Plan approved on 28 January 1992, the floor area R/F were disregarded from GFA and PR calculation. The implications on GFA, PR calculation from the adjustment in the internal layouts as mentioned above would be further advised by the Buildings Authority and Lands Department at detailed building plan submission.

3.1.6 It is anticipated that the proposed data centre will be completed in 2026. The proposed layout for data centre and the associated works has been devised and illustrated in **Appendix 1**.

#### **3.2 Access and Provision of Internal Transport Facilities**

3.2.1 Following current access arrangement of the distribution centre, the proposed data centre will be accessible via the existing vehicular access at G/F. The internal transport facilities serving the proposed data centre will be provided at M1/F and R/F.

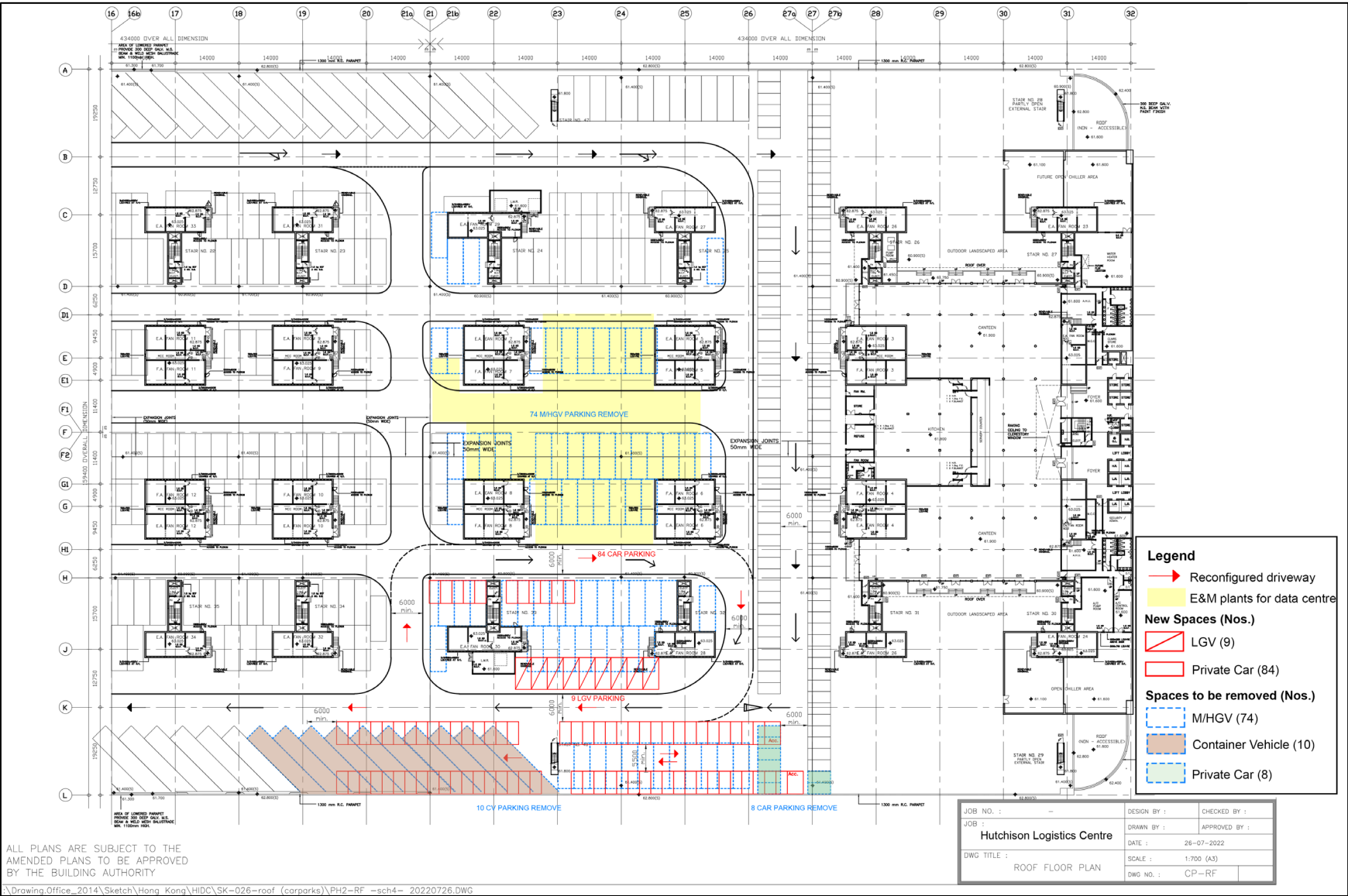
3.2.2 As detailed in the Traffic Impact Assessment ("TIA") (**Appendix 2** refers), there were about 24 car parking spaces, 79 M/HGV L/UL bays and 126 container vehicle parking spaces serving the serving the distribution centre

at 6/F. Upon conversion, such internal transport facilities will no longer be required. For the proposed data centre, it is estimated that about 100 private car parking spaces, 10 motorcycle, 9 L/UL bays/ parking spaces for LGV and 5 L/UL bays/ parking spaces for M/HGV will be required based on the requirements stated in the Chapter 8 of the Hong Kong Planning Standards and Guidelines (“HKPSG”) and Transport Department Circular No. 6/2012.

3.2.3 Hence, a portion of the L/UL and parking spaces at M1/F and R/F of HLC will be reconfigured in supporting the proposed data centre. The new motorcycle parking spaces will be provided in M1/F (**Appendix 1** refers). The reconfiguration of L/UL and parking spaces on R/F (**Figure 3.1** refers) will not deprive the need and provision for other distribution centre and office at other levels. The overall internal transport facilities provision for the entire HLC is presented in **Table 3.1**.

3.2.4 According to the General Building Plan approved on 28 January 1992, the floor area on R/F were disregarded from GFA and PR calculation. The implications on GFA, PR calculation from the reconfiguration of parking and L/UL spaces would be further advised by the Building Authority at detailed building plan submission.

Proposed Data Centre Development at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung  
S16 Planning Application



**Figure 3.1** Reconfiguration of Internal Transport Facilities at R/F (Part)  
(For identification purpose)



**Table 3.1 Proposed Internal Transport Facilities Provision**

Type of Facilities	Proposed Provision for Data Centre at 6/F	Existing Total Provision at HLC <sup>(1)</sup>	Provision for Existing Distribution Centre at 6/F (To be released upon conversion to Data Centre) <sup>(2)</sup>	Total Provision at HLC after Conversion of Data Centre at 6/F	Proposed Changes
Private Car Parking Space (incl. accessible car parking space)	100	179	24	255	+76
Motorcycle Parking Space	10	0	0	10	+10
• Light Goods Vehicles (LGVs)	L/UL: 5 Parking: 4	L/UL: 0 Parking: 0	L/UL: 0 Parking: 0	L/UL: 5 Parking: 4	L/UL: +5 Parking: +4
• Medium/ Heavy Goods Vehicles (M/HGVs)	L/UL: 3 Parking: 2	L/UL: 471 Parking: 0	L/UL: 79 Parking: 0	L/UL: 395 Parking: 2	L/UL: -76 Parking: +2
Container Vehicle Parking Space	0	743	126	617	-126
Coach Parking Space	0	4	0	4	0

**Note:**

- (1) Based on parking space shown on approved General Building Plans from Mezzanine 1 Floor (M1/F) to Roof Floor (R/F).  
(2) The provision for the existing Distribution Centre at 6/F is calculated on a pro-rata basis.

## 4. PROPOSED ZONING AMENDMENTS

### 4.1 The Rezoning Proposal

4.1.1 The Site currently falls within an area zoned “OU(CT)” on the Approved OZP. It is proposed to designate a subzone, i.e. “OU(CT)1” zone to allow flexibility for the proposed conversion of 6/F the HLC into a data centre at the Application Site.

4.1.2 Under the proposed “OU(CT)1” zone, “Information Technology and Telecommunications Industries” use is included under Column 2 use. The Town Planning Board could determine the appropriate scale of the proposed data centre and further review the potential interface issues and implications to the distribution centre during the S16 Planning Application stage. The proposed amendments to the Statutory Notes of the Approved OZP are presented in **Figure 4.1**.

<u>S/KC/30</u>	
<u>OTHER SPECIFIED USES</u> (Cont'd)	
Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Container Terminal” Only</u>	
Cargo Handling and Forwarding Facility	Ambulance Depot
Container Storage/Repair Yard	Dangerous Goods Godown
Container Vehicle Park/Container Vehicle Repair Yard	Eating Place (not elsewhere specified)
Eating Place (Canteen, Cooked Food Centre only)	Industrial Use
Government Refuse Collection Point	<b>Information Technology and Telecommunications Industries (on land designated “Container Terminal (1)” only)</b>
Government Use (not elsewhere specified)	Marine Fuelling Station
Pier	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Private Club	Petrol Filling Station
Public Convenience	Place of Recreation, Sports or Culture Public Clinic
Public Transport Terminus or Station	Refuse Disposal Installation
Public Utility Installation	Shop and Services (not elsewhere specified)
Public Vehicle Park	Social Welfare Facility
Shop and Services (Service Trades only)	Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)	Vehicle Repair Workshop
<u>Planning Intention</u>	
This zone is intended primarily to cater for the development of container terminals and the associated port back-up facilities.	

**Figure 4.1 Proposed Amendments to the Statutory Notes of the “OU(CT)” Zone**

## **5. PLANNING MERITS AND JUSTIFICATIONS**

### **5.1 The Proposed Data Centre is In-line with Government's Policies for Promoting Innovation and Technology Development**

5.1.1 As mentioned in **Section 2.3.9**, despite Government's policy initiatives in promoting innovation and technology development, demand for data centre development remains high due to limited availability of new sites for data centre development, stringent letting restriction of the data centre sites in existing industrial estates, and competing land uses in private industrial buildings.

5.1.2 In view of the fluctuating demand for distributing centre at the container terminal, the Applicant considers that there would be an opportunity to utilise a minor portion of the HLC as a data centre development to meet the robust demand for cloud computing, artificial intelligence and big data analytics while maintaining its core logistics function of the HLC in supporting in the operation of KTCT.

5.1.3 It is the Government's policies to build Hong Kong into a world class smart city and an international innovation and technology hub. The wide variety of smart city initiatives announced under the recently released Smart City Blueprint for Hong Kong 2.0 are mainly based on the use of big data analytics and will require robust data centre infrastructure to succeed.

5.1.4 The proposed data centre is therefore acting as the backbone of smart city initiatives and development of I&T industry. Approval of this application would be in line with 2020 Policy Address and Smart City Blueprint for Hong Kong 2.0.

### **5.2 Updates to the OU(CT) zone to Embed Flexibility for Economic Restructuring**

5.2.1 As mentioned in **Section 2.3.8**, the rapid development of the IT&T has been recognised by the TPB since 2000s, in which the planning term 'IT&T' use has been adopted as an always permitted use under common zonings including "I" zone, "OU(B)" zone, "C" zone, "OU(Industrial Estates)" zone and "OU(Mixed Use)" zone over the territory. With the aim to embed greater flexibility for economic restructuring, the proposed amendments to the subject "OU(CT)" zone by incorporating 'IT&T' uses under Column 2 uses will echo with the TPB's pragmatic and sensible approach to broaden the scope of industrial-related uses permissible in statutory zonings in responding to the ever-changing societal needs and economic conditions.

5.2.2 Upon approval to the subject S12A Planning Application, the TPB could determine the appropriate scale of the proposed data centre and further



review the potential interface issues and implications to the distribution during S16 Planning Application Stage.

### **5.3 Maintaining the Core Function of Existing Logistics Centre without Undermining the Planning Intention**

5.3.1 It is proposed to rezone the Application Site from “OU(CT)” to a tailor-made “OU(CT)1” sub-zone, where IT&T use is proposed under Column 2 Use. The proposal will only involve the conversion of one single floor of the distribution centre, i.e. 6/F of the HLC into a data centre. Upon conversion, existing internal transport facilities at R/F will be reconfigured, motorcycle parking spaces will be provided at Mezzanine 1 Floor and the existing E&M facilities at G/F of HLC will be upgraded to serve the data centre. There will be no increase of floor space / building bulk at the result of the proposed conversion.

5.3.2 In other words, apart from the conversion of the 6/F portion (with a GFA of about 66,594.211m<sup>2</sup>) of HLC from a distribution centre into the proposed centre, the main portion on of the HLC currently occupied by container freight station at G/F to M2/F (with a total GFA of about 83,494m<sup>2</sup>) and distribution centres at 1/F to 5/F (with a total GFA of about 331,411m<sup>2</sup>) of the HLC will remain intact. The core function of the existing container freight station and remaining distribution centres at HLC in supporting the development of KTCT by provision of logistics and port back-up services would not be compromised. Thus, the proposed “OU(CT)1” zone will not deviate from the planning intention of the prevailing “OU(CT)” zone to primarily cater for the development of container terminals and the associated port back-up facilities.

5.3.3 In addition, it is evident from the current industry situation that port back-up activities are not geographically confined by the ports. The Shipping Directory of Hong Kong published by the Marine Department<sup>5</sup> indicates that the a vast number of the port back-up uses such as godowns/warehouse and freight forwarding centres in the territory are located in the industrial and industrial/business areas in New Territories West(e.g. Kwai Chung, Tsuen Wan), Kowloon East (e.g. Kwun Tong), Kowloon West (e.g. Cheung Sha Wan, San Po Kong) and New Territories East (e.g. Sha Tin), and commercial areas in Hong Kong Island (e.g. Sheung Wan, Wan Chai) with variable vehicular traveling distances from the container terminal areas of KTCT and other port facilities<sup>6</sup>. Hence, there is no fixed demand for distruibition centre within KTCT and the potential impact to the overall provision of distribution centre would be minimal.

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<sup>5</sup> Marine Department (2020), “*The Shipping Directory of Hong Kong – the place to do business*”, retrieved from: [https://www.mardep.gov.hk/en/pub\\_services/shipdir.html](https://www.mardep.gov.hk/en/pub_services/shipdir.html)

<sup>6</sup> The other port facilities in Hong Kong mainly refer to the mid-stream sites, the River Trade Terminal in Tuen Mun and the 6 nos. of Public Cargo Working Areas in the territory.

- 5.4 The Proposed Data Centre Echoes with the Recommendation of the Review of Land Requirement for Grade A Offices, Business and Industrial Use**
- 5.4.1 The Final Consultant Report of Review of Land Requirement for Grade A Offices, Business and Industrial Use commissioned by the Planning Department and completed in 2017 recommended that the provision of the land for special industries can be planned flexibly to suit different types of special industrial uses, including data centre development to keep abreast of the market condition.
- 5.4.2 Since the COVID-19 pandemic, companies have adopted the “work from home”, either in part or in full, as a permanent fixture of corporate culture. Coupled with the increasing demand for e-Commerce services due to continuing lockdowns, there is growing demand for broadband penetration, increasing adaptation of cloud services with the soon-to-be-launched 5G technology. All these point to the need for identifying suitable premises which could be converted into data centres to promptly respond to market conditions.
- 5.4.3 With the current constraints in the supply of floorspace for data centre as mentioned in terms of limited availability of new sites for data centre development, stringent sub-letting restriction of the data centre sites in existing industrial estates, and competing land uses in private industrial buildings with regard to financial terms, the application for proposed data centre development by converting a portion of the HLC currently occupied by a distribution centre can broaden the use of the industrial floorspace and promote the flexibility of special industrial uses in the existing industrial building at the Application Site.
- 5.4.4 Given that the HLC has been facing a rising degree of uncertainty of demand for distribution centre use resulting from a persisted fluctuation of container throughput in KTCT in the last decade, the conversion proposal can rejuvenate the use of under-utilised industrial floorspace in the existing building and supply the much-needed floorspace for new data centre development with the aim to reinforce Hong Kong as a regional telecommunications hub.
- 5.5 Application Site Fulfils the Unique Site Requirement for Data Centre**
- 5.5.1 The Application Site is currently occupied by a multi-storey and multi-functional industrial building. The relatively large floor plate and high headroom of the distribution centre at 6/F of the subject building is considered ideal for development of a data centre. To ensure reliable power supply of the proposed data centre development, a portion of the E&M facilities at G/F of the Application Site would be upgraded to support the data centre. Hence, the Application Site will be able to fulfil the unique

loading and power specifications for data centre and thus will be adaptively used to respond to the demand for data centre.

## **5.6 No Adverse Traffic Impact**

The Traffic Impact Assessment ("TIA"; **Appendix 2** refers) concluded that that the proposed data centre development will only generate a two-way traffic about 24 pcus during AM peak hour, and generate about 16 pcus during PM peak hour. When comparing with the existing use of 6/F of the Application Site as a distribution centre, there will be a significant reduction of traffic flow of 214pcus in AM peak hour and corresponding reduction of traffic flow of 229pcus in the PM peak hour in the proposed data centre development. It is noted that the two-way traffic of the proposed data centre will be much lower than that of existing distribution centre, therefore it can be concluded that the proposed data centre would not have adverse traffic impact to the local road network. Hence, the proposed conversion is considered acceptable in traffic point of view.

## **5.7 No Adverse Sewerage Impact**

5.7.1 A Sewerage Impact Assessment ("SIA"; **Appendix 3** refers) has been conducted to evaluate the potential sewerage impact of the proposed data centre development. Sewerage generation of 70m<sup>3</sup>/day is estimated to be generated from the existing distribution centre at 6/F before its conversion to the proposed data centre. Sewerage generation of 38m<sup>3</sup> /day is estimated to be generated from the proposed data upon completion. Hence, decrease in sewage generation of 32m<sup>3</sup>/day from the Application Site is anticipated. The SIA concludes that no adverse impact is anticipated to arise from the proposed data centre.

## **5.8 No Adverse Noise Impact**

5.8.1 A Noise Impact Assessment ("NIA"; **Appendix 4** refers) has been conducted to evaluate potential noise impacts associated with the proposed data centre. The NIA concludes that as the proposed data centre is an industrial use, which is not considered as noise sensitive use. In view of this, no adverse noise impact on the porposed data centre is anticipated.



**6. CONCLUSION AND SUMMARY**

6.1 In light of the above, it is recommended that the proposed data centre at the Application Site should be favourably considered by the TPB from a planning point of view based on the following reasons:

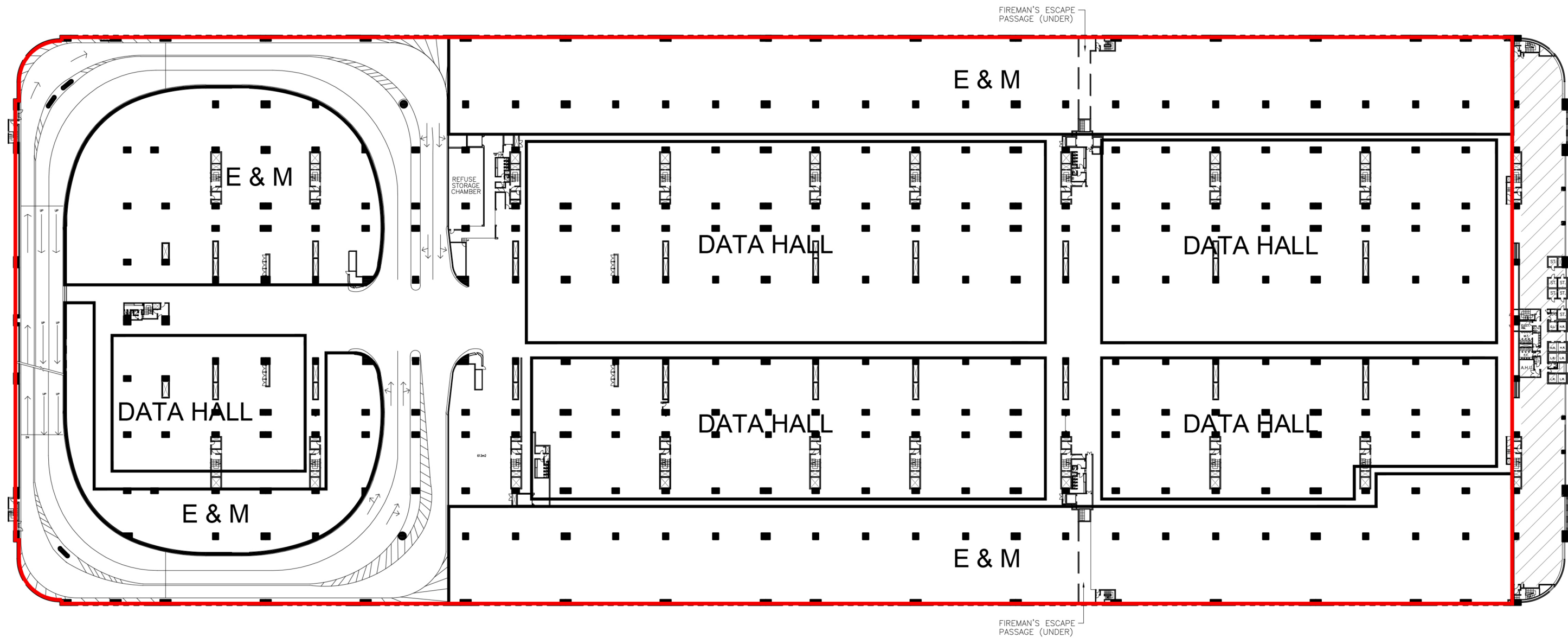
- the proposed data centre is In-line with Government's Policies for promoting innovation and technology development;
- the proposed zoning amendments serve to update the "OU(CT)" zone to embed flexibility for economic restructuring;
- the proposed conversion of the 6/F of the Application Site into a data centre will not materially affect the functioning of the existing logistics centre and hence will not undermining the planning Intention of the "OU(CT)" zone;
- the proposed data centre echoes with the Recommendation of the Review of Land Requirement for Industrial Use to allow flexible uses of land for special industries;
- the Application Site fulfils the unique site requirement for data centre; and
- the proposed data centre will not result in adverse traffic, sewerage and noise impacts.

## ***Appendix 1***

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### **Proposed Layout for the Data Centre Development and Associated Alterations**

Proposed Data Centre  
(inclusive of a communal  
car ramp)



6th FLOOR PLAN

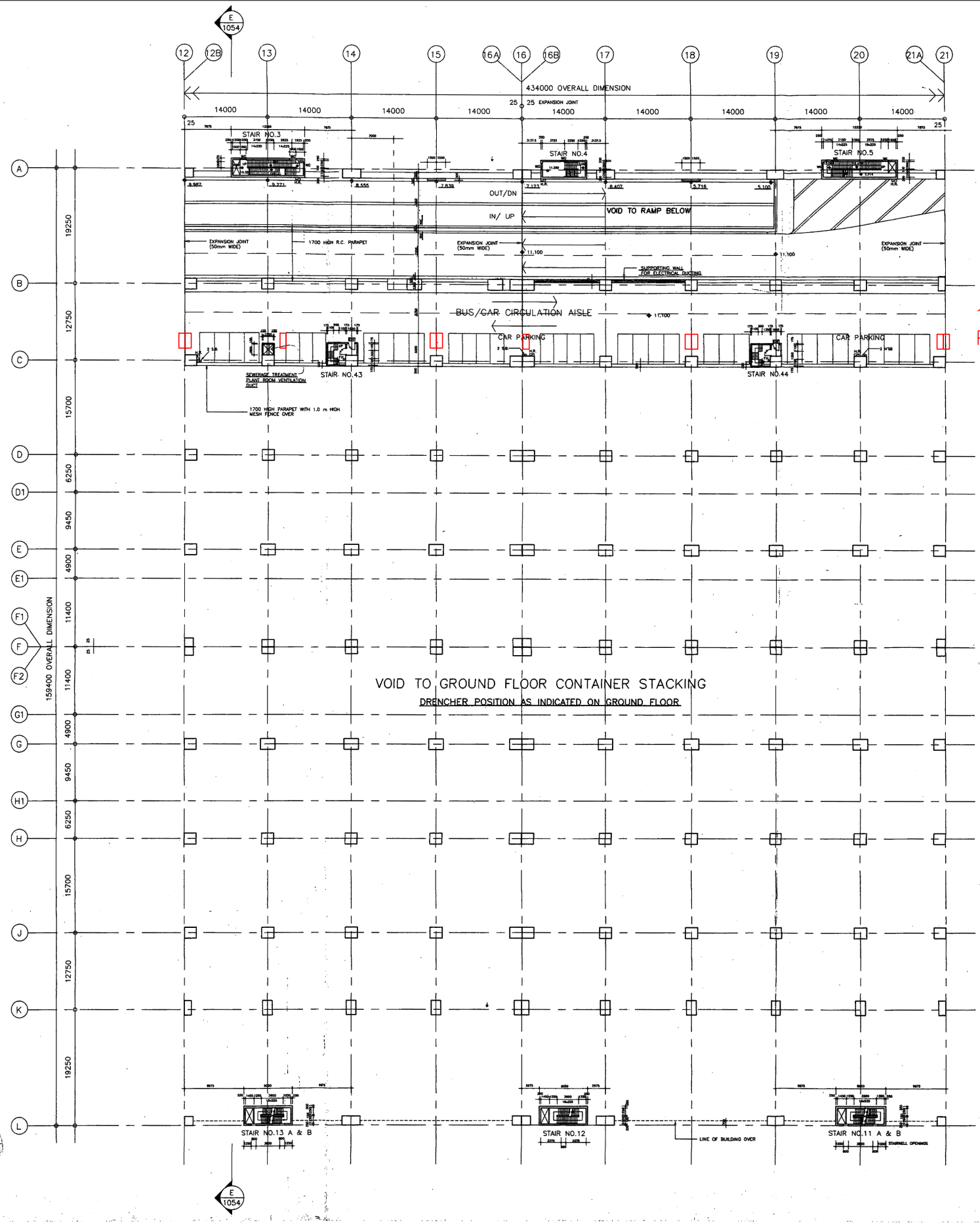
PROPOSED LAYOUT PLAN OF DATA CENTRE ON 6/F

FOR IDENTIFICATION  
PURPOSE ONLY

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JOB : Hutchison Logistics Centre	DRAWN BY :	APPROVED BY :
DWG TITLE : 6/F FLOOR PLAN	DATE : 26-07-2022	SCALE : 1 : 1200(A3)
	DWG NO. : 6F-01	

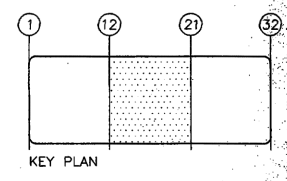
ALL PLANS ARE SUBJECT TO THE  
AMENDED PLANS TO BE APPROVED  
BY THE BUILDING AUTHORITY





10 MOTORCYCLE  
PARKING

- GENERAL NOTES :
1. USE FIGURED DIMENSIONS ONLY.  
READ THE DRAWING IN CONJUNCTION  
WITH ALL RELATED CONSULTANTS  
DRAWINGS. ENGINEER SHOULD BE  
NOTIFIED IMMEDIATELY OF ANY DISCREPANCY  
FOUND THEREIN. ALL DIMENSIONS TO  
BE VERIFIED & CHECKED ON SITE.
  2. REFER TRAFFIC ARRANGEMENT  
PLANS FOR ALL ROAD MARKING,  
TRAFFIC SIGNALS AND KERBLINE POSITION.
  3. ALL OPENINGS DIMENSIONED  
ON PLAN ARE TO BE  
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  4. NOTE ALL VERTICAL SERVICE DUCTS  
SHALL BE BACKFILLED AT EACH  
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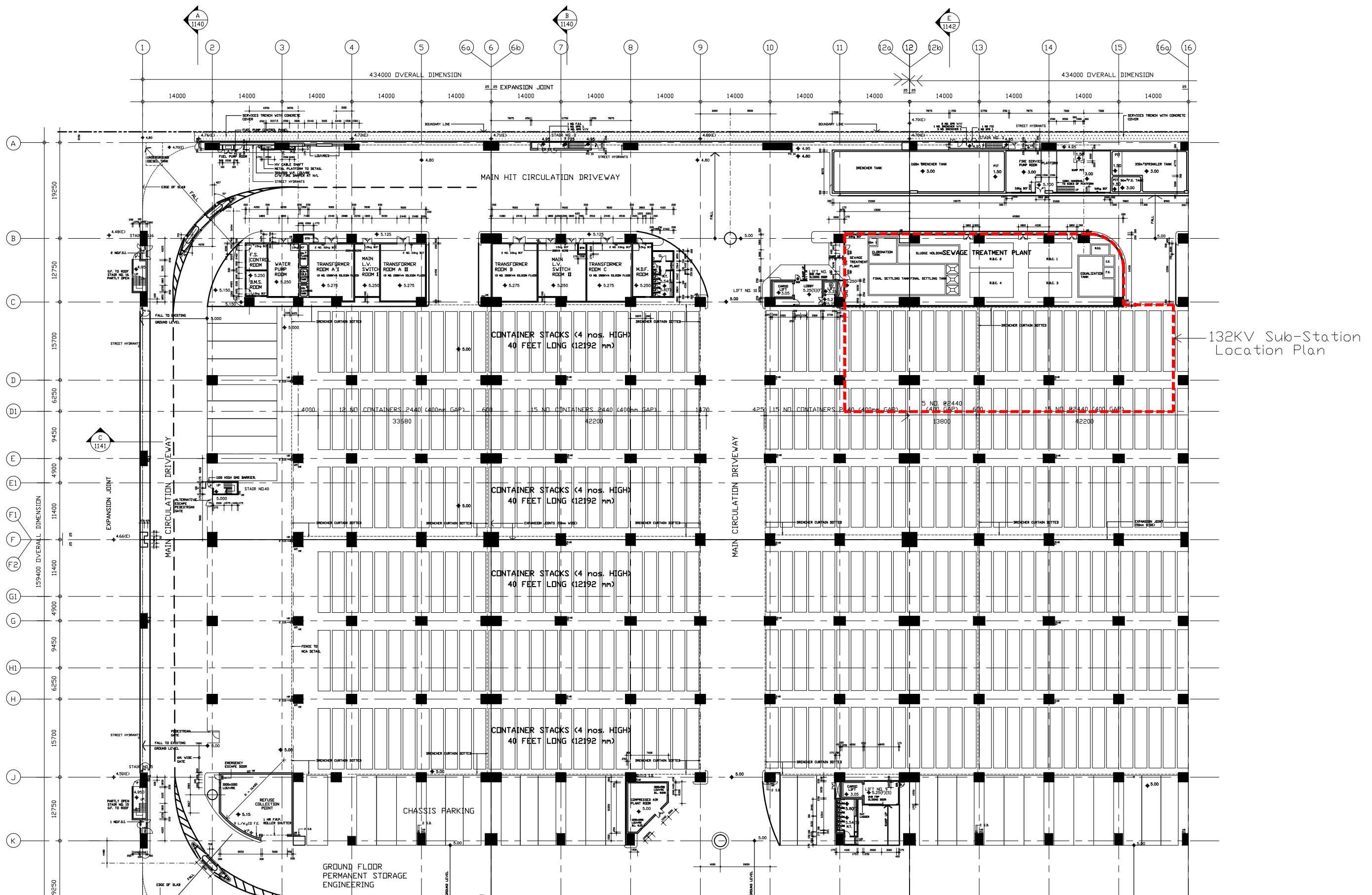


B.L.D. SUBMISSION DRAWING  
DATE: JAN 1990

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8/8/88	(D)	B.L.D. SUBMISSION (AMENDMENT)
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5/12/88		B.L.D. SUBMISSION
DATE	NO.	AMENDMENT

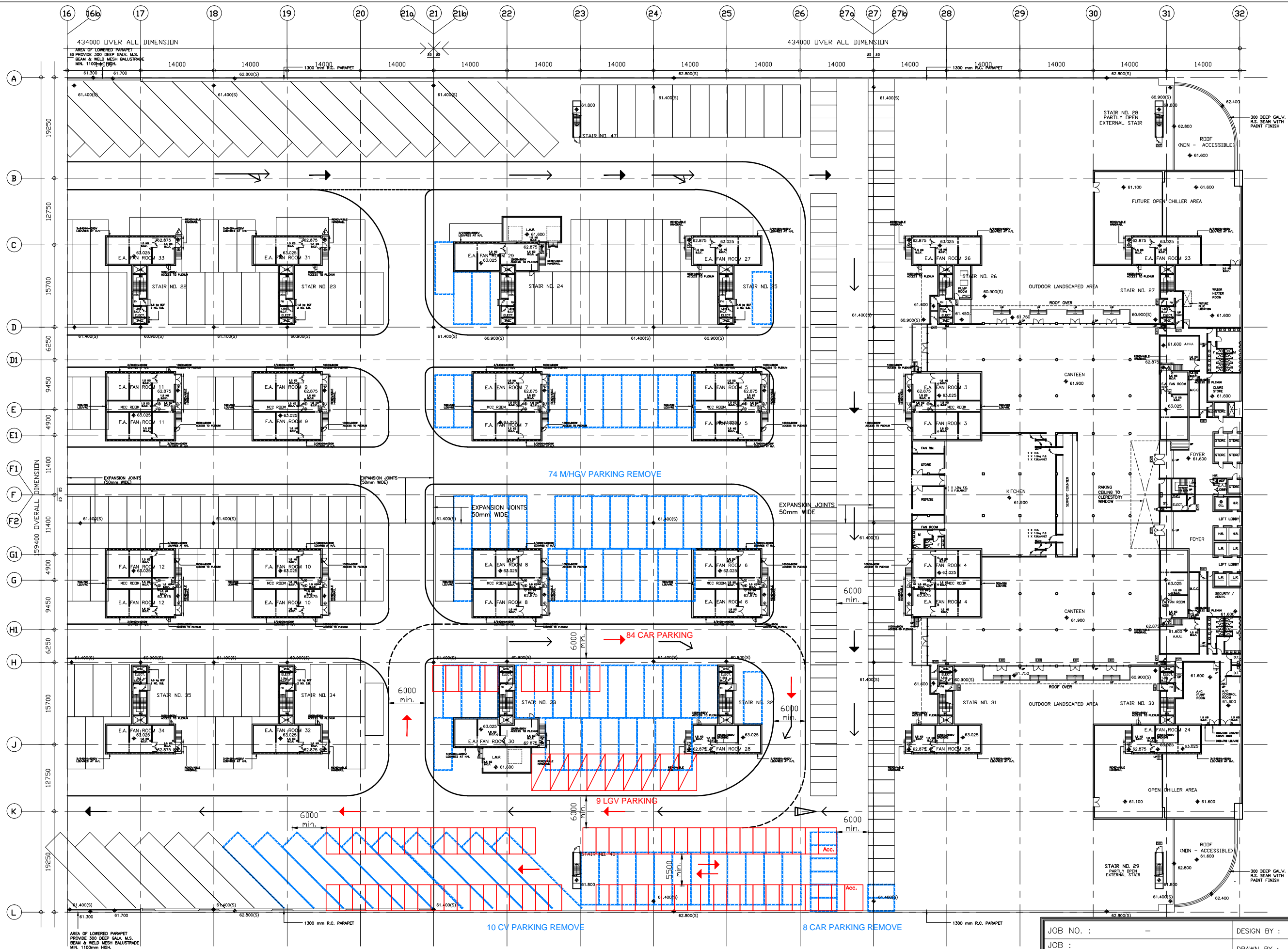
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1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 25



# Hutchison Logistics Centre

JOB NO. :	—	DESIGN BY :	CHECKED BY :
JOB :	Hutchison Logistics Centre	DRAWN BY :	APPROVED BY :
DWG TITLE :	GROUND FLOOR PLAN	DATE :	JULY-2022
		SCALE :	1:750 (A3)
		DWG NO. :	HLC—GF



ALL PLANS ARE SUBJECT TO THE  
AMENDED PLANS TO BE APPROVED  
BY THE BUILDING AUTHORITY

JOB NO. :	—	DESIGN BY :	CHECKED BY :
JOB :	Hutchison Logistics Centre	DRAWN BY :	APPROVED BY :
DWG TITLE :	ROOF FLOOR PLAN	DATE :	26-07-2022
		SCALE :	1:700 (A3)
		DWG NO. :	CP-RF



## ***Appendix 2***

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### **Traffic Impact Assessment**



**TRAFFIC CONSULTANCY SERVICE FOR S12A  
APPLICATION  
PROPOSED REZONING OF THE SITE FROM  
“OTHER SPECIFIED USES” ANNOTATED  
“CONTAINER TERMINAL” ZONE TO “OTHER  
SPECIFIED USES” ANNOTATED “CONTAINER  
TERMINAL (1)” ZONE FOR DATA CENTRE  
DEVELOPMENT AT HUTCHISON LOGISTIC  
CENTRE, 18 CONTAINER PORT ROAD  
SOUTH, KWAI CHUNG**

**Traffic Impact Assessment  
(Final Issue 2)**

PROJECT NO.: 2509103A

DATE: NOVEMBER 2022

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## REVISION HISTORY

REVISION	DATE	PREPARED BY	CHECKED BY	APPROVED BY
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Issue 2	03 Aug 2021			
Final	25 Jul 2022			
Final Issue 2	11 Nov 2022			

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## APPENDIX A      FIGURES

## APPENDIX B      RECONFIGURATION OF CAR PARKING AND LOADING / UNLOADING SPACES AT MEZZANINE 1 FLOOR (M1/F) AND ROOF FLOOR (R/F)

# 1 INTRODUCTION

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## 1.1 BACKGROUND

- 1.1.1 The Hutchison Logistics Centre ("HLC") is a multi-storey and multi-functional industrial building located in 18 Container Port Road South, Kwai Chung. According to Outline Zoning Plan ("OZP"), it is currently zoned "Other Specified Use" annotated "Container Terminal" ("OU(CT)"). The Applicant would like to seek approval from the Town Planning Board under Section 12A of the Town Planning Ordinance for the rezoning of the Site from "Other Specified Uses" annotated "Container Terminal" ("OU(CT)") Zone and to "Other Specified Uses" annotated "Container Terminal (1)" ("OU(CT)1") Zone in the Approved Kwai Chung Outline Zoning Plan No. S/KC/30, to enable the proposed data centre development at 6/F of Hutchison Logistics Centre (HLC), 18 Container Port Road South, Kwai Chung ("the Application Site").
- 1.1.2 The Applicant intends to convert a distribution centre at 6/F with GFA of about 66,594.2m<sup>2</sup> (including 7,552m<sup>2</sup> for driveway) at the existing building to data centre to allow the accommodation of computer servers and its associated facilities in which a traffic impact assessment (TIA) will be required in assessing the traffic impact to the vicinity.
- 1.1.3 WSP (Asia) Ltd. (WSP) was commissioned by Omaha Investments Limited (the Applicant) as a traffic consultant to carry out a TIA in support of the S12A Planning Application for the proposed data centre.
- 1.1.4 The purpose of this study is to review the traffic conditions and assess the traffic impact to the adjacent road network caused by the conversion from distribution centre to data centre.
- 

## 1.2 OBJECTIVE OF THIS STUDY

- 1.2.1 The main objectives of this of this study are:
- (a) Review existing traffic conditions in the vicinity of the application site;
  - (b) To identify the traffic generation from the proposed data centre at the application site;
  - (c) To advise on the car parking and loading / unloading facilities provisions and access arrangements for the proposed data centre; and
  - (d) To recommend traffic improvement measures to alleviate the foreseeable traffic problem on the surrounding roadworks, if necessary.
- 

## 1.3 STRUCTURE OF THE REPORT

- 1.3.1 Following the introductory chapter, there are 4 further chapters:
- (a) Chapter 2 – The proposed data centre, which presents the development schedule for the subject site in S12A Application. The proposed vehicular access arrangements, car parking and loading / unloading provisions will also be discussed.
  - (b) Chapter 3 – Existing Traffic Conditions, which describes the existing road network and public transport facilities in the vicinity of the subject site.
  - (c) Chapter 4 – Traffic Forecast, which discusses the potential traffic generation and attraction of the proposed data centre.
  - (d) Chapter 5 – Summary and Conclusion, which summarises the findings of the study and presents the conclusions regarding the traffic issues associated with the proposed Data Centre.

## 2 PROPOSED DATA CENTRE AT THE EXISTING LOGISTIC CENTRE

### 2.1 SITE LOCATION

- 2.1.1 The Proposed Data Centre Development is located at 6/F of HLC, 18 Container Port Road South, Kwai Chung as shown in **Figure 2.1**. The Proposed Data Centre Development is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to its north, and the Towers 1 and 3 of the Hong Kong International Terminals Limited to its east.
- 2.1.2 The Proposed Data Centre Development is currently located in Hutchison Logistics Centre, an industrial building, with a gross floor area (GFA) of about 66,594.211m<sup>2</sup> (including 7,552m<sup>2</sup> for driveway).

Table 2.1 – Existing Hutchison Logistics Centre Area Schedule

Floor	GFA (m <sup>2</sup> )	Use	Floor	GFA (m <sup>2</sup> )	Use
LPG Store	197.230	-			
Ground Floor(G/F)	66,059.039	Gatehouse Exit & G/F Container Storage Operations			
Mezzanine 1 Floor (M1/F)	16,344.759	Security Gatehouse Entry			
Mezzanine 2 Floor (M2/F)	1,089.823	Main Entry / Exit Ramp			
Western Portion			Eastern Portion		
1st Floor (1/F)	66,182.784	Container Freight Station	1 <sup>st</sup> Floor (1/F) to 10 <sup>th</sup> Floor (10/F)	21,496.110	Office
2nd Floor (2/F)	66,202.754	Container Freight Station / Distribution Centre			
3rd Floor (3/F)	66,136.806	Distribution Centre			
4th Floor (4/F)	66,444.211	Distribution Centre			
5th Floor (5/F)	66,444.211	Distribution Centre			
6th Floor (6/F)	66,594.211	Distribution Centre			
Roof Floor (R/F)	-	Overflow Parking Provisions	Roof Floor (R/F)	3,554.543	Canteen
<b>TOTAL GFA</b>	<b>506,746.479 m<sup>2</sup></b>				



## 2.2 PROPOSED DEVELOPMENT SCHEDULE

- 2.2.1 The applicant proposed to convert a portion of the Application Site, i.e. 6<sup>th</sup> floor at the west tower with GFA of about 66,594.211m<sup>2</sup> (including 7,552m<sup>2</sup> for driveway) to a “Data Centre” which is mainly to accommodate computer server racks. It is anticipated that the proposed data centre development to be completed by Year 2026. The development schedule is summarized in **Table 2.2**.

Table 2.2 – Development Schedule

Development Schedule	Parameters <sup>(1)</sup>
GFA	About 66,594.211m <sup>2</sup> (including 7,552m <sup>2</sup> for driveway)
Note: (1) Based on the GBP Drawing No. 95087/A/1003G provided by the Applicant in 08 Jul 2021.	

## 2.3 PROPOSED ACCESS ARRANGEMENT

- 2.3.1 At present, the existing access points in the application site are located at the access road connected to Container Port Road South to the east of the application site as shown in **Figure 2.2**. It is expected that the access points at the application site will remain unchanged after the conversion.

## 2.4 INTERNAL TRANSPORT FACILITIES PROVISIONS

- 2.4.1 In order to serve the need on the carpark and servicing of goods vehicle for the proposed data centre, car parking and loading / unloading provisions are proposed with reference to the guidelines stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).
- 2.4.2 Based on the development schedule proposed in the S12A Application as presented in **Table 2.2**, the car parking and loading / unloading provisions for the proposed Data Centre are proposed and presented in **Table 2.3**.

Table 2.3 – Internal Transport Facilities Provisions

Facilities (L x W x H)	Required Parking Provision			Proposed Provision
	Rate	Lower	Upper	
<b>Private Car Parking Space (5m x 2.5m x 2.4m)</b>	1 car parking space per 600-750m <sup>2</sup> GFA <sup>(1)</sup>	80 (incl. accessible car parking space)	100 (incl. accessible car parking space)	<b>100 (incl. accessible car parking space)</b>
<b>Accessible Car Parking Space (5m x 3.5m x 2.4m)</b>	2 car parking space for total provision of 51- 150nos. car parking spaces in lot <sup>(1)</sup>	2	2	<b>2</b>
<b>Motorcycle Parking Space (1m x 2.4m x 2.4m)</b>	5-10% of the total provision for private cars <sup>(1)</sup>	4	10	<b>10</b>
<b>LGV Loading / Unloading Bay (7m x 3.5m x 3.6m)</b>	For the first 20,000m <sup>2</sup> GFA: 1 goods vehicle bay per 3,400-3,800m <sup>2</sup> GFA <sup>(2)</sup>	L/UL: 5 Parking: 2	L/UL: 5 Parking: 4	<b>L/UL: 5 Parking: 4</b>
<b>M/HGV Loading / Unloading Bay (11m x 3.5m x 4.7m)</b>	For the floor space above 20,000m <sup>2</sup> GFA: 1 goods vehicle bay per 5,500-6,100m <sup>2</sup> GFA <sup>(2)</sup>	L/UL: 3 Parking: 2	L/UL: 3 Parking: 2	<b>L/UL: 3 Parking: 2</b>
<p>Note:</p> <p>(1) In accordance to HKPSG requirements.</p> <p>(2) In accordance to TD Circular No. 6/2012 - Standards for Goods Vehicle Parking and Loading/Unloading for Data Centres.</p> <p>(3) 60 % of the above required spaces shall be for loading / unloading and the remaining 40% shall be for parking.</p> <p>(4) 65 % of the required spaces shall be for LGV and the remaining 35% shall be for M/HGV.</p>				

2.4.3 Based on the above **Table 2.3** and the existing provision at HLC, the overall internal transport facilities provision for the entire HLC is presented in **Table 2.4** and the reconfiguration of car parking and loading / unloading spaces at M1/F and R/F are shown in **Appendix B**.

Table 2.4 – Proposed Internal Transport Facilities Provision

Type of Facilities	Proposed Provision for Data Centre at 6/F	Existing Total Provision at HLC <sup>(1)</sup>	Provision for Existing Distribution Centre at 6/F (To be released upon conversion to Data Centre) <sup>(2)</sup>	Total Provision at HLC after Conversion of Data Centre at 6/F	Proposed Changes
Private Car Parking Space (incl. accessible car parking space)	100	179	24	255	<b>+76</b>
Accessible Car Parking Space	2	0	0	2	<b>+2</b>
Motorcycle Parking Space	10	0	0	10	<b>+10</b>
Light Goods Vehicles (LGVs)	L/UL: 5 Parking: 4	L/UL: 0 Parking: 0	L/UL: 0 Parking: 0	L/UL: 5 Parking: 4	<b>L/UL: +5 Parking: +4</b>
Medium/ Heavy Goods Vehicles (M/HGVs)	L/UL: 3 Parking: 2	L/UL: 471 Parking: 0	L/UL: 79 Parking: 0	L/UL: 395 Parking: 2	<b>L/UL: -76 Parking: +2</b>
Container Vehicle Parking Space	0	743	126	617	<b>-126</b>
Coach Parking Space	0	4	0	4	<b>0</b>
Note: (1) Based on parking space shown on approved General Building Plans from Mezzanine 1 Floor (M1/F) to Roof Floor (R/F). (2) The provision for the existing Distribution Centre at 6/F is calculated on a pro-rata basis.					

## 3 EXISTING TRAFFIC CONDITIONS

### 3.1 EXISTING ROAD NETWORK

- 3.1.1 The existing road network is shown in **Figure 2.1**.
- 3.1.2 The subject site is mainly served by various roads, such as Tsing Kwai Highway, Kwai Chung Road and Container Port Road South.
- 3.1.3 Tsing Kwai Highway is a dual 4-lane expressway, connects Cheung Tsing Tunnel at its north and West Kowloon Highway at its south. It is a major strategic road link connecting northwest New Territories with Kowloon.
- 3.1.4 Kwai Chung Road is a dual 4-lane trunk road running north-south direction and connected to Tsuen Wan Road at its north and West Kowloon Corridor at its south.
- 3.1.5 Container Port Road South is dual 2-lane local distributor running north-south direction and connected to Kwai Chung Road at its north and Tsing Sha Highway at its south.

### 3.2 EXISTING PUBLIC TRANSPORT SERVICES

- 3.2.1 The application site is located in container terminal port area remote from railway station, and the travel distance between the application site and the Lai King MTR station is about 1.6 km.
- 3.2.2 The public transport services providing service in the vicinity of the site are summarised in **Table 3.1** and their stops are shown in **Figure 3.1**. The Green Minibus (GMB) service mainly provides short-haul feeder service to Kwai Fong MTR Station.

Table 3.1 – Public Transport Services in the Study Area

Route No.	Terminating		
GMB Route			
87A	Container Port Road Public Transport Interchange	↔	Ngong Wan Road
87M	Kwai Fong Station	↔	Container Port Road South (Terminal 4)



## 4 TRAFFIC FORECAST

### 4.1 DEVELOPMENT TRAFFIC GENERATION AT EXISTING BUILDING

- 4.1.1 According to the Approved Kwai Chung OZP No. S/KC/30, the application site is currently zoned “OU(CT)” as a container terminal. It is intended to rezone the Application Site from “OU(CT)” to “OU(CT)1” to enable the proposed data centre development at 6/F of Hutchison Logistic Centre. In order to assess and compare the trip generation between the existing distribution centre and the proposed conversion of data centre, existing traffic at the container terminal is referenced and presented in **Table 4.1**.

Table 4.1 – Traffic Data at Existing Building during peak hour of a typical week

<i>Hutchison Logistics Centre (to / from 1/F or above) – GFA of about 423,055.628m<sup>2</sup></i>	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Peak Trips (pcu/hr)	740	765	730	820
Derived Trip Rates (pcu/hr/100m <sup>2</sup> )	0.1749	0.1808	0.1726	0.1938

- 4.1.2 Based on the GFA of the proposed data centre at the application site and the surveyed trip rate, the traffic generation of the existing distribution centre at the 6/F of the application site can be estimated as shown in **Table 4.2**.

Table 4.2 – Estimated Traffic Generation of Existing Distribution Centre

	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Adopted Trip Rates for Distribution Centre (pcu/hr/100m <sup>2</sup> )	0.1749	0.1808	0.1726	0.1938
Conversion of 6/F(GFA of about 66,594.211m <sup>2</sup> ) (including 7,552m <sup>2</sup> for driveway)				
Estimated Trips at Distribution Centre (pcu/hr)	117	121	115	130

### 4.2 TRAFFIC GENERATION AT PROPOSED DATA CENTRE

- 4.2.1 Traffic generation survey has been conducted at the existing data centres, iTech Tower and iTech Tower 2 in the vicinity area, in order to identify the weekday trip rates of data centres during AM and PM peaks for assessment. The trip generation survey results and the derived trip rates are presented in **Table 4.3**.

Table 4.3 – Surveyed Trip Rates of Existing Data Centres

Existing Data Centres	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
<i>iTech Tower, Tsuen Wan – GFA of about 17,650 m<sup>2</sup></i>				
Peak Trips (pcu/hr)	2	4	3	1
Derived Trip Rates (pcu/hr/100m <sup>2</sup> )	0.0113	0.0227	0.0170	0.0057
<i>iTech Tower 2, Kwai Chung – GFA of about 10,220 m<sup>2</sup></i>				
Peak Trips (pcu/hr)	1	1	1	1
Derived Trip Rates (pcu/hr/100m <sup>2</sup> )	0.0098	0.0098	0.0098	0.0098

- 4.2.2 As shown in **Table 4.3**, lower trip rates were recorded at iTech Tower 2 in Kwai Chung as compared with those observed from iTech Tower in Tsuen Wan. For a conservative approach to assess the traffic impact on the proposed data centre conversion at the application site, the surveyed higher trip rates are adopted to derive the potential traffic generation of the data centre at the application site.
- 4.2.3 Based on the proposed development schedule listed in **Table 2.1** and the trip rated given in **Table 4.3**, the potential traffic generation of the Proposed Data Centre Development are computed and are shown in **Table 4.4**.

Table 4.4 – Estimated Potential Traffic Generation at the Application Site

	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Adopted Trip Rates for Data Centre (pcu/hr/100m <sup>2</sup> )	0.0113	0.0227	0.0170	0.0057
Conversion of 6/F(GFA of about 66,594.211m <sup>2</sup> ) (including 7,552m <sup>2</sup> for driveway)				
Estimated Trips at Data Centre (pcu/hr)	8	16	12	4

- 4.2.4 It can be observed from **Table 4.4** that the proposed data centre will generate about 8pcus and attract about 16pcus during the AM peak hour, and generate about 12pcus and attract about 4pcus during the PM peak hour.

## 4.3 COMPARISON OF DEVELOPMENT TRAFFIC OF PROPOSED DATA CENTRE

- 4.3.1 As compared the estimated development traffic of the distribution centre with the proposed data centre at the application site, it is found that there is a decrease in trip generation and attraction due to the proposed data centre during both AM and PM peaks as shown in **Table 4.5**.

Table 4.5 – Comparison of Development Traffic

Development of the Application Site	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Proposed Data Centre (pcu/hr) [A]	8	16	12	4
Distribution Centre (pcu/hr) [B]	117	121	115	130
<b>Net Difference [A]-[B]</b>	<b>-109</b>	<b>-105</b>	<b>-103</b>	<b>-126</b>

- 4.3.2 It is noted that the trip generated by data centre will be much lower than that of existing distribution centre, therefore it can be concluded that the proposed conversion of the application site from distribution centre to data centre would not have adverse traffic impact to the local road network.

## 5 SUMMARY AND CONCLUSION

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### 5.1 SUMMARY AND CONCLUSION

- 5.1.1 The Proposed Data Centre Development is located on 6/F of Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung ("The Application Site").
- 5.1.2 According to the Approved Kwai Chung Outline Zoning Plan (OZP) No. S/KC/30, the application site is zoned as "Other Specified Use" annotated "Container Terminal" ("OU(CT)"). The applicant would like to seek approval from the Town Planning Board under Section 12A of the Town Planning Ordinance for the rezoning of the Site from "OU(CT)" Zone and to "OU(CT)1" Zone in the Approved Kwai Chung Outline Zoning Plan No. S/KC/30, to enable the proposed data centre development at 6/F of the Application Site. The GFA of proposed data centre will have 66,594.211m<sup>2</sup> (including 7,552m<sup>2</sup> for driveway).
- 5.1.3 The provision of the internal transport facilities of the proposed data centre was proposed with reference to the guidelines stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).
- 5.1.4 The existing access point to the application site is located at the access road connecting to Container Port Road South to the east of the application site. The future vehicular access point for the proposed data centre will remain unchanged.
- 5.1.5 The estimation showed the decrease in development traffic due to the conversion to proposed data centre as compared to the existing distribution centre at the application site without conversion.

---

### 5.2 CONCLUSION

- 5.2.1 In conclusion, the traffic impact assessment has demonstrated that the proposed data centre would not have adverse traffic impact to the local road network due to the proposed conversion of the application site.







藍巴勒海峽  
RAMBLER CHANNEL

藍巴勒海峽  
RAMBLER CHANNEL

二號貨櫃碼頭  
CONTAINER TERMINAL 2

二號貨櫃碼頭  
CONTAINER TERMINAL 2

二號貨櫃碼頭  
CONTAINER TERMINAL 2

三號貨櫃碼頭  
CONTAINER TERMINAL 3

三號貨櫃碼頭  
CONTAINER TERMINAL 3

四號貨櫃碼頭  
CONTAINER TERMINAL 4

四號貨櫃碼頭  
CONTAINER TERMINAL 4

四號貨櫃碼頭  
CONTAINER TERMINAL 4

四號貨櫃碼頭  
CONTAINER TERMINAL 4

CONTAINER PORT ROAD SOUTH

KWAI CHUNG ROAD

TSING KWAI HIGHWAY

0 20 40 60 80 100  
METRES  
1 : 4000

LEGEND :

SUBJECT SITE

Rev	Description	By	Date
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Consultant



Project title  
CONTRACT NO.  
TRAFFIC CONSULTANCY SERVICE FOR S16  
APPLICATION TO CONVERT HUTCHISON  
LOGISTICS CENTRE TO DATA CENTRE USE -  
TRAFFIC IMPACT ASSESSMENT

Drawing title  
SITE LOCATION AND  
EXISTING ROAD NETWORK

Drawing no.	Rev.
FIG/2.1	-

Drawn	Date	Checked	Approved
CAD	JUL 2021	-	-
Scale	Status		

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RAMBLER CHANNEL

二號貨櫃碼頭  
CONTAINER TERMINAL 2

二號貨櫃碼頭  
CONTAINER TERMINAL 2

二號貨櫃碼頭  
CONTAINER TERMINAL 2

三號貨櫃碼頭  
CONTAINER TERMINAL 3

三號貨櫃碼頭  
CONTAINER TERMINAL 3

四號貨櫃碼頭  
CONTAINER TERMINAL 4

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CONTAINER TERMINAL 4

四號貨櫃碼頭  
CONTAINER TERMINAL 4

四號貨櫃碼頭  
CONTAINER TERMINAL 4

CONTAINER PORT ROAD SOUTH

KWAI CHUNG ROAD

TSING KWAI HIGHWAY

LEGEND :

↑ ↓ SUBJECT SITE  
↑ ↓ EXISTING ACCESS POINT

Rev	Description	By	Date
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Consultant



Project title  
CONTRACT NO.  
TRAFFIC CONSULTANCY SERVICE FOR S16  
APPLICATION TO CONVERT HUTCHISON  
LOGISTICS CENTRE TO DATA CENTRE USE -  
TRAFFIC IMPACT ASSESSMENT

Drawing title  
ACCESS ARRANGEMENT

Drawing no.	Rev.
FIG/2.2	-

Drawn	Date	Checked	Approved
CAD	JUL 2021	-	-
Scale	Status		

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0 20 40 60 80 100  
METRES  
1 : 4000





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RAMBLER CHANNEL

二號貨櫃碼頭  
CONTAINER TERMINAL 2

二號貨櫃碼頭  
CONTAINER TERMINAL 2

二號貨櫃碼頭  
CONTAINER TERMINAL 2

三號貨櫃碼頭  
CONTAINER TERMINAL 3

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CONTAINER TERMINAL 3

四號貨櫃碼頭  
CONTAINER TERMINAL 4

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CONTAINER TERMINAL 4

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CONTAINER TERMINAL 4

四號貨櫃碼頭  
CONTAINER TERMINAL 4

CONTAINER PORT ROAD SOUTH

KWAI CHUNG ROAD

TSING KWAI HIGHWAY

87A

87A, 87M

0 20 40 60 80 100  
METRES  
1 : 4000

LEGEND :

SUBJECT SITE  
GMB STOP

Rev	Description	By	Date
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Consultant



Project title  
CONTRACT NO.  
TRAFFIC CONSULTANCY SERVICE FOR S16  
APPLICATION TO CONVERT HUTCHISON  
LOGISTICS CENTRE TO DATA CENTRE USE -  
TRAFFIC IMPACT ASSESSMENT

Drawing title  
EXISTING PUBLIC TRANSPORT  
SERVICES

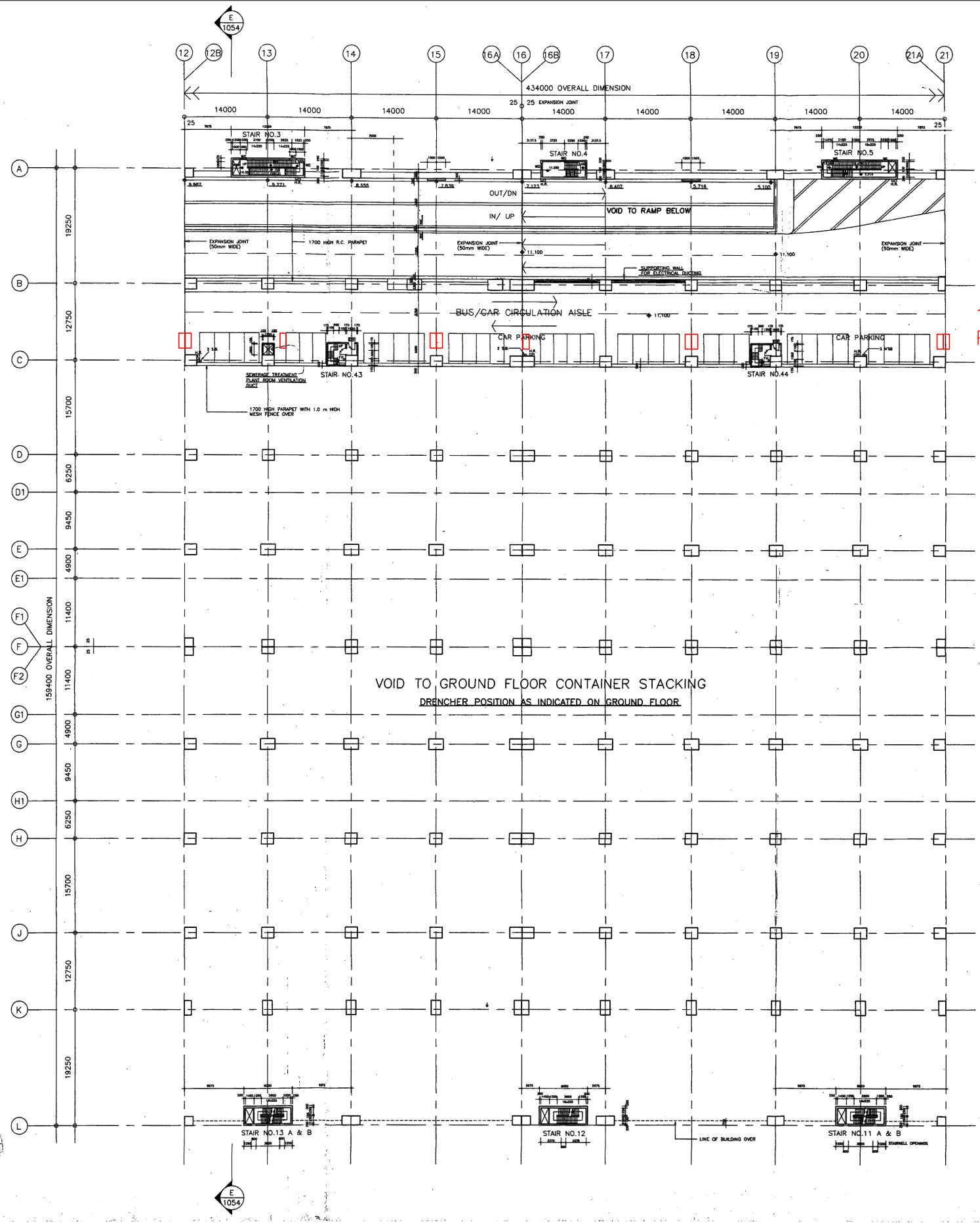
Drawing no.	Rev.
FIG/3.1	-

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CAD	JUL 2021	-	-
Scale	Status		

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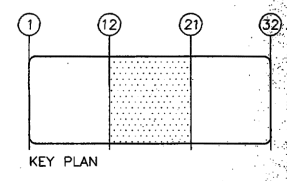


RECONFIGURATION OF CAR PARKING  
AND LOADING / UNLOADING SPACES  
AT MEZZANINE 1 FLOOR (M1/F) AND ROOF FLOOR (R/F)



10 MOTORCYCLE  
PARKING

- GENERAL NOTES :
1. USE FIGURED DIMENSIONS ONLY.  
READ THE DRAWING IN CONJUNCTION  
WITH ALL RELATED CONSULTANTS  
DRAWINGS. ENGINEER SHOULD BE  
NOTIFIED IMMEDIATELY OF ANY DISCREPANCY  
FOUND THEREIN. ALL DIMENSIONS TO  
BE VERIFIED & CHECKED ON SITE.
  2. REFER TRAFFIC ARRANGEMENT  
PLANS FOR ALL ROAD MARKING,  
TRAFFIC SIGNALS AND KERBLINE POSITION.
  3. ALL OPENINGS DIMENSIONED  
ON PLAN ARE TO BE  
STRUCTURAL OPENING SIZES.
  4. NOTE ALL VERTICAL SERVICE DUCTS  
SHALL BE BACKFILLED AT EACH  
FLOOR LEVEL TO 4HR F.R.C.



B.L.D. SUBMISSION DRAWING  
DATE: JAN 1990

DATE	NO.	AMENDMENT	BY	CHK.
1/9/88	(C)	B.L.D. SUBMISSION (AMENDMENT)		
8/9/88	(D)	B.L.D. SUBMISSION (AMENDMENT)		
14/9/88	(A)	B.L.D. RE-SUBMISSION		
5/12/88		B.L.D. SUBMISSION		

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CONSULTING ENGINEERS  
栢誠顧問工程師

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LAM Kiu-lau  
Building Safety Assistant  
19 APR 2006  
A public officer authorized by the Building  
Authority is writing for the purposes  
of Section 34(2) of the Buildings Ordinance

APPROVED  
KENNETH LA  
28 FEB 1990

R. J. DOUTHWAITE  
Authorized Person

COLOURED SET  
AMENDED DRAWING

PROJECT  
CONTAINER FREIGHT STATION  
AND DISTRIBUTION CENTRE  
KWAI CHUNG CONTAINER PORT  
TERMINAL 4

TITLE  
GROUND FLOOR MEZZ 1 PLAN  
(SHEET 2 OF 3)  
CAR PARKING  
(FORMERLY DWG PART 1024 & PART 1025)

SCALE  
1 : 300

DATE  
OCT 19 1989

DRAWN  
K.M.

CHECKED  
CFS-1106

DRAWING NO.  
95087 / A / 1024  
C

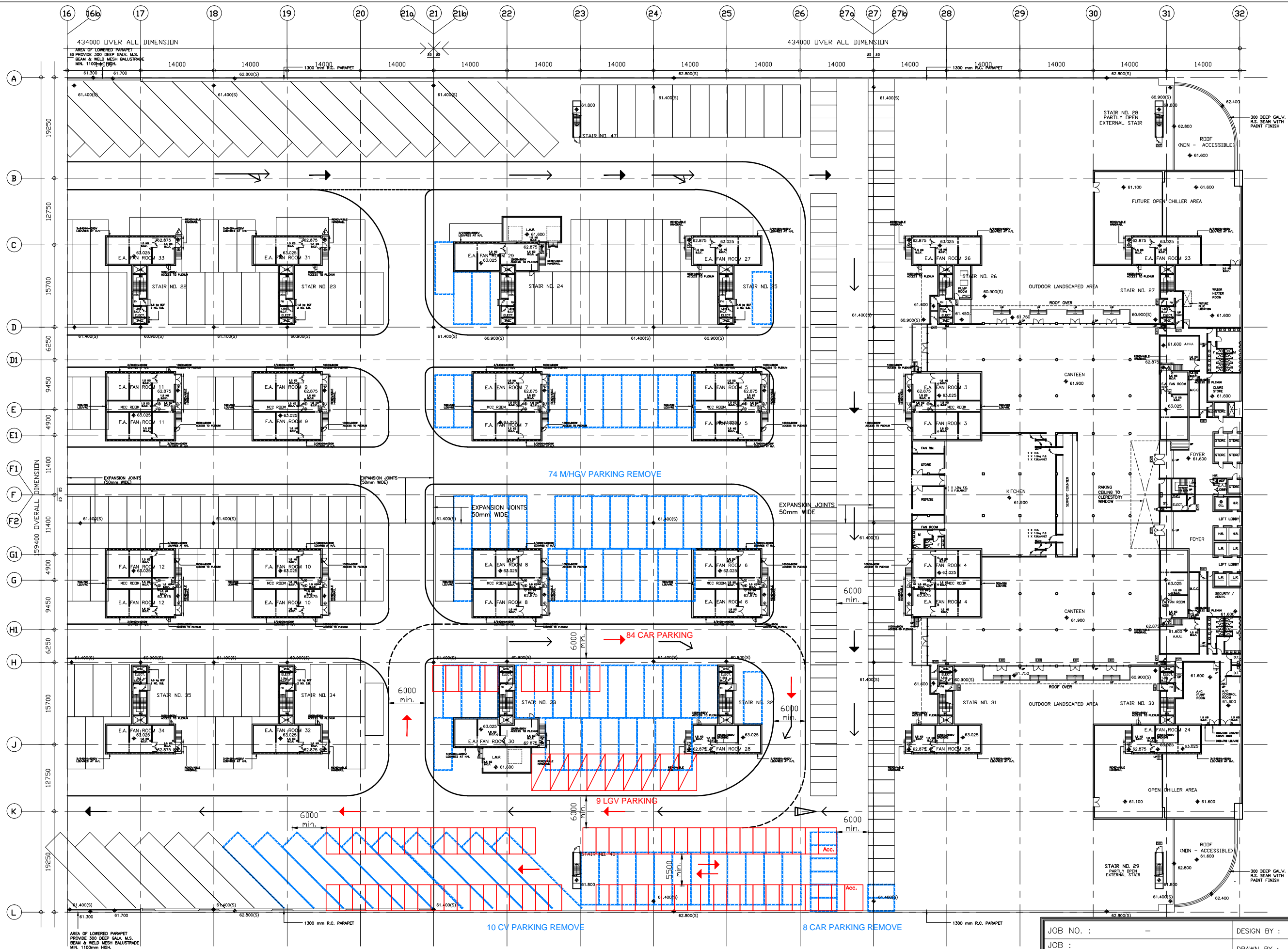
JOB NO.  
87127

AMENDMENT  
C

B.L.D. REFERENCE  
BLD(8)2/924/88

ALL PLANS ARE SUBJECT TO THE  
AMENDED PLANS TO BE APPROVED  
BY THE BUILDING AUTHORITY

JOB NO. :	DESIGN BY :	CHECKED BY :
JOB :	DRAWN BY :	APPROVED BY :
Hutchison Logistics Centre	DATE :	26-07-2022
DWG TITLE : MEZZ 1 FLOOR PLAN (2 OF 3)	SCALE :	N.T.S. (A3)
	DWG NO. :	CP-M1F2



ALL PLANS ARE SUBJECT TO THE  
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BY THE BUILDING AUTHORITY

JOB NO. :	—	DESIGN BY :	CHECKED BY :
JOB :	Hutchison Logistics Centre	DRAWN BY :	APPROVED BY :
DWG TITLE :	ROOF FLOOR PLAN	DATE :	26-07-2022
		SCALE :	1:700 (A3)
		DWG NO. :	CP-RF

## ***Appendix 3***

---

### **Sewerage Impact Assessment**



Issue No. : Issue 1  
Issue Date : November 2022  
Project No. : 1927



## **SEWERAGE IMPACT ASSESSMENT**

### **FOR**

### **S12A PLANNING APPLICATION FOR PROPOSED REZONING OF THE SITE FROM “OTHER SPECIFIED USES” ANNOTATED “CONTAINER TERMINAL” ZONE TO “OTHER SPECIFIED USES” ANNOTATED “CONTAINER TERMINAL (1)” ZONE FOR DATA CENTRE DEVELOPMENT AT HUTCHISON LOGISTICS CENTRE, 18 CONTAINER PORT ROAD SOUTH, KWAI CHUNG**

Prepared by

Allied Environmental Consultants Limited

**COMMERCIAL-IN-CONFIDENCE**

**Allied Environmental Consultants Limited**

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香港灣仔告士打道 160 號海外信託銀行大廈 27 樓

## Document Verification



<b>Project Title</b>	S12A Planning Application for Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	<b>Project No.</b> 1927
<b>Document Title</b>	Sewerage Impact Assessment	

Issue No.	Issue Date	Description	Prepared by	Checked by	Approved by
Issue 1	November 2022	1st Submission	Various	Joanne Ng	Grace Kwok

Two handwritten signatures in black ink. The first signature is on the left, and the second is on the right, overlapping slightly with the first.

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## **1. Introduction**

- 1.1.1. Allied Environmental Consultants Limited ("AEC") has been appointed to conduct a sewerage impact assessment ("SIA") in support for the S12A planning application for proposed rezoning of Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung ("Application Site") from "Other Specified Uses" annotated "Container Terminal" Zone to "Other Specified Uses" annotated "Container Terminal (1)" Zone to enable the proposed data centre development at 6/F of Hutchison Logistics Centre ("the Proposed Development/ the proposed data centre").

## **2. Objectives**

- 2.1.1. Main objectives of the study are to review the existing sewerage facilities in the vicinity of the Proposed Development, to evaluate potential sewerage impacts based on estimated sewage generation, and to recommend appropriate options for sewage discharge from the Proposed Development.

## **3. The Proposed Development**

- 3.1.1. The Proposed Development consists of partial conversion of 6/F of the Hutchison Logistics Centre, which is currently used as a distribution centre, at the western portion of the existing building at the Application Site (about 69,421m<sup>2</sup>), into a data centre. The proposed data centre will accommodate various high-tech and computer services with installation of 24-hour network servers, ancillary computer equipment and emergency power supplies. The Proposed Development is in response to the need of meeting the increasing demand for data centre in Hong Kong in recent years, and therefore the rejuvenation of under-utilised industrial buildings for the use of much needed floor space required for data centre development.
- 3.1.2. The Application Site falls within an area zoned "Other Specified Use" annotated "Container Terminal" ("OU(CT)") on the Approved Kwai Chung Outline Zoning Plan No. S/KC/30. Ground level of the Application Site is situated at +23.20mPD. The Proposed Development is expected to be operated in Year 2028.

- 3.1.3. The Application Site is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to the north, and the towers 1 and 3 of the Hong Kong International Terminals Limited to the east. **Figure 3-1** shows the location of the Application Site.

## 4. Relevant Government Standards

- 4.1.1. With reference to ProPECC PN 5/93 Drainage Plans Subject to Comment by the Environmental Protection Department, foul water should be discharged to a foul sewer under the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations 40(1) and 41(1).
- 4.1.2. The following standards and guidelines are adopted for estimation, assessment and evaluation of sewerage implication of the Proposed Development:
- “Hong Kong Planning Standards and Guidelines” issued by the Planning Department;
  - “Sewerage Manual Part 1” published by DSD; and
  - “Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (Report No.: EPD/TP1/05)” (“GESF”) published by Environmental Protection Department (“EPD”).

## 5. Description of Sewerage System

- 5.1.1. The Proposed Development consists of conversion of the existing distribution centre at 6/F of the Application Site into a data centre. At present, sewerage generated from the Application Site is discharged into the public sewerage system via the existing sewerage system at the Application Site.
- 5.1.2. For future sewerage generation from the Proposed Development, the existing sewerage system of the Application Site is proposed to be utilised to convey the future sewerage generation from the Proposed Development into the public sewerage network. As advised by the Project Team, the existing sewerage system of the Application Site will be retained for the Proposed Development, and no changes to the existing sewerage system of the Application Site will be made. The existing drainage record plan of the Application Site is presented in **Appendix 5-1**.

## 6. Estimation of Sewage Generation

### 6.1. Methodology for Estimation of Average Dry Weather Flow

- 6.1.1. Sewage generation is calculated with reference to the Environmental Protection Department Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (“GESF”) and DSD Sewerage Manual Part 1. The global unit flow factors (“UFF”) for different jobs types are shown in **Table 6-1** and adopted in the calculation.

**Table 6-1 Global Unit Flow Factor**

Development Type	Unit	UFF (m <sup>3</sup> /day)
<b>Commercial Flow and Student Flow</b>		
Commercial Employee	Employee	0.08
Job Type J3, Transport, Storage & Communication	Employee	0.10

### 6.2. Sewage Generation from Existing Distribution Centre at 6/F of the Application Site before Completion of the Proposed Development

- 6.2.1. With reference to **Table 6-2**, the total estimated Average Dry Weather Flow (“ADWF”) from the existing distribution centre at 6/F of the Application Site before completion of Proposed Development is 0.001m<sup>3</sup>/s. The population estimated ADWF of Proposed Development are summarized in **Appendix 6-1**.

**Table 6-2 Sewage Flow Estimation for the 6/F of the Application Site before the Completion of Proposed Development**

Type of Occupancy	No. of Occupancy	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
		Category	m <sup>3</sup> /day	
Staffs	391	Job Type J3, Transport, Storage & Communication	0.180	70
				0.001m <sup>3</sup> /s

### 6.3. Sewage Generation from 6/F of the Application Site after Completion of Proposed Development

- 6.3.1. With reference to **Section 3.1.1**, the Proposed Development consist of the partial conversion of the existing distribution centre at 6/F of the Application Site into a data centre. With reference to **Table 6-2** and the scope of the Proposed Development, the total estimated Average Dry Weather Flow (“ADWF”) from the Application Site upon completion of the Proposed Development is 0.0004m<sup>3</sup>/s. The population estimated ADWF of Proposed Development are summarized in **Appendix 6-2**.

**Table 6-3 Sewage Flow Estimation for the 6/F of the Application Site after the Completion of the Proposed Development**

Type of Occupancy	No. of Occupancy	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
		Category <sup>[1]</sup>	m <sup>3</sup> /day	
Staffs	213	Job Type J3, Transport, Storage & Communication	0.180	38
				0.0004m <sup>3</sup> /s

*Notes:*

[1] The unit flow factor for staffs at the Proposed Development is made reference to “Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)”, published by EPD. The job type J3 (Transport, Storage & Communication) is adopted to take into account of the water consumption for the cooling of computer equipment in the Proposed Development.

- 6.3.2. With reference to **Table 6-1** and **Table 6-2**, an ADWF of 70m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site before the completion of Proposed Development, and an ADWF of 38m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site upon completion of the Proposed Development. The estimated sewage generation of 6/F of the Application Site is anticipated to decrease after the completion of the Proposed Development. It is therefore concluded that no adverse sewage impact is anticipated to arise from the Proposed Development.

### 6.4. Sewer Pipe Inspection and Maintenance

- 6.4.1. Regular inspection of the existing sewer works is suggested to ensure the sewers are functioning properly. In addition, regular maintenance should be carried out in accordance with standard practice stated in the DSD Sewerage Manual Part 1 (Third Edition, May 2013).



## **7. Conclusion**

- 7.1.1. SIA has been conducted for the Proposed Development at 6/F of the Application Site.
- 7.1.2. An ADWF of 70m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site before the completion of Proposed Development. An ADWF of 38m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site upon completion of the Proposed Development. Decrease in sewage generation from 6/F of the Application Site is anticipated. No adverse sewage impact is anticipated to arise from the Proposed Development.



NOTES :

Application Site

Consultant



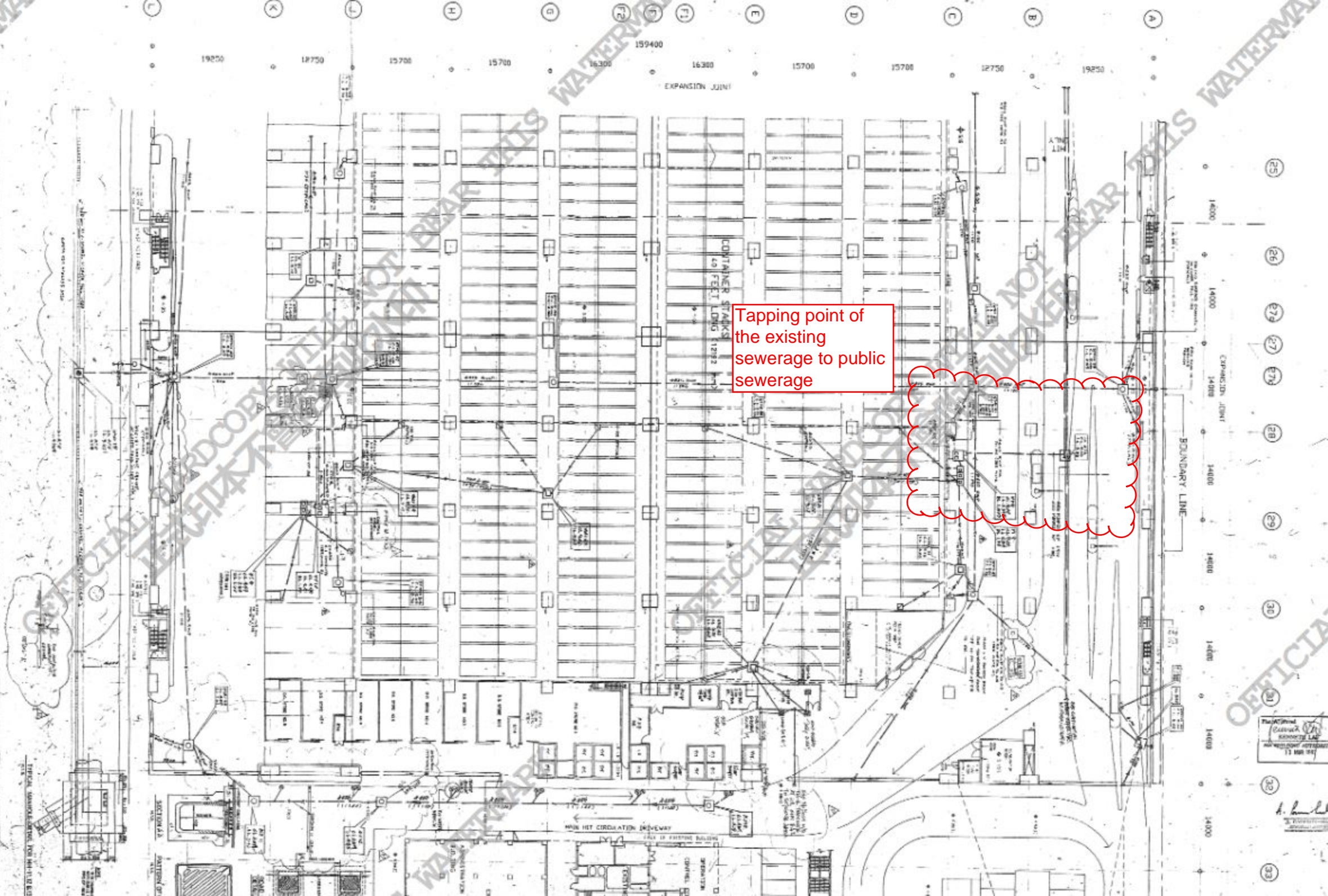
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Project No. : 1927	
Drawn By : WT	
Project : S12A Planning Application for Proposed Rezoning of The Site from "Other Specified Uses" Annotated "Container Terminal" Zone to "Other Specified Uses" Annotated "Container Terminal (1)" Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	
Drawing Title : Application Site Location Plan	
Drawing No : Figure 3-1	Revision : 0
Scale : As Shown	Date : November 2022
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***Appendix 5-1***

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*Existing Drainage Record Plan*



Tapping point of  
the existing  
sewerage to public  
sewerage

1. PLANT NO. 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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STATION & DISTRIBUTION  
CENTRE - TERMINAL 4

## ***Appendix 6-1***

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*Estimation of Sewage Flow from 6/F of the Application Site before  
the Completion of Proposed Development*



**Appendix 6-1 : Estimation of Sewage Flow from the 6/F of the Application Site before the Completion of Proposed Development**

Type of Occupancy	No. of Occupancy	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
		Category <sup>[1]</sup>	m <sup>3</sup> /day	
Staffs	391	Transport, Storage & Communication	0.180	70

Notes:  
[1] Information on the GFA of Hutchison Logistics Centre is advised by the Project Team

## ***Appendix 6-2***

---

*Estimation of Sewage Flow from 6/F of the Application Site after the  
Completion of Proposed Development*

Appendix 6-2 : Estimation of Sewage Flow from the 6/F of the Application Site after the Completion of Proposed Development

Type of Occupancy	Building Area (m <sup>2</sup> ) <sup>[1]</sup>	No. of Occupancy	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
			Category <sup>[4]</sup>	m <sup>3</sup> /day	
Staffs	66594	213	Transport, Storage & Communication	0.180	38

Notes:

[1] The unit flow factor for staffs at the Proposed Development is made reference to "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)", published by EPD. The job type J3 (Transport, Storage & Communication) is adopted to take into account of the water consumption for the cooling of computer equipment in the Proposed Development.

## ***Appendix 4***

---

### **Noise Impact Assessment**

Issue No. : Issue 1  
Issue Date : November 2022  
Project No. : 1927



## **NOISE IMPACT ASSESSMENT**

**FOR**

**S12A PLANNING APPLICATION  
FOR PROPOSED REZONING OF THE  
SITE FROM “OTHER SPECIFIED  
USES” ANNOTATED “CONTAINER  
TERMINAL” ZONE TO “OTHER  
SPECIFIED USES” ANNOTATED  
“CONTAINER TERMINAL (1)” ZONE  
FOR DATA CENTRE DEVELOPMENT  
AT HUTCHISON LOGISTICS  
CENTRE, 18 CONTAINER PORT  
ROAD SOUTH, KWAI CHUNG**

Prepared by

Allied Environmental Consultants Limited

**COMMERCIAL-IN-CONFIDENCE**





<b>Project Title</b>	S12A Planning Application for Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	<b>Project No.</b> 1927
<b>Document Title</b>	Noise Impact Assessment	

Issue No.	Issue Date	Description	Prepared by	Checked by	Approved by
Issue 1	November 2022	1st Submission	Various	Joanne Ng	Grace Kwok

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3.	The Proposed Development .....	2
4.	Environmental Legislation, Standards and Criteria.....	3
5.	Traffic Noise Impact Assessment .....	3
6.	Fixed Plant Noise Impact Assessment.....	3
7.	Conclusion.....	4

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Figure 3-1      Application Site Location and Assessment Area

## **1. Introduction**

- 1.1.1. Allied Environmental Consultants Limited (“AEC”) has been appointed to conduct a noise impact assessment (“NIA”) in support for the S12A planning application for proposed rezoning of Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung (“Application Site”) from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone to enable the proposed data centre development at 6/F of Hutchison Logistics Centre (“the Proposed Development/ the proposed data centre”).

## **2. Objectives**

- 2.1.1. The study evaluates potential noise impacts associated with the Proposed Development. Where necessary, appropriate mitigation measures are recommended to reduce the impacts to the Proposed Development and surrounding noise sensitive uses to satisfy the relevant environmental ordinance, standards and guidelines.

## **3. The Proposed Development**

- 3.1.1. The Proposed Development consists of partial conversion of 6/F of the Hutchison Logistics Centre, which is currently used as a distribution centre, at the western portion of the existing building at the Application Site (about 69,421m<sup>2</sup>), into a data centre. The proposed data centre will accommodate various high-tech and computer services with installation of 24-hour network servers, ancillary computer equipment and emergency power supplies. The Proposed Development is in response to the need of meeting the increasing demand for data centre in Hong Kong in recent years, and therefore the rejuvenation of under-utilised industrial buildings for the use of much needed floor space required for data centre development.
- 3.1.2. The Application Site falls within an area zoned “Other Specified Use” annotated “Container Terminal” (“OU(CT)”) on the Approved Kwai Chung Outline Zoning Plan No. S/KC/30. Ground level of the Application Site is situated at +23.20mPD. The Proposed Development is expected to be operated in Year 2028.

3.1.3. The Application Site is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to the north, and the towers 1 and 3 of the Hong Kong International Terminals Limited to the east. **Figure 3-1** shows the location of the Application Site.

## 4. Environmental Legislation, Standards and Criteria

4.1.1. The following environmental legislation, standards and criteria shall be followed for the assessment of noise impact arises from the Proposed Development:

- Chapter 9 (Environmental) of the Hong Kong Planning Standards and Guidelines (“HKPSG”); and
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (“IND-TM”).

## 5. Traffic Noise Impact Assessment

5.1.1. With reference to HKPSG, premises or place that are in nature of industrial premises shall not be considered as a noise sensitive receiver (NSR). The usage of the Proposed Development as a data centre is considered to be industrial. In view of this, the Proposed Development shall not be considered as a representative NSR. No adverse traffic noise impact on the Proposed Development is anticipated.

## 6. Fixed Plant Noise Impact Assessment

6.1.1. This assessment aims to assess the potential noise impact arising from the existing fixed plant noise on the noise sensitive uses of the Proposed Development and the planned fixed plant noise of the Proposed Development to the surrounding noise sensitive uses.

### Potential Noise Impact from Existing Fixed Plant Noise Sources to Proposed Development

6.1.2. As discussed in **section 5.1.1**, the usage of Proposed Development is considered as industrial use, which is not considered as noise sensitive use. In view of this, no noise impact from existing fixed plant noise sources on the Proposed Development is anticipated.

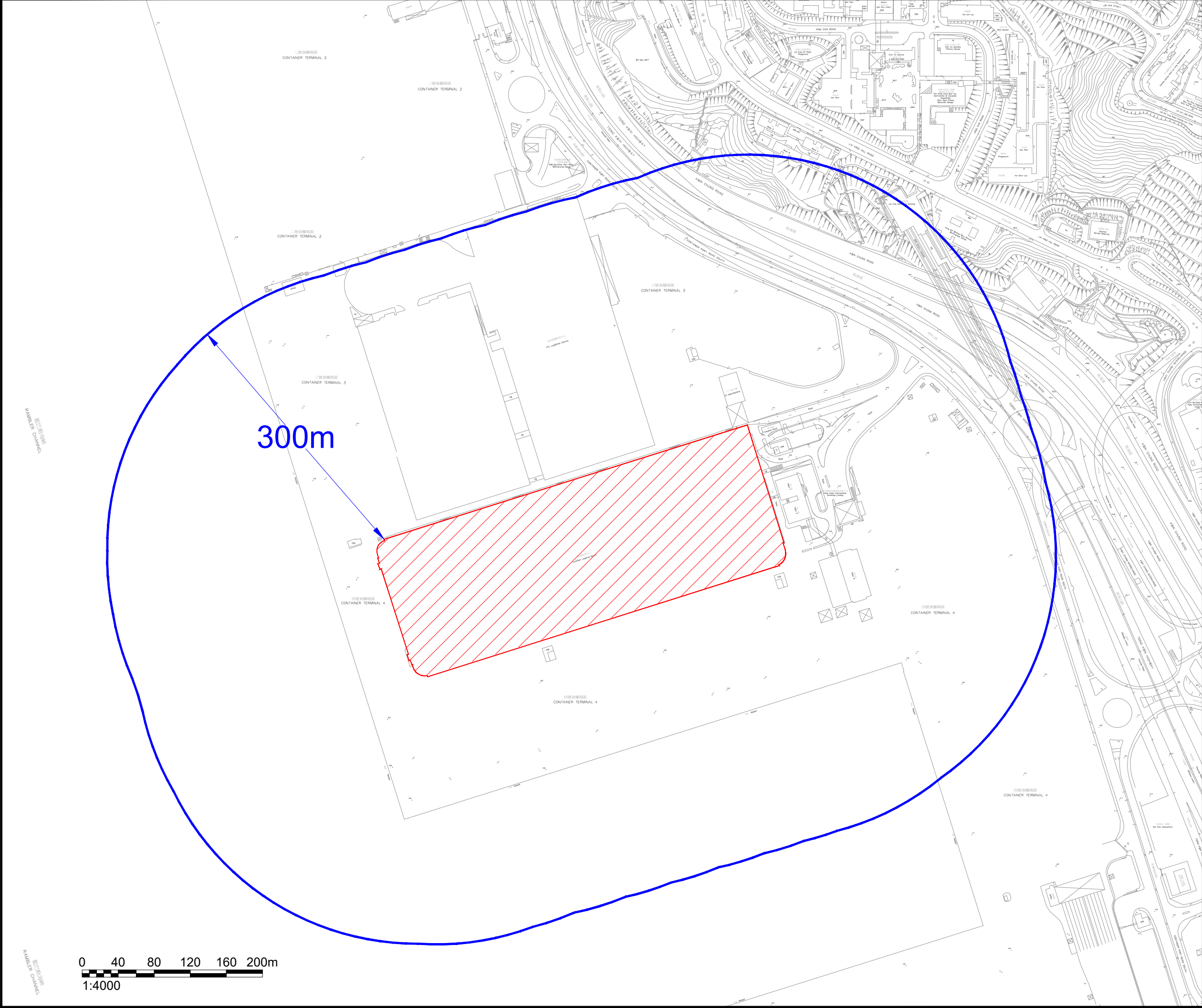
Potential Noise Impact from Planned Fixed Plant Noise Sources on the Surrounding Noise Sensitive Uses



- 6.1.3. The planned fixed plant noise sources at the Proposed Development will include mechanical ventilation and air conditioning (MVAC) and building services equipment.
- 6.1.4. Nevertheless, with reference to **Figure 3-1**, no noise sensitive uses are identified in the 300m noise assessment area for the Proposed Development. In view of this, fixed plant noise impact of the planned fixed plant noise sources on the surrounding noise sensitive uses is not anticipated.
- 6.1.5. No insurmountable existing and planned fixed plant noise impact on the noise sensitive uses in the surrounding development and Proposed Development is anticipated.

## **7. Conclusion**

- 7.1.1. This NIA is prepared in support of the Section 12A application for the proposed rezoning of the Application Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone to enable the Proposed Development at 6/F of Hutchison Logistics Centre. The report concludes that the Proposed Development is unlikely to cause any insurmountable noise impact.





- NOTES :
-  Application Site
  -  300m Assessment Area

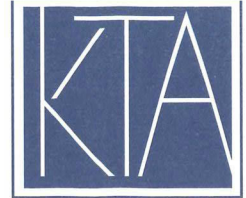
Consultant



**AEC**

**Allied Environmental Consultants Limited**

Project No. : 1927	
Drawn By : WT	
Project : S12A Planning Application for Proposed Rezoning of The Site from "Other Specified Uses" Annotated "Container Terminal" Zone to "Other Specified Uses" Annotated "Container Terminal (1)" Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	
Drawing Title : Application Site Location and Assessment Area	
Drawing No : Figure 3-1	Revision : 0
Scale : As Shown	Date : November 2022
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By HAND and EMAIL

Our Ref: S3012/18CPRS/22/005Lg

21 March 2023

Secretary, Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Dear Sir/Madam,

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal”  
Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre  
Development at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung  
- S12A Amendment of Plan Application -  
(Planning Application No. Y/KC/16)**

We refer to the captioned S12A Amendment of Plan Application submitted to the Town Planning Board (“TPB”) on 29 July 2022 and the comments from Drainage Services Department (DSD) and Environment Protection Department (EPD) conveyed by Tsuen Wan and West Kowloon District Planning Office, Planning Department via emails during March 2023.

In response to the comments from DSD and EPD, the current set of Further Information (“FI”) has been prepared. This FI submission consists of:

Responses-to-Comments Table

Attachment 1 – Revised Sewerage Impact Assessment

Attachment 2 – Revised Noise Impact Assessment

Meanwhile, should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [REDACTED] or Ms Anson YING at [REDACTED].

Thank you for your kind attention.

Yours faithfully  
For and on behalf of  
KTA PLANNING LIMITED

David Fok

Encl. Responses to Comments Table with Attachments 1 & 2

cc. DPO/TW&WK – Mr. Lui Wing Cho / Mr. Elton Chung / Ms. Valerie Pang (by Email w/e)  
the Applicant & Team

PL/CL/AY/vy



**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal Zone” to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
(Planning Application No. Y/KC/16)**

**Comments Forwarded from Tsuen Wan and West Kowloon District Planning Office**

Comments	Responses
<b>Comments from Drainage Services Department (DSD) (received on 3 March 2023)</b> <b>Contact Person: Ms. Gina WONG Tel.: 2300 1362</b>	
<p>1. Please supplement with hydraulic calculations to demonstrate the adequacy in hydraulic capacity of the sewerage system for the scenario of receiving sewage flow arising from the Proposed Development, along with the existing/planned/committed sewage flows contributed from other catchment sites in order to assess the potential sewerage impact and identify any mitigation measures required to be implemented.</p>	<p>With reference to Table 6-1 and Table 6-2, an ADWF of 70m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site before the completion of Proposed Development, and an ADWF of 12m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site upon completion of the Proposed Development.</p> <p>Moreover, no air-cool chiller will be adopted in the proposed data centre, hence, no “bleed-off” water will be generated and discharged from the Application Site.</p> <p>The estimated sewage generation of 6/F of the Application Site is anticipated to decrease after the completion of the Proposed Development. It is therefore concluded that no adverse sewage impact is anticipated to arise from the Proposed Development.</p>
<p>2. Please be reminded that the “bleed-off” water, if any, proposed to be discharged from the data centre to the public sewerage system should be taken into account in the SIA.</p>	<p>It is confirmed by the Applicant that air-cool chiller will be adopted in the proposed data centre, hence, no bleed-off water will be generated and discharged from the Application Site. Section 6.3.1 of the SIA report enclosed in <b>Attachment 1</b> has been updated accordingly.</p>
<b>Comments from Environmental Protection Department (EPD) (received on 9 March 2023)</b>	
<p><u>NIA</u></p> <p>1. The Applicant shall indicate the location of the planned fixed noise sources (indicated in Section 6.1) for report completeness and record.</p>	<p>Noted. it is clarified that the planned fixed plant noise sources at the Proposed Development will include the air cool chillers and the building services equipment at the roof floor.</p> <p>Typical acoustic treatments such as acoustic louvers and silencers will be provided for the planned fixed plants whenever necessary. Noise emission will</p>

Comments	Responses
	<p>also be controlled by appropriate selection of equipment to ensure the compliance with the HKPSG standards.</p> <p>Sections 6.1.3 and 6.1.5 of the NIA report enclosed in <b>Attachment 2</b> have been updated accordingly.</p>
<p><u>SIA</u></p> <p>2. Section 6.1 &amp; 6.3: Please review if the Unit Flow Factor for proposed data centre should adopt type J2 Electricity Gas &amp; Water from EPD's GESF Table T-2.</p>	<p>Noted. UFF of 0.33 with reference to category J2 Electricity Gas &amp; Water from EPD's GESF Table T-2 was adopted for the proposed data centre.</p> <p>Sections 6 and 7 and the sewage flow estimation in Appendix 6-2 of the SIA report enclosed in <b>Attachment 1</b> have been updated accordingly.</p>
<p>3. Section 6.3 and Appendix 6-2: The Applicant should have information about the number of staff to be hired for the proposed data centre to compare with the estimation of employee population using GFA method, to avoid underestimation of either method.</p>	<p>As advised by Applicant, 36 staffs will be hired for the proposed data centre. Sections 6 and 7 and the sewage flow estimation in Appendix 6-2 of the SIA report enclosed in <b>Attachment 1</b> have been updated accordingly.</p>
<p>4. Please advise if there would be any cooling tower bleed-off water generated from any cooling tower, and update the sewage estimate as appropriate. It should not be included in the sewage estimate of staff occupancy.</p>	<p>It is clarified that air-cool chiller will be adopted in the proposed data centre, hence, no bleed-off water will be generated and discharged from the Application Site. Section 6.3.1 of the SIA report enclosed in <b>Attachment 1</b> has been updated accordingly.</p>
<p>5. The Applicant is reminded that the discharge of the cooling tower bleed-off water may require a license under the Water Pollution Control Ordinance.</p>	<p>It is clarified by that air-cool chiller will be adopted in the proposed data centre, hence, no "bleed-off" water will be generated and discharged from the Application Site.</p>
<p>6. The approach of comparing sewage flow of before and after development cannot justify the sufficiency of existing public sewerage system to cater for possible additional sewage flow from the proposed development. The Applicant should conduct hydraulic assessment to assess the sewerage impact to the existing public sewerage downstream of the proposed development, taking into account the cumulative sewage flow from existing/planned development in the vicinity, and where appropriate, demonstrate the effectiveness of mitigation measures.</p>	<p>With reference to Table 6-1 and Table 6-2, an ADWF of 70m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site before the completion of Proposed Development, and an ADWF of 12m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site upon completion of the Proposed Development.</p> <p>Moreover, no air-cool chiller will be adopted in the proposed data centre, hence, no "bleed-off" water will be generated and discharged from the Application Site.</p>

Comments	Responses
	The estimated sewage generation of 6/F of the Application Site is anticipated to decrease after the completion of the Proposed Development. It is therefore concluded that no adverse sewage impact is anticipated to arise from the Proposed Development.
7. Please re-visit the assessment based on above comments.	Noted.
8. Please note that the implementation of sewerage works shall meet the satisfaction of DSD.	Noted. This submitted SIA report has also been circulated to DSD for their comment and review.

**Encl.:****Attachment 1 – Revised Sewerage Impact Assessment****Attachment 2 – Revised Noise Impact Assessment**

Compiled by: KTA

Date: 21 March 2023

File Ref.: 20230321\_Y\_KC\_16 \_R-T-C\_FI 1.Docx



## ***Attachment 1***

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### **Revised Sewerage Impact Assessment**

Issue No. : **Issue 2**  
Issue Date : **March 2023**  
Project No. : 1927



## **SEWERAGE IMPACT ASSESSMENT**

### **FOR**

### **S12A PLANNING APPLICATION FOR PROPOSED REZONING OF THE SITE FROM “OTHER SPECIFIED USES” ANNOTATED “CONTAINER TERMINAL” ZONE TO “OTHER SPECIFIED USES” ANNOTATED “CONTAINER TERMINAL (1)” ZONE FOR DATA CENTRE DEVELOPMENT AT HUTCHISON LOGISTICS CENTRE, 18 CONTAINER PORT ROAD SOUTH, KWAI CHUNG**

Prepared by

Allied Environmental Consultants Limited

**COMMERCIAL-IN-CONFIDENCE**

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## Document Verification



**Project Title** S12A Planning Application for Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung

**Project No.** 1927

**Document Title** Sewerage Impact Assessment

Issue No.	Issue Date	Description	Prepared by	Checked by	Approved by
Issue 1	November 2022	1st Submission	Various	Joanne Ng	Grace Kwok
Issue 2	March 2023	2nd Submission	Various	Joanne Ng	Grace Kwok

Two handwritten signatures in black ink. The first signature is on the left, and the second is on the right. Both appear to be cursive and stylized.

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Appendix 6-2	Estimation of Sewage Flow from the 6/F of the Application Site after the Completion of Proposed Development



## **1. Introduction**

- 1.1.1. Allied Environmental Consultants Limited ("AEC") has been appointed to conduct a sewerage impact assessment ("SIA") in support for the S12A planning application for proposed rezoning of Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung ("Application Site") from "Other Specified Uses" annotated "Container Terminal" Zone to "Other Specified Uses" annotated "Container Terminal (1)" Zone to enable the proposed data centre development at 6/F of Hutchison Logistics Centre ("the Proposed Development/ the proposed data centre").

## **2. Objectives**

- 2.1.1. Main objectives of the study are to review the existing sewerage facilities in the vicinity of the Proposed Development, to evaluate potential sewerage impacts based on estimated sewage generation, and to recommend appropriate options for sewage discharge from the Proposed Development.

## **3. The Proposed Development**

- 3.1.1. The Proposed Development consists of partial conversion of 6/F of the Hutchison Logistics Centre, which is currently used as a distribution centre, at the western portion of the existing building at the Application Site (about 69,421m<sup>2</sup>), into a data centre. The proposed data centre will accommodate various high-tech and computer services with installation of 24-hour network servers, ancillary computer equipment and emergency power supplies. The Proposed Development is in response to the need of meeting the increasing demand for data centre in Hong Kong in recent years, and therefore the rejuvenation of under-utilised industrial buildings for the use of much needed floor space required for data centre development.
- 3.1.2. The Application Site falls within an area zoned "Other Specified Use" annotated "Container Terminal" ("OU(CT)") on the Approved Kwai Chung Outline Zoning Plan No. S/KC/30. Ground level of the Application Site is situated at +23.20mPD. The Proposed Development is expected to be operated in Year 2028.

- 3.1.3. The Application Site is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to the north, and the towers 1 and 3 of the Hong Kong International Terminals Limited to the east. **Figure 3-1** shows the location of the Application Site.

## 4. Relevant Government Standards

- 4.1.1. With reference to ProPECC PN 5/93 Drainage Plans Subject to Comment by the Environmental Protection Department, foul water should be discharged to a foul sewer under the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations 40(1) and 41(1).
- 4.1.2. The following standards and guidelines are adopted for estimation, assessment and evaluation of sewerage implication of the Proposed Development:
- “Hong Kong Planning Standards and Guidelines” issued by the Planning Department;
  - “Sewerage Manual Part 1” published by DSD; and
  - “Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (Report No.: EPD/TP1/05)” (“GESF”) published by Environmental Protection Department (“EPD”).

## 5. Description of Sewerage System

- 5.1.1. The Proposed Development consists of conversion of the existing distribution centre at 6/F of the Application Site into a data centre. At present, sewerage generated from the Application Site is discharged into the public sewerage system via the existing sewerage system at the Application Site.
- 5.1.2. For future sewerage generation from the Proposed Development, the existing sewerage system of the Application Site is proposed to be utilised to convey the future sewerage generation from the Proposed Development into the public sewerage network. As advised by the Project Team, the existing sewerage system of the Application Site will be retained for the Proposed Development, and no changes to the existing sewerage system of the Application Site will be made. The existing drainage record plan of the Application Site is presented in **Appendix 5-1**.

## 6. Estimation of Sewage Generation

### 6.1. Methodology for Estimation of Average Dry Weather Flow

- 6.1.1. Sewage generation is calculated with reference to the Environmental Protection Department Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (“GESF”) and DSD Sewerage Manual Part 1. The global unit flow factors (“UFF”) for different jobs types are shown in **Table 6-1** and adopted in the calculation.

**Table 6-1 Global Unit Flow Factor**

Development Type	Unit	UFF (m <sup>3</sup> /day)
<b>Commercial Flow and Student Flow</b>		
Commercial Employee	Employee	0.08
Job Type J2, Electricity Gas & Water	Employee	0.25
Job Type J3, Transport, Storage & Communication	Employee	0.10

### 6.2. Sewage Generation from Existing Distribution Centre at 6/F of the Application Site before Completion of the Proposed Development

- 6.2.1. With reference to **Table 6-2**, the total estimated Average Dry Weather Flow (“ADWF”) from the existing distribution centre at 6/F of the Application Site before completion of Proposed Development is 0.001m<sup>3</sup>/s. The population estimated ADWF of Proposed Development are summarized in **Appendix 6-1**.

**Table 6-2 Sewage Flow Estimation for the 6/F of the Application Site before the Completion of Proposed Development**

Type of Occupancy	No. of Occupancy	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
		Category	m <sup>3</sup> /day	
Staffs	391	Job Type J3, Transport, Storage & Communication	0.180	70
				0.001m <sup>3</sup> /s

### 6.3. Sewage Generation from 6/F of the Application Site after Completion of Proposed Development

- 6.3.1. With reference to **Section 3.1.1**, the Proposed Development consist of the partial conversion of the existing distribution centre at 6/F of the Application Site into a data centre. As air-cool chiller will be adopted in the proposed data centre, hence, no bleed-off water will be generated and discharged from the Application Site. With reference to **Table 6-2** and the scope of the Proposed Development, the total estimated Average Dry Weather Flow ("ADWF") from the Application Site upon completion of the Proposed Development is 0.0004m<sup>3</sup>/s. The population estimated ADWF of Proposed Development are summarized in **Appendix 6-2**.

**Table 6-3 Sewage Flow Estimation for the 6/F of the Application Site after the Completion of the Proposed Development**

Type of Occupancy	No. of Occupancy <sup>[2]</sup>	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
		Category <sup>[1]</sup>	m <sup>3</sup> /day	
Staffs	36	Job Type J2, Electricity Gas & Water	0.330	12
				0.0001m <sup>3</sup> /s

Notes:

[1] The unit flow factor for staffs at the Proposed Development is made reference to "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)", published by EPD.

[2] The total number of occupants of the Proposed Redevelopment as advised by the Applicant.

- 6.3.2. With reference to **Table 6-1** and **Table 6-2**, an ADWF of 70m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site before the completion of Proposed Development, and an ADWF of 12m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site upon completion of the Proposed Development. The estimated sewage generation of 6/F of the Application Site is anticipated to decrease after the completion of the Proposed Development. It is therefore concluded that no adverse sewage impact is anticipated to arise from the Proposed Development.

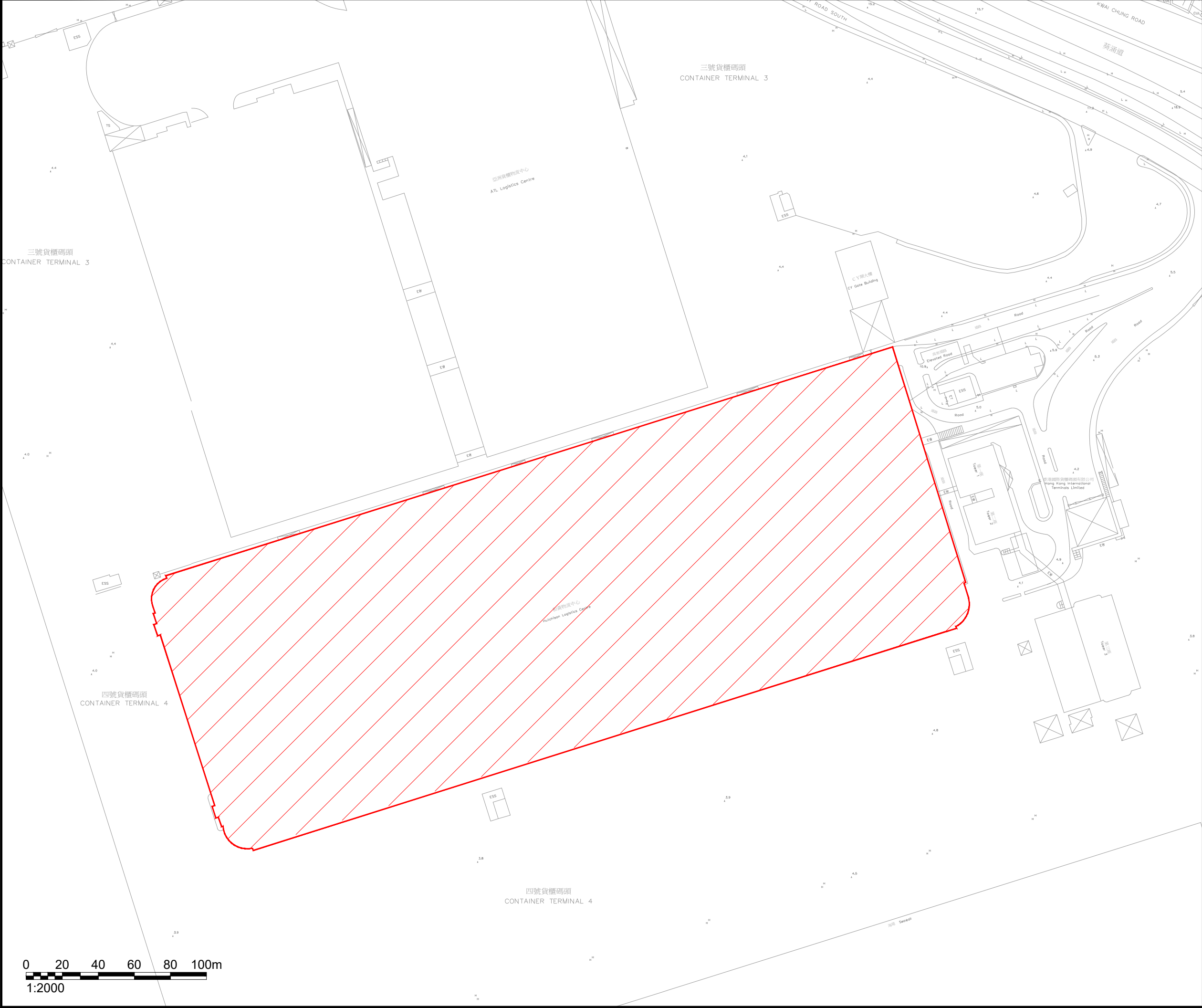
#### **6.4. Sewer Pipe Inspection and Maintenance**

- 6.4.1. Regular inspection of the existing sewer works is suggested to ensure the sewers are functioning properly. In addition, regular maintenance should be carried out in accordance with standard practice stated in the DSD Sewerage Manual Part 1 (Third Edition, May 2013).

### **7. Conclusion**

- 7.1.1. SIA has been conducted for the Proposed Development at 6/F of the Application Site.
- 7.1.2. An ADWF of 70m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site before the completion of Proposed Development. An ADWF of 12m<sup>3</sup>/day is estimated to be generated from 6/F of the Application Site upon completion of the Proposed Development. Decrease in sewage generation from 6/F of the Application Site is anticipated. No adverse sewage impact is anticipated to arise from the Proposed Development.





NOTES :

 Application Site

Consultant



**Allied Environmental Consultants Limited**

Project No. :	1927
Drawn By :	WT
Project :	S12A Planning Application for Proposed Rezoning of The Site from "Other Specified Uses" Annotated "Container Terminal" Zone to "Other Specified Uses" Annotated "Container Terminal (1)" Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung
Drawing Title :	Application Site Location Plan

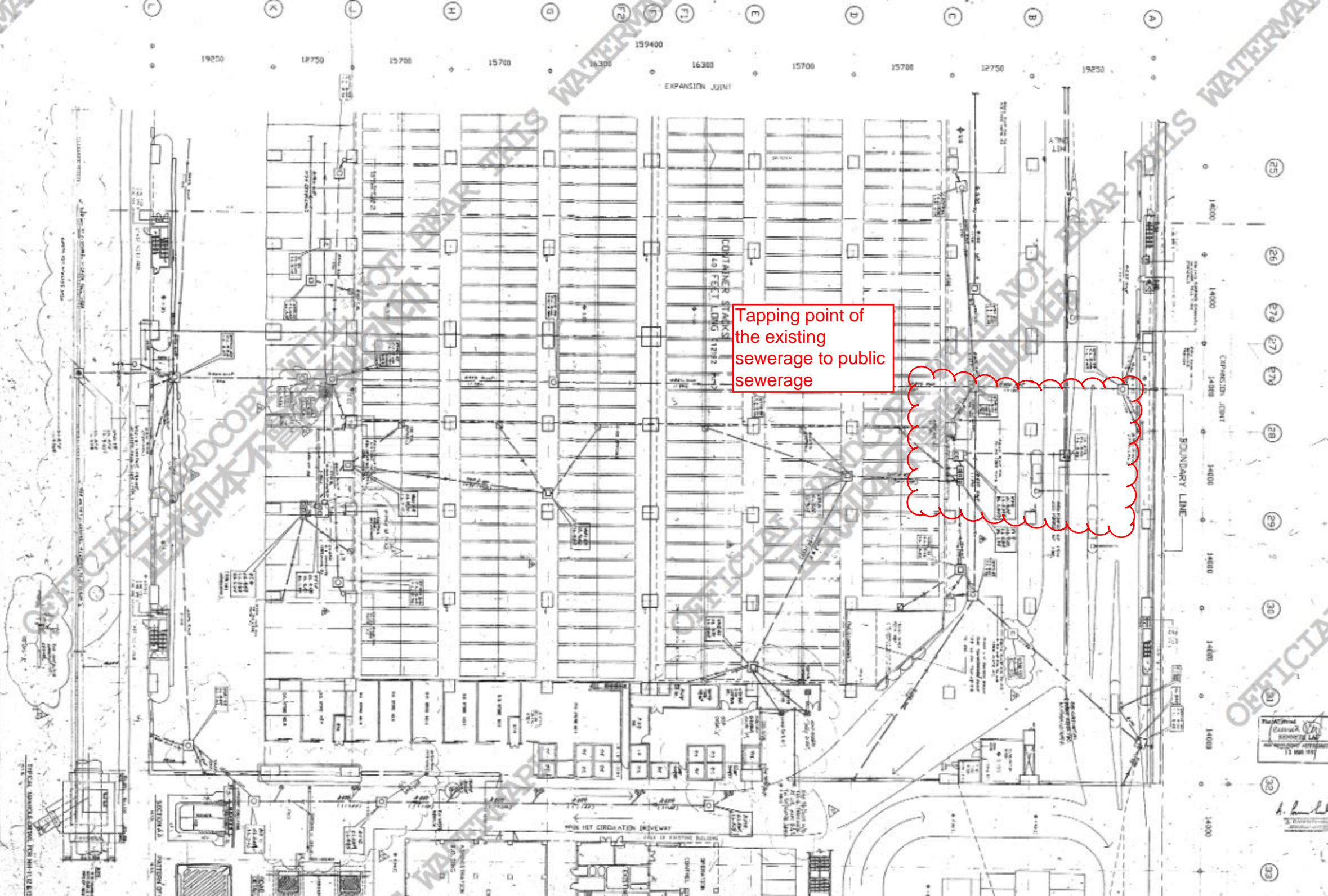
Drawing No. :	Figure 3-1	Revision :	0
Scale :	As Shown	Date :	November 2022

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AND ENVIRONMENTAL CONSULTANTS GROUP LIMITED

***Appendix 5-1***

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*Existing Drainage Record Plan*



Tapping point of  
the existing  
sewerage to public  
sewerage

1. PLANT NO. 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

KUMAGAI  
GUMI  
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CONTAINER FREIGHT  
STATION & DISTRIBUTION  
CENTRE - TERMINAL 4

## ***Appendix 6-1***

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*Estimation of Sewage Flow from 6/F of the Application Site before  
the Completion of Proposed Development*

**Appendix 6-1 : Estimation of Sewage Flow from the 6/F of the Application Site before the Completion of Proposed Development**

Type of Occupancy	No. of Occupancy	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
		Category <sup>[1]</sup>	m <sup>3</sup> /day	
Staffs	391	Transport, Storage & Communication	0.180	70

Notes:  
[1] Information on the Hutchison Logistics Centre is advised by the Applicant.



## ***Appendix 6-2***

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*Estimation of Sewage Flow from 6/F of the Application Site after the  
Completion of Proposed Development*

Appendix 6-2 : Estimation of Sewage Flow from the 6/F of the Application Site after the Completion of Proposed Development

Type of Occupancy	Building Area (m <sup>2</sup> ) [1]	Estimated Usable Floor Area (m <sup>2</sup> )	No. of Occupancy [2]	Unit Flow Factor			Total Average Sewage Discharge (m <sup>3</sup> /day)
				Category <sup>[4]</sup>		m <sup>3</sup> /day	
Staffs	66594	53275	36	J2	Electricity Gas & Water	0.330	12

Notes:

[1] The unit flow factor, job type J2 (Electricity Gas & Water), for staffs at the Proposed Development is made reference to "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)", published by EPD.

[2] The total number of occupants of the Proposed Redevelopment as advised by the Applicant.

## ***Attachment 2***

---

### **Revised Noise Impact Assessment**

Issue No. : **Issue 2**  
Issue Date : **March 2023**  
Project No. : 1927



## **NOISE IMPACT ASSESSMENT**

**FOR**

**S12A PLANNING APPLICATION  
FOR PROPOSED REZONING OF THE  
SITE FROM “OTHER SPECIFIED  
USES” ANNOTATED “CONTAINER  
TERMINAL” ZONE TO “OTHER  
SPECIFIED USES” ANNOTATED  
“CONTAINER TERMINAL (1)” ZONE  
FOR DATA CENTRE DEVELOPMENT  
AT HUTCHISON LOGISTICS  
CENTRE, 18 CONTAINER PORT  
ROAD SOUTH, KWAI CHUNG**

Prepared by

Allied Environmental Consultants Limited

**COMMERCIAL-IN-CONFIDENCE**



<b>Project Title</b>	S12A Planning Application for Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	<b>Project No.</b> 1927
<b>Document Title</b>	Noise Impact Assessment	

Issue No.	Issue Date	Description	Prepared by	Checked by	Approved by
Issue 1	November 2022	1st Submission	Various	Joanne Ng	Grace Kwok
Issue 2	March 2023	2nd Submission	Winnie Tang	Joanne Ng	Grace Kwok

Winnie Tang Joanne Ng Grace Kwok



## Table of Contents

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4.	Environmental Legislation, Standards and Criteria.....	3
5.	Traffic Noise Impact Assessment .....	3
6.	Fixed Plant Noise Impact Assessment.....	3
7.	Conclusion.....	4

## List of Figures

Figure 3-1      Application Site Location and Assessment Area

## **1. Introduction**

- 1.1.1. Allied Environmental Consultants Limited (“AEC”) has been appointed to conduct a noise impact assessment (“NIA”) in support for the S12A planning application for proposed rezoning of Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung (“Application Site”) from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone to enable the proposed data centre development at 6/F of Hutchison Logistics Centre (“the Proposed Development/ the proposed data centre”).

## **2. Objectives**

- 2.1.1. The study evaluates potential noise impacts associated with the Proposed Development. Where necessary, appropriate mitigation measures are recommended to reduce the impacts to the Proposed Development and surrounding noise sensitive uses to satisfy the relevant environmental ordinance, standards and guidelines.

## **3. The Proposed Development**

- 3.1.1. The Proposed Development consists of partial conversion of 6/F of the Hutchison Logistics Centre, which is currently used as a distribution centre, at the western portion of the existing building at the Application Site (about 69,421m<sup>2</sup>), into a data centre. The proposed data centre will accommodate various high-tech and computer services with installation of 24-hour network servers, ancillary computer equipment and emergency power supplies. The Proposed Development is in response to the need of meeting the increasing demand for data centre in Hong Kong in recent years, and therefore the rejuvenation of under-utilised industrial buildings for the use of much needed floor space required for data centre development.
- 3.1.2. The Application Site falls within an area zoned “Other Specified Use” annotated “Container Terminal” (“OU(CT)”) on the Approved Kwai Chung Outline Zoning Plan No. S/KC/30. Ground level of the Application Site is situated at +23.20mPD. The Proposed Development is expected to be operated in Year 2028.

3.1.3. The Application Site is bounded by the Rambler Channel to its south and west, an adjoining logistic centre namely ATL Logistics Centre in the KTCT No. 3 to the north, and the towers 1 and 3 of the Hong Kong International Terminals Limited to the east. **Figure 3-1** shows the location of the Application Site.

## 4. Environmental Legislation, Standards and Criteria

4.1.1. The following environmental legislation, standards and criteria shall be followed for the assessment of noise impact arises from the Proposed Development:

- Chapter 9 (Environmental) of the Hong Kong Planning Standards and Guidelines (“HKPSG”); and
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (“IND-TM”).

## 5. Traffic Noise Impact Assessment

5.1.1. With reference to HKPSG, premises or place that are in nature of industrial premises shall not be considered as a noise sensitive receiver (NSR). The usage of the Proposed Development as a data centre is considered to be industrial. In view of this, the Proposed Development shall not be considered as a representative NSR. No adverse traffic noise impact on the Proposed Development is anticipated.

## 6. Fixed Plant Noise Impact Assessment

6.1.1. This assessment aims to assess the potential noise impact arising from the existing fixed plant noise on the noise sensitive uses of the Proposed Development and the planned fixed plant noise of the Proposed Development to the surrounding noise sensitive uses.

### Potential Noise Impact from Existing Fixed Plant Noise Sources to Proposed Development

6.1.2. As discussed in **section 5.1.1**, the usage of Proposed Development is considered as industrial use, which is not considered as noise sensitive use. In view of this, no noise impact from existing fixed plant noise sources on the Proposed Development is anticipated.

Potential Noise Impact from Planned Fixed Plant Noise Sources on the Surrounding Noise Sensitive Uses

6.1.3. The planned fixed plant noise sources at the Proposed Development will include the air cool chillers and the building services equipment at the roof floor.

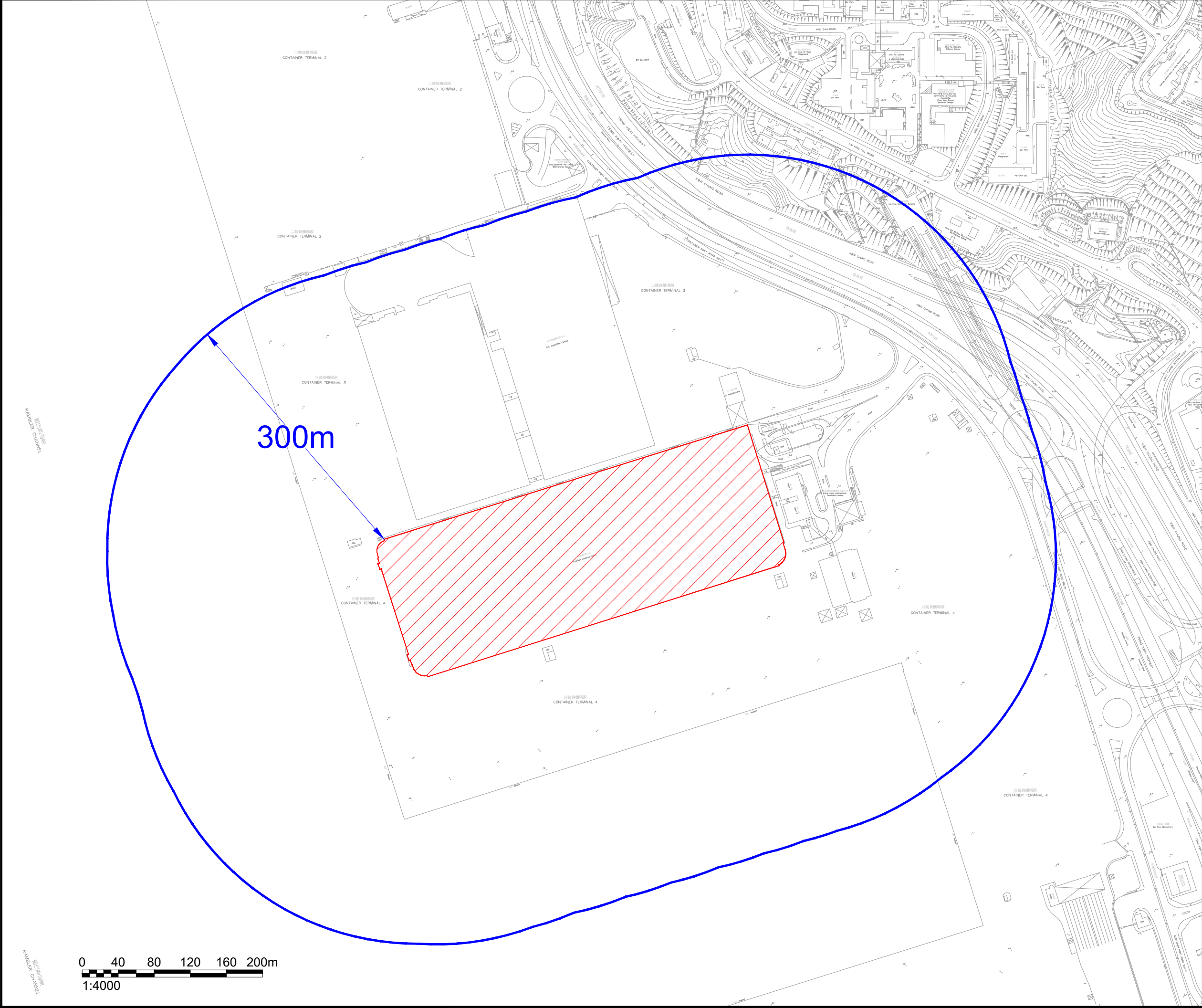
6.1.4. With reference to **Figure 3-1**, no noise sensitive uses are identified in the 300m noise assessment area for the Proposed Development. In view of this, fixed plant noise impact of the planned fixed plant noise sources on the surrounding noise sensitive uses is not anticipated.



6.1.5. Typical acoustic treatments such as acoustic louvers and silencers will be provided for the planned fixed plants whenever necessary. Noise emission will also be controlled by appropriate selection of equipment to ensure the compliance with the HKPSG standards.

6.1.6. No insurmountable existing and planned fixed plant noise impact on the noise sensitive uses in the surrounding development and Proposed Development is anticipated.

## **7. Conclusion**

7.1.1. This NIA is prepared in support of the Section 12A application for the proposed rezoning of the Application Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone to enable the Proposed Development at 6/F of Hutchison Logistics Centre. The report concludes that the Proposed Development is unlikely to cause any insurmountable noise impact.



- NOTES :
-  Application Site
  -  300m Assessment Area

Consultant



**Allied Environmental Consultants Limited**

Project No. : 1927	
Drawn By : WT	
Project : S12A Planning Application for Proposed Rezoning of The Site from "Other Specified Uses" Annotated "Container Terminal" Zone to "Other Specified Uses" Annotated "Container Terminal (1)" Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	
Drawing Title : Application Site Location and Assessment Area	
Drawing No : Figure 3-1	Revision : 0
Scale : As Shown	Date : November 2022
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By HAND and EMAIL

Our Ref: S3012/18CPRS/22/006Lg

18 May 2023

Secretary, Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Dear Sir/Madam,

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal”  
Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre  
Development at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung  
- S12A Amendment of Plan Application -  
(Planning Application No. Y/KC/16)**

We refer to the captioned S12A Amendment of Plan Application submitted to the Town Planning Board (“TPB”) on 29 July 2022 and the comments from Transport and Logistics Bureau (TLB), Lands Department (LandsD), Drainage Services Department (DSD) and Environment Protection Department (EPD) conveyed via Tsuen Wan and West Kowloon District Planning Office, Planning Department via emails during February to May 2023.

In response to the various departmental comments, the current set of Further Information (“FI”) has been prepared. This FI submission consists of:

Responses-to-Comments Table

Annex A – Replacement Pages of Updated Sewerage Impact Assessment

Annex B – Replacement Pages of Updated Noise Impact Assessment

Meanwhile, should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [REDACTED] or Ms Anson YING at [REDACTED].

Thank you for your kind attention.

Yours faithfully  
For and on behalf of  
KTA PLANNING LIMITED

David Fok

Encl. Responses to Comments Table with Annexes A & B

cc. DPO/TW&WK – Mr. Lui Wing Cho / Mr. Elton Chung / Mr. Jason Chan (by Email w/e)  
the Applicant & Team

PL/CL/AY/vy





**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal Zone” to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
(Planning Application No. Y/KC/16)**

**Comments Forwarded by Tsuen Wan and West Kowloon District Planning Office**

Comments	Responses
<b>Comments from Transport and Logistics Bureau (TLB) (received on 28 February 2023)</b>	
<p>1. The application site forms an integral part of the “OU(CT)” zone which is intended primarily to cater for the development of container terminals and the associated port back-up facilities. While the site is not used as container terminal and as far as the related port back-up activities are concerned, the proposed data centre development in the application site is not relevant to the port/logistics operations within the Kwai Tsing Container Terminals; and therefore should not be supported. The proposed data centre development in the application site would deviate from the intended usage of the “OU(CT)” zone. Furthermore, if the rezoning application is acceded to, it will set an undesirable precedent for similar applications falling within the same “OU(CT)” zone in future which will in turn adversely affect the integrity of the “OU(CT)” zone as a whole and the supply of floor space in the “OU(CT)” zone in support of the operations of the container terminals and related port back-up activities.</p>	<p>The Application Site, i.e. Hutchison Logistic Centre (HLC), is a multi-storey and multi-functional industrial building closely attached to the Kwai Tsing Container Terminal (“KTCT”). Since its completion in 1988, the ground floor continues to serve the container terminal operations whilst the upper floors serve as distribution centres for the HK logistics industry. In the last decade, the demand for the existing distribution centres at HLC and HK in general have been diminishing at an alarming rate as production facilities have relocated across to China, primarily to the Pearl River delta in the South and the Yangtze River delta in the North. This trend of cargo migration across the border to China has been clearly illustrated by the container throughput which HK used to be number one in the world but now it has slid down the ranking and it is just a matter of time that the HK port will eventually drop out of the top ten ports in the world. The top ten ports are now predominately Chinese ports with the Shanghai port being the number one in the world.</p> <p>This worrying trend has been further exacerbated by the Covid-19 pandemic whereby the border was sealed off and export cargoes are unable to be shipped through HK. This prolonged border closing has forced the logistics industry to change its supply chain mode and to ship export cargoes directly out of China. This is expected to continue despite the border being open now as it is not easy to change the supply chain mode but the most important factor is that the end customers are used to and prefer having their cargoes shipped directly out of China because it is faster and cheaper. These end customers are unwilling to ship their cargoes through HK anymore. Another trend brought on by the pandemic is the significant increase in ecommerce activities due to</p>

Comments	Responses
	<p>lock downs. The population cannot go outside so they are shopping online and working from home instead. This ecommerce model of business to consumer (B to C) requires distribution centres to be smaller and strategically spread across HK, to be closer to their customer base for effective and efficient delivery of consumer goods. These ecommerce activities are also expected to continue even as the pandemic subsides because consumers are used to buying online as it is cheaper and more efficient.</p> <p>Recently, the HK Government has been vigorously promoting the integration of HK into the Greater Bay area. Two prime examples that were borne out of this integration for the logistics industry were the distribution centres setup by Cathay Pacific and Hactl in the South China region. The Hactl facility was recently visited by the Chief Executive and his delegation. Both of these facilities have proudly announced they are able to consolidate export cargoes and clear customs in their facilities and then they can transport the export cargoes directly to the HK airport and or to the HK Container Port. This initiative is beneficial and much welcomed by the overall logistics industry as it will shorten the supply chain, making it more convenient, efficient and most importantly, much cheaper. However, it is to the detriment of the local HK logistics industry, especially distribution centre operators, as this initiative will bypass any need for export cargoes to go into a warehouse in HK.</p> <p>All of the above mentioned factors and trends will continue to lead to the further demise of the HK distribution centre industry. The Data Centre together with the Cold Storage industries are the only bright spots that are able to fill the void. Therefore, we urge the relevant Government departments to decide favourably in our application and to help the local distribution centre industry to survive.</p> <p>From land use planning perspective, flexibility embedded in the zoning is a key measure to allow the efficient use of floorspace/land in response to the always changing market demand/need. 'Industrial Use' was introduced as a Column 2 to the then "OU(Container Port)" when the OZP No. S/KC/3 was gazetted in 1986. The proposed introduction of 'IT&amp;T' use to Column 2 of the prevailing</p>

Comments	Responses
	<p>“OU(CT)” zone under this S12A planning application aims to broaden the possible usage of the industrial floorspace in the existing building to meet the challenges in the 21<sup>st</sup> century.</p> <p>As one of the key players of KTCT, the Applicant has no intention to undermine the operation of the KTCT or affect the integrity of the “OU(CT)” zone. This S12A application proposes no change to the planning intention of the “OU(CT)” zone, but to add a compatible use under Column 2 of “OU(CT)” zone only. With the planning application mechanism in place, the Town Planning Board (TPB) and relevant Government Departments/Bureaux could assess whether the proposed data centre, including its scale, arrangement, associated impact, etc. would adversely affect the operation of the KTCT under section 16 of the Town Planning Ordinance.</p>
<b>Comments from Lands Department (LandsD) (received on 14 March 2023)</b>	
<p>1. According to the record in the Land Registry, two owners are holding 21000/100000 shares and 79000/100000 shares of the Lot respectively. You may wish to confirm whether all owners have been notified for the re-zoning application affecting the Lot.</p>	<p>The Applicant has notified the other owner of the lot in Nov 2022 before the S12A Application has been made to the TPB.</p>
<p>2. The use of data centre and provision of such ancillary facilities, including parking, loading and unloading spaces, fuel tank, power station, etc., within the Application Site or within the premises as indicated on Appendix I of the Supporting Planning Statement are not permissible under the Lease and will require amendments to the approved general layout and development plan as well as the layout plan for parking, loading and unloading spaces as mentioned above. If the subject application under S. 12A of the Town Planning Ordinance (TPO) is accepted or partially accepted by, the Town Planning Board (TPB) with a set of clear development parameters (including but not limited to the proposed user, gross floor area and car parking provisions, as appropriate) defined/firmed up and further submission to the TPB (including application(s) for permission under S.16 of the TPO after the corresponding amendment to the OZP has been made)</p>	<p>Noted.</p>

Comments	Responses
<p>is not required, the land owner(s) may submit request for streamlined processing of waiver application to permit the use of the proposed data centre under the Lease. Depending on the circumstances of each case, Lands Department (LandsD) at its sole arid absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) by the land owner(s), commence the streamlined processing of the waiver application on a without prejudice and non-committal basis while Planning Department (PlanD) is taking forward the relevant OZP amendment.</p>	
<p>3. The land owner(s) are reminded that once the accepted or partially accepted proposal is reflected in the OZP and approved under S.9 of the TPO, a formal application for waiver by [and owner(s) to Lands] is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and subject to any comment from TLB, there is no guarantee that the waiver application will eventually be approved by LandsD. If the application for waiver is approved by LandsD, it will be subject to such terms and conditions as may be imposed by Lands at its absolute discretion, including payment of waiver fee and administrative fee.</p>	<p>Noted.</p>
<p><b>Comments from Drainage Services Department (DSD) on Further Information No. 1 (received on 20 April 2023)</b>  <b>Contact: Ms Gina WONG (Tel No. 2300 1362)</b></p>	
<p>Section 6.3.2 - The "comparison approach" by solely comparing the estimated sewage flows by uff method may not justify the sufficiency of existing public sewerage system to cater for possible additional sewage flow from the proposed development. In this regard, sewage flow estimation for the subject site under the existing scenario (i.e. before development) using other approaches such as conducting of flow survey, making reference to the actual water consumption records and discharge licenses, etc. may be considered. Please ensure to obtain the view and agreement from the EPD on your estimation approach. Otherwise, please supplement with hydraulic calculations to demonstrate the adequacy in hydraulic capacity of the sewerage system for the scenario of receiving sewage flow arising from the</p>	<p>Noted. The actual water consumption records (March 2022 to April 2023) have been supplemented and assessment of the drainage impact has been conducted based on the water consumption records. As no flushing water meter was installed onsite, hence flushing water is assumed from the number of WC and urinal on site. The estimated existing sewage generation is 1,054.23 m<sup>3</sup>/day while the post-development sewage generation is estimated to be 992.40 m<sup>3</sup>/day, a decrease of 5.86% is anticipated. Please refer to the updated SIA enclosed in <b>Annex A</b> for details.</p> <p>Please be noted that the SIA has been circulated to EPD and no comment is received from EPD for Issue 2 submission.</p>

Comments	Responses
proposed development, along with the existing/planned/committed sewage flows contributed from other catchment sites in order to assess the potential sewerage impact and identify any mitigation measures required to be implemented.	
<b>Comments from Environmental Protection Department (EPD) on Further Information No. 1 (received on 5 May 2023)</b>	
Having reviewed the application, we consider that further clarification to ascertain the assessment conclusion is required before we could form a view. Our technical comment on the RtC table is provided below for your follow-up please:	Noted with thanks.
1. Please clarify if it should be "Moreover, <del>no</del> air-cool chiller will be adopted in the proposed data centre..." under response to comment item 6.	Noted. It is clarified that this is a typo. Air-cool chiller will be adopted in the proposed data centre.
2. Besides, observations on the Noise Impact Assessment (NIA) for enhancing report tidiness and completeness are provided below for your information and follow-up in the NIA to be submitted under s.16 planning application, should the subject rezoning case be approved.	Noted with thanks.
3. Section 6.1.4 -There are two NSRs (e.g. The Salvation Army Lai King Home, Hong Chi Winifred Mary Cheung Morninghope school) situated to the northeast of the Application Site, please revise the paragraph and supplement with a NSR figure.	It is noted that Hong Chi Winifred Mary Cheung Morninghope School is located outside the 300m assessment area. The paragraph and the NSR have been incorporated in the <b>Figure 3-1</b> of the revised NIA enclosed in <b>Annex B</b> . Please refer to <b>Section 6.1.8</b> and <b>Figure 3-1</b> , which have been amended accordingly as follows:  <i>"With reference to <b>Figure 3-1</b>, one NSR, namely The Salvation Army Lai King Home is identified in the 300m noise assessment area for the Proposed Development."</i>
4. Section 6.1.5 - Please indicate the required noise level for planned fixed noise sources based on the relevant noise criteria of the HKPSG (i.e. ANL-5/ prevailing background noise level represented by L90).	Noted. The required noise level for planned fixed noise sources based on HKPSG has been supplemented in the <b>Section 6 (6.1.2 to 6.1.5)</b> of the revised NIA enclosed in <b>Annex B</b> . In conclusion, the area sensitivity rating (ASR) of

Comments	Responses																		
	<p>“C” is recommended in the assessment and the noise assessment criteria for the fixed plant noise is as the table below:</p> <table><tr><th></th><th>Existing Fixed Plant Noise Criteria</th><th colspan="3">Planned Fixed Plant Noise Criteria</th></tr><tr><th>Time Period</th><th>ANL, dB(A)</th><th>ANL-5, dB(A)</th><th>Prevailing Background Noise, dB(A) <sup>[1]</sup></th><th>Adopted Noise Criteria, dB(A)</th></tr><tr><td>Day (0700-1900) / Evening (1900-2300)</td><td>70</td><td>65</td><td rowspan="2">Prevailing Background Noise, dB(A)   </td><td rowspan="2">Whichever is lower</td></tr><tr><td>Night (2300-0700)</td><td>60</td><td>55</td></tr></table>		Existing Fixed Plant Noise Criteria	Planned Fixed Plant Noise Criteria			Time Period	ANL, dB(A)	ANL-5, dB(A)	Prevailing Background Noise, dB(A) <sup>[1]</sup>	Adopted Noise Criteria, dB(A)	Day (0700-1900) / Evening (1900-2300)	70	65	Prevailing Background Noise, dB(A)	Whichever is lower	Night (2300-0700)	60	55
	Existing Fixed Plant Noise Criteria	Planned Fixed Plant Noise Criteria																	
Time Period	ANL, dB(A)	ANL-5, dB(A)	Prevailing Background Noise, dB(A) <sup>[1]</sup>	Adopted Noise Criteria, dB(A)															
Day (0700-1900) / Evening (1900-2300)	70	65	Prevailing Background Noise, dB(A)	Whichever is lower															
Night (2300-0700)	60	55																	
5. Section 6.1.5 - Please supplement the following paragraph in the report: " <i>In any event, the Area Sensitivity Rating (ASR) adopted in this Report is for indicative assessment only. It should be noted that the noise from fixed noise sources is controlled under Section 13 of the Noise Control Ordinance. At the time of investigation, the Noise Control Authority shall determine noise impact from concerned fixed noise sources on the basis of prevailing legislation and practices being in force, and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this Report shall bind the Noise Control Authority in the context of law enforcement against any of the fixed noise sources being assessed.</i> "	Noted. The paragraph has been incorporated in the report. Please refer to <b>Section 6.1.10</b> .																		

Encl.:

**Annex A - Replacement Pages of Updated Sewerage Impact Assessment**

**Annex B - Replacement Pages of Updated Noise Impact Assessment**

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## ***Annex A***

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### Replacement Pages of Updated Sewerage Impact Assessment

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Development

Appendix 6-2   Estimation of Sewage Flow from the Application Site after the Completion of  
Proposed Development

## 6. Estimation of Sewage Generation

### 6.1. Methodology for Estimation of Average Dry Weather Flow

- 6.1.1. Sewage generation is calculated with reference to the Environmental Protection Department Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (“GESF”) and DSD Sewerage Manual Part 1. The global unit flow factors (“UFF”) for different jobs types are shown in **Table 6-1** and adopted in the calculation.

**Table 6-1 Global Unit Flow Factor**

Development Type	Unit	UFF (m <sup>3</sup> /day)
<b>Commercial Flow</b>		
Job Type J2, Electricity Gas & Water	Employee	0.25

### 6.2. Sewage Generation from Existing Use of Application Site before Completion of the Proposed Development

- 6.2.1. With reference to the water charges from March 2022 to April 2023 appended as **Appendix 6-1**, it is noted that the total water consumption for the Application Site was 54,532 m<sup>3</sup>. As the site is located in the seawater supply zone for flushing, the flushing water consumption is estimated based on the sanitary fitments in the building as no flushing water meter is installed for seawater. The total water consumption per day of the Application Site was 1,054.23 m<sup>3</sup>/day as presented in **Table 6-2** and **Appendix 6-2**.

**Table 6-2 Water Consumption of Application Site before the Completion of Proposed Development**

Served Area	Type of Water	Water Consumption (m <sup>3</sup> /day)
Whole Building	Drinking Water	56.34 <sup>[1]</sup>
	Cleaning Water	63.42 <sup>[1]</sup>
R/F Canteen + 1-10/F Pantry/Office	Potable Water	23.37 <sup>[1]</sup>
WC and Urinal	Flushing Water	911.10
<b>Total</b>		<b>1,054.23</b>

**Note:**

**[1] Information based on water charges records provided by Project Team**

### 6.3. Sewage Generation from the Application Site after Completion of Proposed Development

6.3.1. With reference to **Section 3.1.1**, the Proposed Development consist of the partial conversion of the existing distribution centre at 6/F of the Application Site into a data centre. As air-cool chiller will be adopted in the proposed data centre, hence, no bleed-off water will be generated and discharged from the Application Site. With reference to **Table 6-2** and the scope of the Proposed Development, the total estimated Average Dry Weather Flow (“ADWF”) from the Application Site upon completion of the Proposed Development is **992.40 m<sup>3</sup>/day 0.0115 m<sup>3</sup>/s**. The population estimated ADWF of Proposed Development are summarized in **Appendix 6-3**.

**Table 6-3 Sewage Flow Estimation for the Application Site after the Completion of the Proposed Development**

Existing/ Future	Served Area	Type of Water	No. of Occupancy <sup>[3]</sup>	Unit Flow Factor		Total Average Sewage Discharge (m <sup>3</sup> /day)
				Category <sup>[4]</sup>	m <sup>3</sup> /day	
Existing Use (Excluding Distributor Center in 6/F)	Whole Building	Drinking Water	-	-	-	48.94 <sup>[1]</sup>
	Whole Building	Cleaning Water	-	-	-	55.09 <sup>[1]</sup>
	R/F Canteen + 1-10/F Pantry/Office	Potable Water	-	-	-	23.37 <sup>[1]</sup>
	WC and Urinal	Flushing Water	-	-	-	853.13 <sup>[1]</sup>
Planned Development	Proposed Data Center	-	36	J2	Electricity Gas & Water 0.330	11.88
Total						992.40
m <sup>3</sup> /s						0.0115

Notes:

[1] Information based on water charges records provided by Project Team.

[2] The total number of occupants of the Proposed Redevelopment as advised by the Applicant.

*[3] The unit flow factor for staffs at the Proposed Development is made reference to "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)", published by EPD.*

- 6.3.2. With reference to **Table 6-1** and **Table 6-2**, an ADWF of 1,054.23 m<sup>3</sup>/day is estimated to be generated from the Application Site before the completion of Proposed Development, and an ADWF of 992.40 m<sup>3</sup>/day is estimated to be generated from the Application Site upon completion of the Proposed Development. The estimated sewage generation of the Application Site is anticipated to decrease approximately 5.86% after the completion of the Proposed Development. It is therefore concluded that no adverse sewage impact is anticipated to arise from the Proposed Development.

#### **6.4. Sewer Pipe Inspection and Maintenance**

- 6.4.1. Regular inspection of the existing sewer works is suggested to ensure the sewers are functioning properly. In addition, regular maintenance should be carried out in accordance with standard practice stated in the DSD Sewerage Manual Part 1 (Third Edition, May 2013).

### **7. Conclusion**

- 7.1.1. SIA has been conducted for the Proposed Development at 6/F of the Application Site.
- 7.1.2. An ADWF of 1,054.23 m<sup>3</sup>/day is estimated to be generated from the Application Site before the completion of Proposed Development. An ADWF of 992.40 m<sup>3</sup>/day is estimated to be generated from the Application Site upon completion of the Proposed Development. Decrease in sewage generation from 6/F of the Application Site is anticipated. No adverse sewage impact is anticipated to arise from the Proposed Development.



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## **Appendix 6-1**

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### ***Water Charges Records of Hutchison Logistics Center (HLC)***

**Hutchison Logistics Centre**  
**Water charges for 28/03/2022 - 13/04/2023**

		<u><b>Total</b></u>	<u>28/3/22-3/5/22</u>	<u>3/5/22-30/5/22</u>	<u>30/5/22-8/7/22</u>	<u>8/7/22-8/8/22</u>	<u>8/8/22-2/9/22</u>	<u>2/9/22-6/10/22</u>	<u>6/10/22-8/11/22</u>	<u>8/11/22-2/12/22</u>	<u>2/12/22-4/1/23</u>	<u>4/1/23-6/2/23</u>	<u>6/2/23-7/3/23</u>	<u>7/3/23-13/4/23</u>	
<b>Served Area: Hutchison Logistics Centre (食水)</b>															
<b><u>Meter No: MSWP16601622</u></b>		(A/C No: 16415330006)													
Units consumed			21,464	2,020	1,412	1,564	2,845	1,654	2,258	2,135	1,665	1,708	1,688	1,164	1,351
Amount (HK\$) <i>* (including 75% concession)</i>		(A):	\$    40,245.00	\$    3,787.50	\$    2,647.40	\$    2,932.60	\$    5,334.30	\$    3,101.30	\$    4,233.80	\$    4,003.10	\$    3,121.90	\$    3,202.40	\$    3,165.10	\$    2,182.50	\$    2,533.10
<b>Served Area: Hutchison Logistics Centre (清潔水)</b>															
					<u>30/5/22-11/7/22</u>	<u>11/7/22-8/8/22</u>									
<b><u>Meter No: MZWP17300757</u></b>		(A/C No: 36415330004)													
Units consumed			24,164	2,416	1,676	2,930	2,311	1,788	2,617	2,351	1,727	1,914	2,145	1,196	1,093
Amount (HK\$) <i>* (including 75% concession)</i>		(B):	\$    45,307.40	\$    4,530.00	\$    3,142.50	\$    5,493.80	\$    4,333.10	\$    3,352.50	\$    4,906.90	\$    4,408.10	\$    3,238.10	\$    3,588.70	\$    4,021.90	\$    2,242.60	\$    2,049.20
<b>Served Area: R/F Canteen (Maxim's) + 1-10/F Pantry, Office Tower (HLC)</b>															
					<u>30/5/22-11/7/22</u>	<u>11/7/22-8/8/22</u>									
<b><u>Meter No: MSWP16 601579</u></b>		(A/C No: 26415330005)													
Units consumed			8,904	784	698	1,142	1,072	878	992	791	661	828	567	270	221
Amount (HK\$) <i>* (including 75% concession)</i>		( C):	\$    14,745.00	\$    1,298.30	\$    1,155.90	\$    1,891.10	\$    1,775.20	\$    1,454.00	\$    1,642.80	\$    1,309.90	\$    1,094.60	\$    1,371.20	\$    938.90	\$    447.10	\$    366.00
<b><u>GRAND TOTAL :</u></b>															
Units consumed			54,532	5,220	3,786	5,636	6,228	4,320	5,867	5,277	4,053	4,450	4,400	2,630	2,665
Amount (HK\$) <i>* (including 75% concession)</i>		(A+B+C):	\$    100,297.40	\$    9,615.80	\$    6,945.80	\$    10,317.50	\$    11,442.60	\$    7,907.80	\$    10,783.50	\$    9,721.10	\$    7,454.60	\$    8,162.30	\$    8,125.90	\$    4,872.20	\$    4,948.30

\* The concession period is from 01/12/2019 to 31/07/2023.

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## **Appendix 6-2**

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### ***Estimation of Sewage Flow from the Application Site before Completion of Proposed Development***

## Appendix 6-2 : Estimation of Sewage Flow from the Application Site before the Completion of Proposed Development

Served Area	Type of Water	Water Consumption (m3/day)[1]
Whole Building	Drinking Water	56.34
Whole Building	Cleaning Water	63.42
R/F Canteen + 1-10/F Pantry/Office	Potable Water	23.37
WC and Urinal	Flushing Water	911.10
<b>Total</b>		<b>1054.23</b>

**0.012201738**

### Sanitary Fitments and Flushing Water

Sanitary Fitments	Amount	Category [2]	Discharge Unit (L/s) [2]	DU
WC	188	WC with 9L cistern	2	376.00
Urinal	172	Single Urinal with cistern	0.4	68.80
			Q <sub>ww</sub> (l/s)	10.55
			Q <sub>ww</sub> (m3/day)	911.10

Note:

[1] Information based on water charges records provided by Project Team

[2] Reference to "Plumbing Engineering Services Design Guide" published by The Institute of Plumbing. Worst-case has been adopted.

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## **Appendix 6-3**

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### ***Estimation of Sewage Flow from the Application Site after Completion of Proposed Development***

### Appendix 6-3 : Estimation of Sewage Flow from the Application Site before the Completion of Proposed Development

#### Assumed Future Water Consumption of Existing Use and Proposed Data Center of the Application Site

Served Area	Type of Water	Water Consumption (m <sup>3</sup> /day)[1]
Whole Building	Drinking Water	48.94
Whole Building	Cleaning Water	55.09
R/F Canteen + 1-10/F Pantry/Office	Potable Water	23.37
WC and Urinal	Flushing Water	853.13
Proposed Data Center at 6/F	-	11.88
<b>Grand Total</b>		<b>992.40</b>

0.01148615

#### Sanitary Fitments and Flushing Water

Sanitary Fitments	Amount	Category [1]	Discharge Unit (L/s)	DU
WC	166	WC with 9L cistern	2	332
Urinal	145	Single Urinal with cistern	0.4	58
Q <sub>ww</sub> (l/s)				9.874209
Q <sub>ww</sub> (m <sup>3</sup> /day)				853.1316

#### Estimated Water Consumption from Proposed Development

Type of Occupancy	Estimated Usable Floor Area (m <sup>2</sup> ) [2]	No. of Occupancy [3]	Unit Flow Factor			Total Average Sewage Discharge (m <sup>3</sup> /day)
			Category <sup>[4]</sup>		m <sup>3</sup> /day	
Proposed Data Center	53,275.20	36	J2	Electricity Gas & Water	0.330	11.88
					<b>Total</b>	<b>11.88</b>
					<b>m<sup>3</sup>/s</b>	<b>0.00014</b>

Notes:

- [1] Information based on water charges provided by Project Team
- [2] Reference to "Plumbing Engineering Services Design Guide" published by The Institute of Plumbing. Worst-case has been adopted.
- [2] Estimated Usable Floor Area = Building / Site Area × No. of Floor × 0.8
- [4] The total number of occupants of the Proposed Redevelopment as advised by the Applicant.
- [3] The unit flow factor, job type J2 (Electricity Gas & Water), for staffs at the Proposed Development is made reference to "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)", published by EPD.



## ***Annex B***

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### Replacement Pages of Updated Noise Impact Assessment

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**Environmental Legislation and Guidance**

6.1.2. Existing Fixed Plant Noise is controlled under the Noise Control Ordinance (NCO)’s Technical Memorandum on Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM), which shall not exceed the Acceptable Noise Level (ANL) for a Noise Sensitive Receiver. More stringent criteria are applicable for planned fixed plants, as stipulated in the HKPSG with the following requirements: 5dB(A) below the appropriate ANLs in the IND-TM; or the prevailing background noise levels, whichever is lower.

6.1.3. The ASR of NSRs and ANLs for different NSRs are summarized in **Table 6-1** and **Table 6-2**, respectively.

**Table 6–1 Area Sensitivity Ratings of Noise Sensitive Receivers**

Type of Area Containing NSR	Degree to which NSR is affected by Influencing Factors (IFs)		
	Not affected	Indirectly affected	Directly affected
Rural area, including country parks, or village type developments	A	B	B
Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
Urban area	B	C	C
Area other than those above	B	B	C

**Table 6–2 Acceptable Noise Levels for Fixed Noise Sources**

Time Period	ANL, dB(A)		
	ASR “A”	ASR “B”	ASR “C”
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)	60	65	70
Night (2300 to 0700 hours)	50	55	60

6.1.4. The area containing NSRs is considered as urban area. Besides, Tsing Kwai Highway is located east of Subject Site and south of the NSR. According to Annual Traffic Census (2021) published by Transport Department, Tsing Kwai Highway has an AADT higher than 30,000. As a result, the noise sensitive facades in the vicinity of the NSRs will be considered as directly affected by the IF with recommended area sensitivity rating (ASR) of “C” in this assessment.

6.1.5. The adopted noise assessment criteria for the fixed plant noise assessment are summarized in **Table 6-3**.

**Table 6–3 Noise Assessment Criteria for Fixed Noise Impact Assessment**

	Existing Fixed Plant Noise Criteria	Planned Fixed Plant Noise Criteria		
Time Period	ANL, dB(A)	ANL-5, dB(A)	Prevailing Background Noise, dB(A) <sup>[1]</sup>	Adopted Noise Criteria, dB(A)
Day (0700-1900) / Evening (1900-2300)	70	65	Prevailing Background Noise, dB(A)	Whichever is lower
Night (2300-0700)	60	55		

Potential Noise Impact from Existing Fixed Plant Noise Sources to Proposed Development

- 6.1.6. As discussed in **section 5.1.1**, the usage of Proposed Development is considered as industrial use, which is not considered as noise sensitive use. In view of this, no noise impact from existing fixed plant noise sources on the Proposed Development is anticipated.

Potential Noise Impact from Planned Fixed Plant Noise Sources on the Surrounding Noise Sensitive Uses

- 6.1.7. The planned fixed plant noise sources at the Proposed Development will include the air cool chillers and the building services equipment at the roof floor.
- 6.1.8. With reference to **Figure 3-1**, one NSR, namely The Salvation Army Lai King Home is identified in the 300m noise assessment area for the Proposed Development.

NSR ID	Description	Type	Shortest Horizontal Distance Between the NSR and Subject Site, m
NSR_1	The Salvation Army Lai King Home	Residential	290

6.1.9. Typical acoustic treatments such as acoustic louvers and silencers will be provided for the planned fixed plants whenever necessary. Noise emission will also be controlled by appropriate selection of equipment to ensure the compliance with the HKPSG standards.

6.1.10. In any event, the Area Sensitivity Rating (ASR) adopted in this Report is for indicative assessment only. It should be noted that the noise from fixed noise sources is controlled under Section 13 of the Noise Control Ordinance. At the time of investigation, the Noise Control Authority shall determine noise impact from concerned fixed noise sources on the basis of prevailing legislation and practices being in force, and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against any of the fixed noise sources being assessed.

## 7. Conclusion

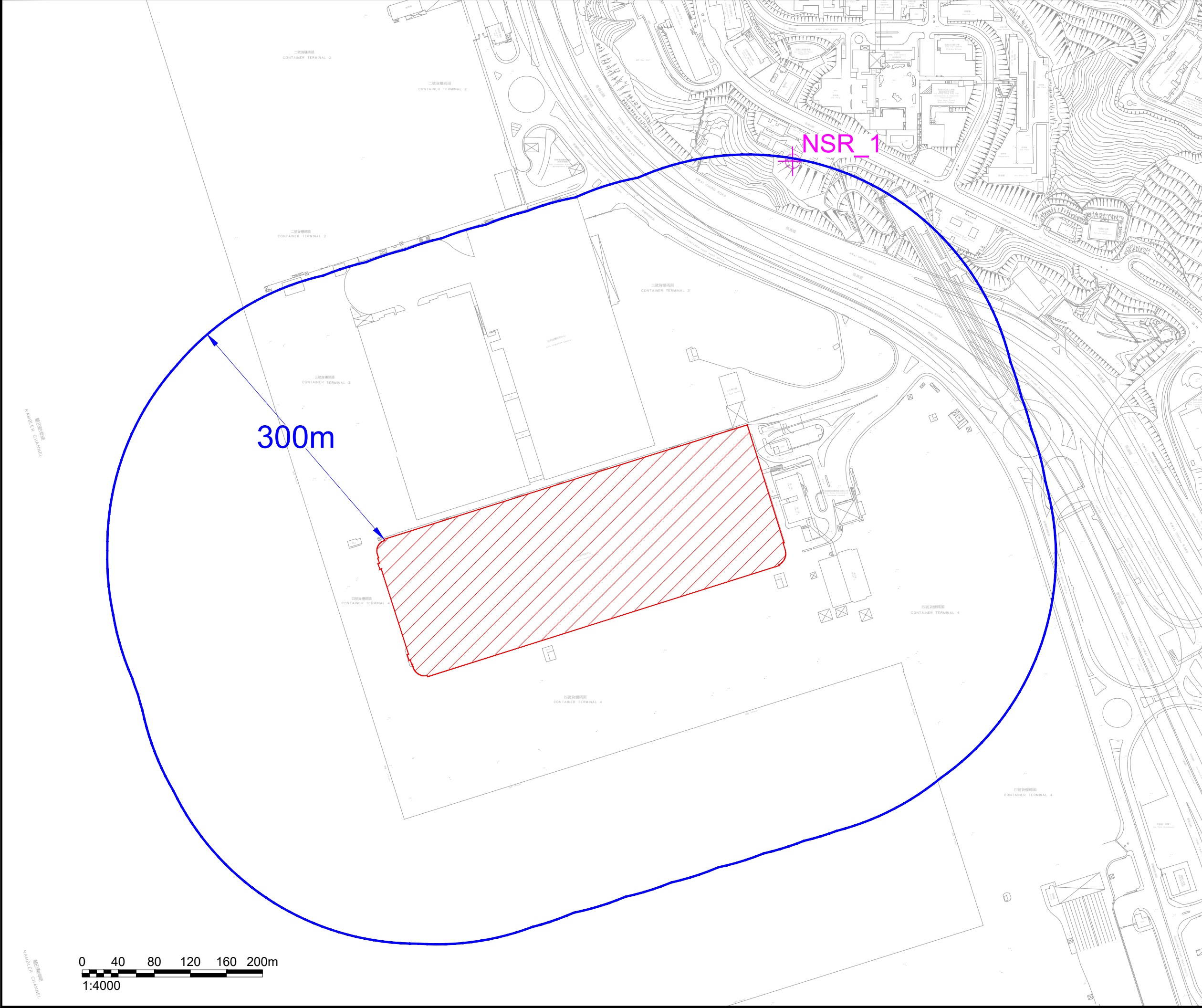
7.1.1. This NIA is prepared in support of the Section 12A application for the proposed rezoning of the Application Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone to enable the Proposed Development at 6/F of Hutchison Logistics Centre. The report concludes that the Proposed Development is unlikely to cause any insurmountable noise impact.




## **Appendix 6-1**


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*Application Site Location, Assessment Area and  
Noise Sensitive Receiver*



NOTES :

 Application Site

 300m Assessment Area

 Noise Sensitive Receiver

Consultant



**Allied Environmental Consultants Limited**

Project No. : 1927	
Drawn By : WT	
Project : S12A Planning Application for Proposed Rezoning of The Site from "Other Specified Uses" Annotated "Container Terminal" Zone to "Other Specified Uses" Annotated "Container Terminal (1)" Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung	
Drawing Title : Application Site Location, Assessment Area and Noise Sensitive Receiver	
Drawing No : Figure 3-1	Revision : 1
Scale : As Shown	Date : May 2023
THIS DRAWING IS NOT FOR CONSTRUCTION PURPOSES UNLESS EXPRESSLY STATED. ALL RIGHTS RESERVED AND REPRODUCTION IN ANY FORM MUST BE APPROVED BY ALLIED SUSTAINABILITY AND ENVIRONMENTAL CONSULTANTS GROUP LIMITED	



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傳真FAX (852) 3426 9737

電郵EMAIL kta@ktaplanning.com

By HAND and EMAIL

Our Ref: S3012/18CPRS/22/010Lg

31 July 2023

Secretary, Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Dear Sir/Madam,

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal”  
Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre  
Development at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung  
- S12A Amendment of Plan Application No. Y/KC/16 -  
- Further Information No. 3 -**

This letter supersedes our previous letter (ref No. S3012/18CPRS/22/008Lg) dated 28 July 2023. We refer to the captioned S12A Amendment of Plan Application submitted to the Town Planning Board (“TPB”) on 29 July 2022 and the comments from Transport Department (TD) conveyed by Tsuen Wan and West Kowloon District Planning Office, Planning Department via email on 21 July 2023.

As requested by the TPB, we hereby submit 70 copies of the current Further Information (FI) providing technical clarification and background information for your consideration in response to the comments from TD about the provision of parking spaces. This FI submission consists of:

**Responses-to-Comments Table**

Attachment A – Extracts of APP002 and Land Lease of KCL Lot No. 4 and the Extension Thereto

Attachment B – Existing Parking Layout Plan

Attachment C – Proposed Parking Layout Plan

Attachment D – Swept Path Analysis

Please note that the captioned application is only a Section 12A Application and will be followed by a Section 16 Planning Application for the proposed data centre development, should the current S12A Application be approved by the TPB. The Applicant is committed to resolve all technical issues/comments in the subsequent Section 16 Planning Application which will be based on a more “detail” schematic design. Should relevant Government departments consider necessary, appropriate planning approval condition(s) could be stipulated to the planning permission under the subsequent Section 16 Planning Application.

Meanwhile, should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [REDACTED] or Ms Anson YING at [REDACTED]





Thank you for your kind attention.

Yours faithfully  
For and on behalf of

KTA PLANNING LIMITED

A handwritten signature in blue ink, appearing to read 'David Fok'.

David Fok

Encl. Responses to Comments Table with Attachments A to D

cc. DPO/TW&WK – Mr. Lui Wing Cho / Mr. Elton Chung / Mr. Jason Chan (by Email w/e)  
the Applicant & Team

PL/DF/AY/vy

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal Zone” to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung  
(Planning Application No. Y/KC/16)**

Comments	Responses																								
Comments from Transport Department (received on 21 <sup>st</sup> July 2023)																									
1. Annex A in the r-to-c refers. It is noted that there are also vehicular ramp on other floors of the existing logistic building. Please clarify whether any GFA concession for these ramp are taken into account. Please clarify why the GFA of the canteen on R/F is included in the GFA of 6/F. Please also provide the land lease for reference.	<p>Please refer to the attached <b>Attachment A</b> for clause extracted from Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-002 and land lease.</p> <p>Please be advised that no concession has been taken into account and the canteen on R/F has been excluded and revised in the table below.</p> <table><tr><th>Floor</th><th>Total GFA (m<sup>2</sup>)</th><th>6/F GFA (Accountable) (m<sup>2</sup>)</th></tr><tr><td>1/F</td><td>66,182.784</td><td>-</td></tr><tr><td>2/F</td><td>66,202.754</td><td>-</td></tr><tr><td>3/F</td><td>66,136.806</td><td>-</td></tr><tr><td>4/F</td><td>66,444.211</td><td>-</td></tr><tr><td>5/F</td><td>66,444.211</td><td>-</td></tr><tr><td>6/F</td><td>66,594.211</td><td>66,594.211</td></tr><tr><td>Total</td><td>398,004.977</td><td>66,594.211</td></tr></table> <p>Based on the Existing Hutchison Logistics Centre Area Schedule, the GFA of the Proposed Data Centre Development is 66,594.211m<sup>2</sup> which is about 17% of the total GFA at the Existing Distribution Centre located at 1/F to 6/F. Hence, the figures shown in the previous table of car park provision in Annex A are still valid.</p>	Floor	Total GFA (m <sup>2</sup> )	6/F GFA (Accountable) (m <sup>2</sup> )	1/F	66,182.784	-	2/F	66,202.754	-	3/F	66,136.806	-	4/F	66,444.211	-	5/F	66,444.211	-	6/F	66,594.211	66,594.211	Total	398,004.977	66,594.211
Floor	Total GFA (m <sup>2</sup> )	6/F GFA (Accountable) (m <sup>2</sup> )																							
1/F	66,182.784	-																							
2/F	66,202.754	-																							
3/F	66,136.806	-																							
4/F	66,444.211	-																							
5/F	66,444.211	-																							
6/F	66,594.211	66,594.211																							
Total	398,004.977	66,594.211																							
2. Please provide the existing parking layout plan for the existing	Please refer to the attached <b>Attachment B</b> for existing parking layout.																								

Comments	Responses
logistic centre in the TIA report.	
3. Please provide parking layout plan showing all the proposed changes in parking spaces and incorporate in the TIA report. Please provide the swept path for critical movements to substantiate the internal parking provision proposed in the TIA. Please be reminded to indicate the size and headroom of each vehicle type on the layout plans.	<p>Please refer to the <b>Attachment C</b> of the report for the proposed parking layout plan with the size and headroom of each vehicle type indicated. Please note that only the layout at M1/F and R/F have been modified with the Proposed Data Centre Development.</p> <p>For the swept path, please refer to the attached <b>Attachment D</b>.</p>
4. The TIA report shall demonstrate that the parking provision after the proposed change will still be sufficient to accommodate the ancillary parking demand of the logistic building. Please demonstrate with reference to the utilization rate of the existing parking spaces.	<p>Since the GFA conversion from Logistic Centre into Data Centre would mainly affect the parking demand of Goods Vehicles and Container Vehicles. Therefore, the existing utilization rate of the above vehicles in the Distribution Centre was studied and assessed.</p> <p>Based on previous calculation provided, there are 742nos. of Container Vehicle Parking Spaces and 465nos. of Goods Vehicle Parking Spaces in the Existing Distribution Centre.</p> <p>According to the existing parking data on 9-15 July 2023 provided by the Client, the result shows that the maximum Container and Goods Vehicle parking spaces being occupied is 277nos.* and 400nos. respectively throughout the week, which is less than the existing provision (i.e. 742nos. for Container Vehicle and 465nos. for Goods Vehicles). It implies that there is spare capacity for the existing car parking spaces. Considering that the car parking demand will proportionally drop due to the GFA conversion to Data Centre, it is anticipated that it will still be sufficient to accommodate the parking demand of the logistic building.</p> <p><i>*Remarks: In view that the vehicle identification system could only distinguish goods vehicles, as a conservative approach, all other vehicles are treated as Container Vehicles.</i></p>



Comments	Responses
5. Section 4.1 and 4.2 refers. Please indicate the dates for the traffic survey.	Please be advised that the traffic data of Existing Building had been collected during 2-8 July 2021 and the survey at Existing Data Centres has been conducted on 20 July 2021.

**Encl:****Attachment A – Extracts of APP002 and Land Lease of KCL Lot No. 4 and the Extension Thereto****Attachment B – Existing Parking Layout Plan****Attachment C – Proposed Parking Layout Plan****Attachment D – Swept Path Analysis**

Compiled by: KTA

Date: 28 July 2023

File Ref.: 20230728\_Y\_KC\_16 \_R-T-C\_FI4

## ***Attachment A***

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Extracts of APP002 and  
Land Lease of KCL Lot No. 4 and the Extension Thereto

**No Adverse Environmental Impact**

6. Above ground private car parks that will not pose adverse environmental or visual impact to its surrounding areas may similarly be 100% disregarded from GFA calculation. For example, ancillary car parks in low-rise low-density sites, such as a building development with plot ratio not exceeding 1 and not more than 6 storeys (5 storeys above 1 storey car park).

**Section B – Car Park Ancillary Areas and Loading and Unloading Areas****Car Park Ancillary Areas<sup>1</sup>**

7. The percentage of GFA of the car park ancillary areas that may be disregarded under regulation 23(3)(b) of B(P)R will be determined according to the following principles:

Car Park Ancillary Areas (% Disregarded)		
(a) Solely serve car parks that are 100% disregarded; or (b) Solely serve car parks and other floor spaces that are also 100% disregarded	(c) Solely serve private car parks that are 50% disregarded; or (d) Solely serve private car parks that are 50% disregarded and other floor spaces that are 100% disregarded	(e) Serve other scenarios
100%	50% <sup>2</sup>	0%

**Criteria for Disregarding Loading and Unloading Areas from GFA calculation**

8. Areas for loading / unloading purposes would only qualify for disregarding from GFA calculation if they are directly associated with spaces specifically earmarked for parking of motor vehicles for loading and unloading purposes and are designed to the satisfaction of the BA and the provision are not excessive with reference to the standards set out in the Hong Kong Planning Standards and Guidelines or requirements stipulated by the C for T. For instance, areas set aside for loading / unloading detached container boxes in a container yard should be measured for GFA.
9. If ramps are provided in association with loading / unloading areas which have direct access to the accommodation on the floors e.g. warehouse / godown in logistics centre developments, the ramps are considered to serve the same function as lifts for vertical transportation, and the area of the ramps should be accountable in full for GFA.

/10...

<sup>1</sup> The ancillary areas serving car parking spaces include reasonable size driveways, ramps, lift shafts and lobbies of car/passenger lifts and staircases.

<sup>2</sup> Same as provided in paragraph 10 below on concession of driveway.

10. 100% GFA concession may be granted for such loading and unloading areas if they are provided at ground level or underground but may only be qualified for 50% GFA concessions if they are provided at upper storeys above ground level. For cases where run-in/out or driveway at ground level serve loading and unloading areas at ground level or underground but also serve car parking spaces aboveground entitling only 50% GFA concessions, the percentage of GFA concessions of such run-in/out or driveway areas will be calculated on a pro-rata apportionment basis judging on the merits of each individual cases.
11. Areas for loading and unloading purposes and parking space for refuse collection vehicle next to a refuse storage and material recovery chamber may be disregarded from GFA calculation if vehicular access is required to be provided to the refuse storage and material recovery chamber under the Building (Refuse Storage and Material Recovery Chambers and Refuse Chutes) Regulations.



5381

NEW GRANT NO. 5381

(CONDITIONS OF Grant)

DISTRICT: TSUEN WAN

SURVEY/DEMARICATION DISTRICT NO.

KWAI CHUNG LOT NO. 4

OWNER

Hong Kong International  
Terminals Ltd.

TERM

☐ 75 YEARS FROM 1ST JULY 1898 RENEWABLE FOR A FURTHER TERM OF 24 YEARS LESS THE LAST 3 DAYS THEREOF☒ 99 YEARS FROM 1ST JULY 1898 LESS THE LAST 3 DAYS THEREOF☐ EXPIRING ON 30TH JUNE 2047(☐ tick where applicable)

CROWN RENT \$ PER ANNUM/UP TO 30TH JUNE 1997 AND THEREAFTER AN AMOUNT EQUAL TO 3% OF THE RATEABLE VALUE FOR THE TIME BEING OF THE LOT

PREMIUM

REFER TO VOL. 270 FOLIO B

## NEW GRANT NO. 5381

PARTICULARS AND CONDITIONS  
OF GRANT BY PRIVATE TREATY

INT. 187/WPA/59

PARTICULARS AND CONDITIONS for the GRANT of the lot described in the Particulars hereto and shown coloured pink and pink hatched black on the attached plan I for the residue of a term of 99 years less the last three days commencing from the 1st day of July, 1898, at the rent specified in such Particulars.

Certificate of Compliance issued  
by the District Lands Officer  
Kwai Tsing on 11.5.89  
(see copy attached).

PARTICULARS OF THE LOT

P. L. O.  
17/5/89

Registry No.	Location	Site	Area	Annual Rental	Premium
Kwai Chung Lot No. 4	Kwai Chung, Tsuen Wan District, New Territories.	As delineated and shown coloured pink and pink hatched black on plan I annexed hereto.	41.278 acres (approx.)		

"A" Book Vol. TW-10A Page 119 Paid vide Receipt No. 187/101A/59  
Doed Reg. Vol. 270 Page 13 Shroff Date

For extension of lease term, Extension of area granted  
see Particulars and Conditions vide N/O No. 6691 attached.  
of Extension of Lease Term  
dated 12.12.1985 (Memorial  
No. 1038012)

P. L. O.  
10.3.89

Licence for Advance Possession  
of Extension to KCI No. 4 (see  
copy Licence attached.)

23/1/84

For modification, see modification  
Letter dated 21.11.1984 Memorial  
No. 335216 attached

for L.R.  
7.2.1996

P. L. O.  
4.2.1985



GENERAL CONDITIONS

1. Possession of the lot shall be deemed to be given and taken on the date specified in a letter from the Secretary for the New Territories (hereinafter referred to as "the Secretary").

2. Crown Rent for the lot shall commence from the date specified in a letter from the Secretary and shall be as specified in the Particulars of the lot and shall be payable by equal yearly payments on the 30th day of June each year, the first year's rent or a due proportion thereof being payable on the 30th day of June next following the date specified in such letter.

3. The grantee shall apply to the Secretary for the lot to be set out on the ground and shall not commence any operations for building thereon until it shall have been so set out. If the grantee erects any building otherwise than in due accord with such setting out he shall, when called upon by the Secretary so to do, demolish such building and shall rebuild as directed by him. If the grantee fails to demolish any building as aforesaid it shall be lawful for the Secretary to have such building demolished and the grantee shall pay on demand the amount certified by the Secretary to be the cost of such demolition.

4. (a) The grantee shall develop the lot in accordance with the Special Conditions and the Technical Schedule attached thereto and in all respects in accordance with the provisions of all Ordinances, Byelaws and Regulations which are or may at any time be in force in Hong Kong and particularly in accordance with the requirements of Special Conditions 4 and 9.

(b) The grantee of the lot shall throughout the tenancy maintain all buildings erected or which may at any time hereafter be erected on the lot in good and substantial repair and condition, and in such repair and condition deliver up the same at the expiration or sooner determination of the tenancy. In the event of the demolition at any time during the tenancy of any building then standing on the lot or any part thereof the grantee shall replace the same either by sound and substantial buildings of the same type and of no less volume or by buildings of such type and value as shall be approved by the Secretary. In the event of demolition as aforesaid the grantee shall within one month of such demolition apply to the Secretary for consent to carry out building works for the redevelopment of the lot and upon receiving such consent shall within three months thereof commence the necessary work of redevelopment and shall complete the same to the satisfaction of and within such time limit as is laid down by the Secretary.

5. (a) The boundaries of the lot shall be determined by the Secretary (whose decision shall be final) before the issue of the Crown Lease. In the event of any excess or deficiency in area being found to exist as compared with the area specified in the Particulars of the lot the amount to be paid by or to be refunded to the grantee in respect of such excess or deficiency will be calculated at the rate of \$11.00 per square foot.

(b) The grantee shall permit Boundary Stones properly cut and marked with the number of the lot to be fixed at each angle thereof and either in or on the land itself or in or on any building erected thereon as may be required by the Director of Public Works and shall pay the fees prescribed by him therefor as well as the prescribed fee for the refixing of such boundary stones which, through being lost, damaged or removed, need replacing.

6. Any private streets, roads and lanes which are required to be formed shall be sited to the satisfaction of the Secretary and included in or excluded from the area to be leased as may be determined by him and in either case shall be handed over to the Government free of cost if so required. Where taken over by the Government the surfacing, kerbing, drainage (both foul and storm-water sewers) and channelling shall be carried out by the Government at the cost of the grantee and thereafter maintained at public expense but where remaining part of the area leased or to be leased, such streets, roads or lanes shall be surfaced, kerbed, drained, channelled and maintained by and at the expense of the grantee to the satisfaction in all respects of the Director of Public Works.

7. The grantee shall not permit sewage or refuse water to flow from the lot on to any adjoining land or allow any decaying, noisome, noxious, excrementitious, or other refuse matter to be deposited on any portion of the lot and shall see that all such matter is removed from the premises in a proper manner.

8. The fulfilment by the grantee of his obligations under these General and Special Conditions shall be a condition precedent to the grant or continuance of the tenancy and in the event of any default by the grantee in complying therewith such default shall be deemed to be a continuing breach and the subsequent acceptance by or on behalf of the Crown of any Crown rent or rates or other payment whatsoever shall not (except where the Crown has notice of such breach and has expressly acquiesced therein) be deemed to constitute any waiver or relinquishment or otherwise prejudice the enforcement of the Crown's right of re-entry for or on account of such default or any other rights, remedies or claims of the Crown in respect thereof under these Conditions which shall continue in force and shall apply also in respect of default by the grantee in the fulfilment of his obligations under the General and Special Conditions within any extended or substituted period as if it had been the period originally provided.

9. (a) Should the grantee fail or neglect to observe or comply with any of the conditions of this Agreement the Crown shall be entitled to re-enter upon and take back possession of the lot and all buildings, erections and works thereon, and thereupon this Agreement and the rights of the grantee hereunder shall absolutely cease and determine but without prejudice to the rights, remedies and claims of the Crown in respect of any breach, non-observance or non-performance of the terms and conditions hereof.

(b) In the event of re-entry by the Crown for or in respect of or arising out of the breach, non-observance or non-performance by the grantee of the provisions of the General or Special Conditions, he shall not be entitled to the refund of any premium paid by him or any part thereof, or to any payment or compensation whatsoever whether in respect of the value of the land, or for any building thereon, or for any amount expended by him in the preparation, formation or development of the lot or otherwise.

10. (a) When the conditions herein contained have been complied with to the satisfaction of the Secretary, the grantee shall subject to approval of his title by the Secretary be entitled to a Crown lease of the lot for the term stated in the preamble to these conditions.

(b) The grantee shall execute and take up a Crown lease of the lot when called upon to do so by the Secretary and shall pay the prescribed fees therefor and an endorsement by the Land Officer on these conditions or on the District Land Office Registers that plans of the lot or any specified part thereof are in the District Land Office and that the Crown lease thereof must be taken up before any further dealings with the lot or a specified part thereof can be registered shall have effect accordingly.

(c) Pending the issue of the Crown lease the tenancy of the lot shall be deemed to be upon and subject to and such Crown lease when issued shall be subject to and contain, all exceptions, reservations, covenants, clauses and conditions now inserted in the Crown leases of similar lots in Hong Kong as varied, modified or extended by these General and Special Conditions.

11. In these General and Special Conditions of Grant -

(a) "grantee" shall include the person entering into and executing this Agreement and where the context so admits or requires his executors, administrators and assigns and in the case of a corporation its successors and assigns;

(b) "lot", except where the context otherwise refers, means the lot stated in the Particulars hereof;

(c) where the context so admits or requires, words importing the masculine gender shall be deemed to include females and corporations, and words in the singular shall be deemed to include the plural;

(d) "container cargoes" means cargoes in containers of such dimensions or form as may be determined from time to time by the Director of Marine; and

(e) "non-self-sustaining vessels" means vessels carrying no lifting or insufficient lifting tackle and equipment for handling container cargoes and requiring shorebased cranes for loading and unloading such cargoes.

12. The foregoing General Conditions shall be read and construed as varied or modified by the Special Conditions hereinafter contained and the expression 'these Conditions' whenever used shall mean and include the General and Special Conditions.

13. The General and Special Conditions contained in Hong Kong Government Gazette Notification No. 364 dated 30th April, 1934, shall not apply to this lot.

- 5 -

SPECIAL CONDITIONS

1. (a) The premium specified in the Particulars of the lot shall be paid by the grantee to the Government in a lump sum on demand.

Premium  
paid.

(b) (i) The grantee shall be entitled to elect on the date of this Agreement to pay the premium referred to in (a) above by instalments. In the event of the grantee so electing, he shall pay to the Government on the execution of this Agreement a sum representing 10% of the premium and shall pay the balance of the said premium by 9 equal annual instalments (including interest at 10% per annum) calculated as follows :-

1.6.21  
17.5.89

9 annual instalments ..... 90% of the premium x 0.17364

The first of the said annual instalments shall be paid by the grantee to the Government on the 1st January, 1976 and the remaining annual instalments shall be paid on the 1st January in each succeeding year.

(ii) In the event of the grantee having elected to pay the premium by annual instalments as aforesaid, he shall be entitled at any time to redeem the whole of the outstanding instalments by paying to the Government a lump sum representing the then present value of the outstanding instalments discounted at the rate of 10% per annum.

2. (a) The grantee shall not except with the prior consent of the Secretary which shall not unreasonably be withheld and in conformity with any conditions imposed by him (including the payment of such fee as may be required by him) -

(i) assign, underlet or part with the possession of or otherwise dispose of the lot or any part thereof or any interest therein, or enter into any agreement so to do, or

(ii) mortgage or charge the lot or any part thereof or any interest therein except for the purpose of the development thereof and then only by way of a building mortgage or building debenture in such form and containing such provisions as the Land Officer shall approve or require,

unless and until he has in all respects observed and complied with these General and Special Conditions to the satisfaction of the said Secretary. Further, in the event of the grantee having elected to pay the premium by instalments he shall not be entitled to assign, underlet or part with the possession of or otherwise dispose of the lot or any part thereof until the whole amount of the premium and interest has been paid.



- 6 -

- (b) (i) The grantee shall not partition the lot, nor assign, mortgage, charge, demise, underlet, part with the possession of or otherwise dispose of the lot except as a whole without having obtained the prior written consent of the Secretary.
- (ii) Notwithstanding the provisions of Special Condition 2 (a) (i), 2(a)(ii) and 2(b)(i), the grantee shall, upon having obtained in writing the express permission of the Secretary, be permitted to enter into such subleases necessary for the effective operation of the container terminal but no sub-leasing will be permitted which would in any way affect the overall operation of the lot as a container berth.

3. The grantee shall before the commencement of any works required to be carried out by him under Special Condition 4 submit a plan and a programme for the approval of the Director of Public Works (hereinafter referred to as "the Director"), showing the proposed design, method and sequence of such works.

4. The grantee shall at his own expense with the prior written approval and to the satisfaction of the Director :-

- (i) (a) before the expiry of 36 calendar months from the date of possession reclaim, fill, level, surface and drain the area shown coloured yellow on Plan I annexed hereto for the construction of a road and turning circle, including kerbing, draining and paving and hand back the same to the Government on completion. The said area shall be formed and retained by a rubble mound between the points shown marked E and F on the said plan and by a suitable retaining structure between the points marked C and D and D and E on the said plan;
- (b) shall further provide at the southern end of the area shown coloured yellow on the said plan a turning circle suitable for Container traffic such design to be to the satisfaction of the Director; and
- (ii) before the expiry of 48 calendar months from the date of possession :
  - (a) reclaim, fill and level the area shown coloured pink, and pink hatched black on the said Plan I and construct quays and working aprons including crane rails on the area shown coloured pink hatched black on the said plan;
  - (b) carry out the formation of the areas referred to in (ii) (a) above together with such necessary protective and drainage works as may be required both within and outside the lot to suit the programme of development of adjacent areas as laid down by the Director;

as for Modification, see Modification letter  
 dated 12.12.1995 registered by  
 MIN. (0333)14 on 27.12.1995 - 7 -

- for L.R.  
16.1.1996*
- \* (c) dredge and maintain for the duration of the said 48 calendar months or such earlier date as may be applicable provided all those works provided for under Special Condition (4)(ii) (a) and (b) above are completed to the satisfaction of the Director, the seabed within the area shown edged blue including the area shown edged blue hatched blue on Plan I to a level of minus 40 feet Chart Datum or lower and thereafter shall maintain to such level the area shown edged blue hatched blue.

5. In the event of the grantee failing to complete the works within the periods specified under Special Condition 4, the Director may carry out any such formation, protective and drainage works as he considers necessary and the grantee shall pay to the Government on demand the cost of such works.

6. The grantee shall at his own expense :-

(i) take the fill required to form the areas shown coloured pink, yellow, and pink hatched black on Plan I from the borrow areas as shown on Plan II annexed hereto. Possession of the borrow areas will be made available in stages to be specified in writing by the Secretary. The said borrow areas shall be formed by the grantee in accordance with the plans attached to the Technical Schedule or such variations thereof as may be approved by the Director, and the material removed from the borrow areas shall be used exclusively for the formation and construction of the work described in these General and Special Conditions. The method and programme for the removal of spoil from the sites shown on Plan II, and the forming of the said borrow areas will be subject to the approval of the Director;

(ii) design and construct such drainage and protective works within and without the boundaries of the borrow areas as may be necessary to intercept and convey into the nearest stream course, catchpit, channel or storm-water drain all storm-water or rain-water falling or flowing onto the borrow areas and the approach roads thereto and to prevent erosion or landslip, and maintain the same for each borrow area until it is handed back to the Government. All such works shall be approved by and carried out to the satisfaction of the Director.

7. In the event of the grantee failing to complete the formation, protective and drainage works required under Special Condition 6 within 54 calendar months from the date of possession, or in respect of any borrow area or platform within 8 months of the completion of the Principal earth-works for that borrow area or platform, the Director may carry out such works as he considers necessary and the grantee shall pay to the Government on demand the cost thereof.

8. The grantee shall indemnify the Government and its officers from and against all actions, damages claims, costs and demands whatsoever arising out of or in connection with any works required to be carried out by the grantee in compliance with these Conditions.



9. The grantee shall at his own expense :-

(i) before the expiry of 54 calendar months from the date of possession :

- (a) develop some portion of the lot in accordance with these Conditions by surfacing the same and by the erection of a container terminal and buildings thereon and by the provision of utilities and the construction of access roads, the whole to be carried out and completed to the satisfaction of the Secretary and shall expend thereon a sum of not less than \$12,000,000.00;
- (b) equip such portion of the lot by the provision thereon of cranes together with such other plant, machinery and equipment as may be approved by the Government for the efficient use of such portion as a container terminal for the lifting and movement of container cargoes to and from non-self-sustaining vessels and shall expend thereon a sum of not less than \$20,000,000.00 or the equivalent in plant hire and/or hire purchase charges;
- (c) bring such portion of the lot into use as a container terminal by loading and unloading container cargoes thereat;

(ii) before the expiry of 60 calendar months from the date of possession :

- (a) complete the development of the lot in accordance with these Conditions by surfacing the same and by the erection of a container terminal and buildings thereon and by the provision of utilities and the construction of access roads, the whole to be carried out and completed to the satisfaction of the Secretary and shall expend thereon a sum of not less than \$12,000,000.00 in addition to the sum stated at (i)(a) above;
- (b) complete the equipment of the lot by the provision thereon of cranes together with such other plant, machinery and equipment as may be approved by the Government for the efficient use of the lot as a container terminal for the lifting and movement of container cargoes to and from non-self-sustaining vessels and shall expend thereon a sum of not less than \$20,000,000.00 in addition to the sum stated at (i)(b) above;
- (c) bring the whole of the lot into use as a container terminal by loading and unloading container cargoes thereat and provide and thereafter during the lease term maintain on the lot a handling capacity for container cargoes of a total volume of not less than the equivalent of 150,000 containers measuring 20 feet x 8 feet x 8 feet per annum.

10. (i) The lot shall be used for the purpose of a terminal for the loading, unloading and storage of containers and container cargoes carried or intended for carriage by sea and, subject to (ii) hereof, for no other purpose;

For Modification, see Modification letter  
dated 12.12.1945 assigned by  
M/N 1033214 on 27.12.1945

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(ii) The lot may also be used for the purpose of a godown or godowns for the warehousing and handling of general goods whether containerised or not and whether intended for carriage by sea or otherwise but only to such extent and in such manner as not to interfere with or inhibit the use of the lot for the purpose specified in (i) hereof;

(iii) (a) the conditions of business of the grantee shall not restrict the facilities of the Terminal to any particular applicant or applicants;

(b) notwithstanding the above, however, reservation agreements as to the reception, berthing, loading and discharge of vessels may be entered into between the grantee and an applicant or applicants, subject to the grantee obtaining the prior written consent of the Director of Marine to the form and content of any proposed agreement. The Director of Marine shall, before giving such consent, be satisfied that (inter alia) no such agreement shall provide for facilities beyond the scope of any applicant's requirements from time to time or shall unnecessarily deny access to the terminal to other applicants.

11. The grantee shall in the maintenance and operation of the Terminal observe and comply with the provisions of the Merchant Shipping Ordinance, and any Regulations or Byelaws made thereunder and any Ordinance, Regulations or Byelaws substituted for or amending the same.

12. Rights of access to the sea shall extend only to those boundaries of the lot between the points marked A and B, and B and C on Plan I annexed hereto, and only one third generation container ship may be moored between the points marked B and C on the said plan, at one particular time.

13. The grantee shall maintain at his own expense and to the satisfaction of the Secretary all quays, working aprons, seawalls, rubble mounds or similar works and anything pertaining to any of them.

14. (a) No building shall be erected on the lot except warehouses, packing sheds, offices and other ancillary buildings and such staff quarters as may in the opinion of the Secretary, be essential to the operation safety and security of the Terminal. The number of such staff to be accommodated in any such quarters and the number and size of the quarters shall be subject to the approval of the Secretary. Such quarters shall be used for no purpose other than as residential accommodation of such staff.

(b) The grantee shall not install any furnace, boiler or other plant or equipment or use any fuel that might in any circumstances produce smoke without the prior written consent of the Commissioner of Labour. The grant of such consent shall not be deemed to modify or alter in any way the power of the Government to control smoke now or hereafter conferred by any Ordinance, Byelaw, Regulation or other enactment.

15. The design, disposition and height of any building to be erected on the lot shall be subject to the approval in writing of the Secretary.

16. Upon development or redevelopment of the lot or any part thereof, the building or buildings erected or to be erected or building works to be carried out shall in all respects comply with the Buildings Ordinance, any Regulations made thereunder and any amending legislation.

17. No building shall be erected on the lot of a type which by virtue of the Buildings Ordinance (Application to the New Territories) Ordinance and any regulations made thereunder is exempt from the provisions of the Buildings Ordinance and any regulations made thereunder.

18. A general layout plan showing the positions, widths and levels of the roads that it is proposed to make and the positions and nature of the buildings that it is proposed to erect shall be submitted for the approval of the Secretary within 12 calendar months of the date of possession. The whole of the lot shall be developed to the satisfaction of the Secretary in accordance with the layout plan approved by him, and no alteration shall be made to the positions, widths and levels of roads or the positions and nature of the buildings shown on the said plan without the prior written consent of the Secretary.

19. Space shall be provided within the lot to the satisfaction of the Secretary for the parking, loading and unloading, of motor vehicles and the space so provided shall not be used for any other purpose.

20. A layout plan indicating the parking, loading and unloading spaces to be provided within the lot in accordance with Special Condition No. 19 and approved by the Building Authority, or a copy of such plan certified by an Authorized Architect, shall be registered by the grantee by memorial in the District Land Office. The parking, loading and unloading spaces indicated on the said approved plan shall not be used for any purpose other than the purposes set out in Special Condition No. 19. The grantee shall maintain the parking, loading and unloading spaces in accordance with the said approved plan and shall not alter the layout except with the prior written consent of the Secretary.

21. The grantee shall pay to the Government on demand any sum which the Secretary shall certify to be the cost of making good any damage done to public roads by the grantee, his contractors or sub-contractors or his or their workmen or vehicles or by any spoil being carried to or from the lot.

22. The grantee shall construct and maintain at his own expense and to the satisfaction of the Secretary such drains and channels, whether within the boundaries of the lot or on Crown Land, as the Secretary may consider necessary to intercept and convey into the nearest stream-course, catchpit, channel, sea or storm-water drain all storm-water or rain-water falling or flowing onto the lot and approach roads thereto, and the grantee shall be solely liable for and shall indemnify the Government and its officers from and against all actions, claims, costs and demands arising out of any damage or nuisance caused by such storm-water or rain-water.

23. Any damage or obstruction caused by the grantee, his servants or agents to any nullah, sewer, storm-water drain watermain or other government property within or adjoining the lot shall be made good by the Government at the cost of the grantee, and the amount due in respect thereof shall be paid on demand to the Government by the grantee.

24. The grantee shall pay to the Government on demand the cost of connecting any drains and sewers from the lot to the Government storm-water drains and sewers when laid. Such works shall be carried out by the Director who shall incur no liability to the grantee in respect thereof.

△ 25. Any foundations to be constructed near or adjoining any sewer, storm-water drain or nullah within or adjoining the lot shall comply with the requirements of the Director.

△ For Modification, See Modification letter  
dated 12.12.1995 registered by MNS 1033214  
on 27.12.1995

for L.R.

26. The grantee shall not discharge or cause or permit or suffer to be discharged into the sea or any public sewer, storm-water drain, channel or stream course any refuse, trade effluent, hydrocarbon oil or foul or contaminated water without the prior written consent of the Director, who shall as a condition of granting his consent require the grantee to provide and maintain at his own expense and either within the lot or otherwise and to the satisfaction of the Director suitable works for the treatment of such refuse, trade effluent, hydrocarbon oil or foul or contaminated water.

27. The whole of the drainage within the lot shall be subject to the approval of the Director who may require these works to be carried out with pipes and other equipment of such sizes and materials and other types as he may specify.

28. A salt water supply from Government mains will be given for flushing purposes, and the grantee will be required to accept this supply and to install plumbing capable of withstanding the corrosive effect of salt water. If a salt water supply is not available when required, a temporary mains water supply will be provided for flushing purposes. The temporary fresh water if required and the ultimate salt water supply will be given on the usual terms and subject to the provisions of the Waterworks Ordinance or any enactment amending or replacing it.

29. The Government does not undertake to provide facilities for flush drainage and gives no guarantee that such facilities will become available.

30. A filtered water supply from the Government mains will be given on the usual terms and subject to the provisions of the Waterworks Ordinance or any enactment amending or replacing the same but no guarantee is given that any water that is supplied will be continuously available.

31. The grantee shall not interfere with any watermain or pipe within or adjoining the lot or the borrow areas without the prior written consent of the Water Authority. Such consent will not be given until any necessary diversion of any such watermain or pipe has been completed. Any diversion shall be carried out by the said Authority.

32. The grantee shall pay to the Government on demand the cost of removing, diverting and reinstating elsewhere as may be required such footpaths, drains, sewers, nullahs, water-courses, pipes, cables, wires, utility services or other works or installations on the lot or on the borrow areas and the areas adjacent thereto as the Director may consider necessary to be removed, diverted or reinstated upon any development thereof.



TECHNICAL SCHEDULE

1. This schedule of which the drawing attached hereto forms a part is to be read in conjunction with the General and Special Conditions attached of which it forms a part. All operations by the grantee on the areas referred to in Special Condition 4 and on the borrow areas shall be carried out to suit the programme of development of adjacent areas as laid down by the Director from time to time and the grantee shall be required to implement at his own expense whatever precautionary and protective works are deemed necessary by the Director as a result of such development.

2. The levels, layout and specifications of the work to be carried out in accordance with Special Condition 4 are :-

- (a) each length of quay between the points shown marked A and B and B and C on Plan I shall be constructed with an apron surface level of plus 13.77 feet Principal Datum at the quay faces;
- (b) the quays and working apron shall be designed for a minimum uniformly distributed load of 1,000 pounds per square foot or as approved by the Director. The working apron shall be 100 feet wide measured from the relevant quay faces and have a cross-fall towards the quay faces of about 1 foot over its width to assist drainage;
- (c) incorporated in each quay and apron design shall be two crane-rail beams spaced to allow for crane rails giving a gauge of 80 feet and capable of taking loadings from a 35-ton container crane in operation. The front crane rail shall be 8 feet from the relevant faces. Specially strengthened points shall be provided where cranes can be secured during typhoons. The grantee shall provide detailed calculations showing how the crane loadings have been arrived at;
- (d) the quays shall allow for dredging alongside to a level of minus 40 feet Chart Datum or lower. The retaining structure between the points shown marked C and E on Plan I shall allow for dredging to a level of minus 40 feet Chart Datum or lower within the area shown edged blue and hatched blue on Plan I;
- (e) the quay, working apron and crane rails between the points shown marked A and B on Plan I shall be so designed as to tie in with Kwai Chung Lot No. 3;
- (f) the quays and any fender system shall be designed for 54,000-ton displacement container ships berthing at 6 inches per second normal to the quays or as approved by the Director;
- (g) bollards capable of taking a working load of 100 tons or as approved by the Director shall be sited on the quays at positions suitable for the types of ship to be used;
- (h) the grantee will be required to submit outline-design proposals for the quay and working-apron structures for the approval of the Director. If called upon to do so by the Director, the grantee will be required to establish, to the satisfaction of the Director, that the design employed is not likely to cause unacceptable sea conditions to any neighbouring lot;

- (i) the grantee may be required by the Director to arrange for model tests to be carried out at his own expense to establish the suitability of the design submitted under (h);
- (j) the area shown coloured pink on Plan I shall be reclaimed to provide an average final planned surface level of plus 14.5 feet Principal Datum or any variation thereof as may be approved by the Director. Along the eastern boundary of the lot between the points shown marked D and G on Plan I the surfacing will be so designed as to tie in with the proposed road centre line level of plus 16.5 feet Principal Datum;
- (k) the rubble mounds or rock bunds between the points shown marked D and E, and E and F on Plan I shall have a crest line level of plus 13.75 feet Principal Datum or such variation thereof as may be approved by the Director;
- (l) the area shown coloured yellow on Plan I shall be reclaimed to a level appropriate to the final paved level and maintained at this level until the said area is handed back as a road to the Government. The reclamation within this area shall be carried out using soft material only or as approved by the Director.

3. Drawing No. 1 attached hereto shows the formation of the Central Tsing Yi borrow area to be carried out in accordance with Special Condition 6. In addition, for the purposes of carrying out the requirements of Special Condition 4 the grantee may be given possession of further borrow areas by the Secretary to be formed as specified by the Secretary and subject to the requirements of Special Condition 6.

4. Where the borrow area drawing indicates that filling shall be required, such filling shall be carried out using soft material only or as approved by the Director. The surface of sloping ground shall be benched in steps from 3 feet to 5 feet high which shall be trimmed and compacted to form firm and level surfaces to receive the fill. The natural ground over which filling is to be placed shall be cleared of all loose boulders, grass, organic soil, bushes, trees, roots and other vegetation. Filling slopes shall be turfed or otherwise protected as approved by the Director. Retaining walls and toe walls shall be constructed where shown on the drawing or where required by the Director.

5. The control of blasting operations is vested in the Commissioner of Mines and the grantee is advised to acquaint himself with all the rules and regulations appertaining thereto. Any regulations and restrictions concerning the use of explosives in the borrow areas or on the lot shall be under the control of the Commissioner of Mines. The grantee's attention is drawn to the fact that he will be required to abide by any such restrictions or regulations imposed by the Commissioner of Mines and erect such blast screens and protective works at his own expense as the said Commissioner may require.



6. (i) The grantee will be given possession of all the borrow areas by the Secretary for the purpose of carrying out site investigations. Thereafter on the request of the grantee the Secretary will allocate sufficient of the borrow areas to complete the reclamation. All areas thus allocated shall be formed to the satisfaction of the Director. In particular the grantee shall be required to complete the earthworks for the formation of the following areas within the periods stated and the drainage and protective work required under Special Condition No. 6 not later than 8 calendar months thereafter:

- (a) the north-eastern part of Central Tsing Yi borrow area by 30th June 1975;
- (b) the remainder of the eastern parts of the Central Tsing Yi borrow area indicated on Drawing No. 1 by 31st January 1976;
- (c) the village resite area of Central Tsing Yi borrow area by 30th June 1976;
- (d) the whole of the remainder of the Central Tsing Yi borrow area including the 28 metre and 21 metre roads by 31st October 1976.

(ii) Dump areas for surplus material will be made available within a reasonable distance of the borrow area provided such areas are deemed necessary by the Director.

7. The grantee shall be permitted to erect a stone-crushing plant upon a site located as approved by the Director. Such stone-crushing plant shall be employed solely in processing stone excavated from borrow areas provided by Government for the development of Kwai Chung Lot No. 4 and required in the works for the reclamation and development of the said lot. The importation of stone from other sources for crushing in the plant and the use of crushed stone produced by the plant for other purposes is strictly prohibited. The stone-crushing plant shall be fitted with dust-suppression equipment to the satisfaction of the Director. However, crushing will cease if ordered by the Director in the event of breach of conditions in this clause and the grantee shall have no grounds for any claim against Government for any loss suffered in connection with such action.

8. For the purpose of transporting spoil from Tsing Yi Island to the lot an area on the east coast of Tsing Yi south of the Gulf Oil Depot will be made available by the Secretary. As much of this area as the grantee requires may be reclaimed and formed by him. The method of reclamation of its design and extent and the method of construction and design of the barge-loading facilities will be subject to the approval of the Director. On completion of his work in the Central Tsing Yi borrow area the grantee shall remove the barge-loading facilities including any temporary piers and level and complete the formation of the area used if and when called upon to do so by the Director. The method and routes for the transportation of spoil from the borrow areas or other sources of fill to the barge-loading area and to the lot will be as directed from time to time by the Director. The grantee will be required to reinstate any temporary access roads when called upon to do so by the Director.

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9. In connection with the works to be carried out under Special Condition 6, the grantee shall make provision in the drainage and protective works, by the construction of bunds and traps and other works, to prevent excavated materials spilling or otherwise washing down on to the borrow area slopes or adjacent land. The method of working the borrow areas shall be such as to keep to a minimum the spillage of spoil or boulders on to slopes and adjacent land. The grantee will be required to remove any such spillage of materials or washing down at his own expense when called upon to do so by the Director.

10. For a period of 36 calendar months from the date of possession, an area of approximately 4 acres will be made available by the Secretary for use as a works area and for the storage of plant and equipment. On vacating the area the grantee shall leave it in a clean and tidy condition to the satisfaction of the Secretary.

MEMORANDUM OF AGREEMENT BY THE GRANTEE

MEMORANDUM THAT HONGKONG INTERNATIONAL TERMINALS LIMITED OF Kowloon Docks,  
Hung Hom, Hong Kong, the company whose seal is hereunder affixed has this  
day

1. Paid to the Government 10% of the premium stated in the  
Preamble hereof and has agreed to pay the balance of the  
said premium in such manner and within the time limits  
specified in Special Condition 1(a) and (b) hereof.

and 2. Agreed to carry out the terms and conditions of the  
foregoing Conditions of Grant and the grantee hereby  
agrees fully to observe and perform the said Conditions,  
and to be bound thereby,

and the Deputy Secretary for the New Territories on behalf of His  
Excellency the Governor hereby ratifies and confirms the said  
grant on these Conditions.

Dated this 27th day of FEBRUARY 19 76...

J.R. WIMBUSH  
Witness to Common Seal of  
the Grantee

M. CAPLAN  
Common Seal of Grantee

Address 4 DERGONS  
1418, TUNG YING BUILDING  
KOWLOON  
Occupation SOLICITOR

M. CAPLAN  
Witness to Signature of  
Deputy Secretary for the New  
Territories.

John Chan  
Deputy Secretary for the New  
Territories.

Address at New Territories  
Adm. Station  
Occupation Secretary

Dated 27th Feb 1966 1966.

CONDITIONS OF GRANT

OF

KWAI CHUNG LOT NO. 4

Registry No. Kwai Chung Lot No. 4

Grantee :- HONGKONG INTERNATIONAL TERMINALS  
LIMITED

Crown Rent :-            per annum.

Term :- Residue of 99 years less three days  
commencing from 1st July, 1966.



Assistant Land Officer.

   " Book Vol.   TW - 10A   Page   119    
   " Red Register Vol.   270   Page   13    
Paid Vide Receipt No. ....  
Shroff ..... Date .....

## ***Attachment B***

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### **Existing Parking Layout Plan**



## GROSS FLOOR AREA CALCULATION

1.0 ROOF / CANTEN	ADD/DUCT SUB-TOTAL	TOTAL
$3.100 \times 11.275 \text{ m}^2 = 34.950 \text{ m}^2$ $10.400 \times 9.175 \text{ m}^2 = 95.420 \text{ m}^2$ $6.200 \times 6.075 \text{ m}^2 = 37.650 \text{ m}^2$ $7.050 \times 20.500 \text{ m}^2 = 144.525 \text{ m}^2$ $5.200 \times 3.600 \text{ m}^2 = 18.720 \text{ m}^2$ $10.400 \times 9.175 \text{ m}^2 = 95.420 \text{ m}^2$ $3.100 \times 11.275 \text{ m}^2 = 34.950 \text{ m}^2$ $33.850 \times 65.350 \text{ m}^2 = 2212.100 \text{ m}^2$ $(4.500 \times 13.725) + (1.900 \times 1.675) = 66.318 \text{ m}^2$ $(6.500 \times 23.500) + (2.400 \times 6.225) = 167.690 \text{ m}^2$ $(4.800 \times 13.725) + (1.900 \times 1.675) = 66.318 \text{ m}^2$ $(8.400 \times 63.950) + (4.400 \times 2.775) = 513.340 \text{ m}^2$	3591.7235	
DEDUCT (REFER TO DETAIL III) $4 \times (2.600 \times 1.550) \times 4 \text{ nos.} = 16.120 \text{ m}^2$ $4 \times (2.600 \times 2.025) \times 4 \text{ nos.} = 21.060 \text{ m}^2$	(37.180) m <sup>2</sup>	
G.F.A. OF ROOF CANTEN, Poyer & SECURITY/ADMIN.		
3591.7235 m <sup>2</sup> - 37.180 m <sup>2</sup>		<b>3 554.5435 m<sup>2</sup></b>
2.0 1ST. - 10TH. FLOOR OFFICE		
ADD $13.750 \times 55.500 \text{ m}^2 = 762.375 \text{ m}^2$ $15.900 \times 13.200 \times 2 \text{ nos.} = 421.200 \text{ m}^2$ $15.300 \times 32.750 \times 2 \text{ nos.} = 1002.150 \text{ m}^2$		
DEDUCT (REFER TO DETAIL I, II, III) $2 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 121.300 \text{ m}^2$ $2 \times (0.5 \times 27.600 \times 2 \text{ nos.}) = 27.600 \text{ m}^2$ $2 \times (2.600 \times 1.550 \times 2 \text{ nos.}) = 8.060 \text{ m}^2$ $2 \times (2.600 \times 2.025 \times 2 \text{ nos.}) = 10.530 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$		
TOTAL G.F.A. OF OFFICE 1ST - 10TH FLOOR		<b>2149.611 m<sup>2</sup></b>
3.0 6TH. FLOOR DISTRIBUTION CENTRE		
ADD $435.000 \times 159.400 = 69339.000 \text{ m}^2$ $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$	69360.360	
DEDUCT (REFER TO DETAIL I, II, III, IV) $4 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 242.611 \text{ m}^2$ $2 \times (0.5 \times 28.400 \times 2 \text{ nos.}) = 28.400 \text{ m}^2$ $2 \times (2.450 \times 3.300) = 8.085 \text{ m}^2$ $5.950 \times 5.150 = 30.642 \text{ m}^2$ $20 \times (2.600 \times 1.550 \times 20 \text{ nos.}) = 80.600 \text{ m}^2$ $20 \times (2.600 \times 2.025 \times 20 \text{ nos.}) = 105.300 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$ $20 \times (1.500 \times 29.000 \times 2 \text{ nos.}) = 87.000 \text{ m}^2$ $20 \times (1.600 \times 11.300 \times 2 \text{ nos.}) = 33.900 \text{ m}^2$		
DEDUCT TYPICAL OFFICE G.F.A.		
G.F.A. OF 6TH DISTRIBUTION CENTRE		
69360.360 m <sup>2</sup> - 616.538 m <sup>2</sup> - 2149.611 m <sup>2</sup>		<b>66 594.211 m<sup>2</sup></b>
4.0 4TH & 5TH. FLOOR DISTRIBUTION CENTRE		
ADD $435.000 \times 159.400 = 69339.000 \text{ m}^2$ $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$	69360.360	
DEDUCT (REFER TO DETAIL I, II, III, IV) $4 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 242.611 \text{ m}^2$ $2 \times (0.5 \times 28.400 \times 2 \text{ nos.}) = 28.400 \text{ m}^2$ $2 \times (2.450 \times 3.300) = 8.085 \text{ m}^2$ $5.950 \times 5.150 = 30.642 \text{ m}^2$ $20 \times (2.600 \times 1.550 \times 20 \text{ nos.}) = 80.600 \text{ m}^2$ $20 \times (2.600 \times 2.025 \times 20 \text{ nos.}) = 105.300 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$ $20 \times (1.500 \times 29.000 \times 2 \text{ nos.}) = 87.000 \text{ m}^2$ $20 \times (1.600 \times 11.300 \times 2 \text{ nos.}) = 33.900 \text{ m}^2$		
DEDUCT TYPICAL OFFICE G.F.A.		
TYPICAL G.F.A. OF 4TH & 5TH DISTRIBUTION CENTRE		
69360.360 m <sup>2</sup> - 616.538 m <sup>2</sup> - 2149.611 m <sup>2</sup>		<b>66 594.211 m<sup>2</sup></b>
TOTAL G.F.A. OF 4TH & 5TH DISTRIBUTION CENTRE		<b>132 828.420 m<sup>2</sup></b>

5.0 3RD. FLOOR DISTRIBUTION CENTRE	ADD/DUCT SUB-TOTAL	TOTAL
ADD $435.000 \times 159.400 = 69339.000 \text{ m}^2$ $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$	69360.360	
DEDUCT (REFER TO DETAIL I, II, III, IV) $4 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 242.611 \text{ m}^2$ $2 \times (0.5 \times 28.400 \times 2 \text{ nos.}) = 28.400 \text{ m}^2$ $2 \times (2.450 \times 3.300) = 8.085 \text{ m}^2$ $5.950 \times 5.150 = 30.642 \text{ m}^2$ $20 \times (2.600 \times 1.550 \times 20 \text{ nos.}) = 80.600 \text{ m}^2$ $20 \times (2.600 \times 2.025 \times 20 \text{ nos.}) = 105.300 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$ $20 \times (1.500 \times 29.000 \times 2 \text{ nos.}) = 87.000 \text{ m}^2$ $20 \times (1.600 \times 11.300 \times 2 \text{ nos.}) = 33.900 \text{ m}^2$		
DEDUCT TYPICAL OFFICE G.F.A.		
G.F.A. OF 3RD DISTRIBUTION CENTRE		
69360.360 m <sup>2</sup> - 242.611 m <sup>2</sup> - 2149.611 m <sup>2</sup>		<b>66 868.139 m<sup>2</sup></b>
6.0 2ND. FLOOR DISTRIBUTION CENTRE		
ADD $435.000 \times 159.400 = 69339.000 \text{ m}^2$ $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$	69360.360	
DEDUCT (REFER TO DETAIL I, II, III, IV) $4 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 242.611 \text{ m}^2$ $2 \times (0.5 \times 28.400 \times 2 \text{ nos.}) = 28.400 \text{ m}^2$ $2 \times (2.450 \times 3.300) = 8.085 \text{ m}^2$ $5.950 \times 5.150 = 30.642 \text{ m}^2$ $20 \times (2.600 \times 1.550 \times 20 \text{ nos.}) = 80.600 \text{ m}^2$ $20 \times (2.600 \times 2.025 \times 20 \text{ nos.}) = 105.300 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$ $20 \times (1.500 \times 29.000 \times 2 \text{ nos.}) = 87.000 \text{ m}^2$ $20 \times (1.600 \times 11.300 \times 2 \text{ nos.}) = 33.900 \text{ m}^2$		
DEDUCT TYPICAL OFFICE G.F.A.		
G.F.A. OF 2ND DISTRIBUTION CENTRE		
69360.360 m <sup>2</sup> - 242.611 m <sup>2</sup> - 2149.611 m <sup>2</sup>		<b>66 868.139 m<sup>2</sup></b>
7.0 1ST. FLOOR CONTAINER FREIGHT STATION		
ADD $435.000 \times 159.400 = 69339.000 \text{ m}^2$ $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$	69360.360	
DEDUCT (REFER TO DETAIL I, II, III, IV) $4 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 242.611 \text{ m}^2$ $2 \times (0.5 \times 28.400 \times 2 \text{ nos.}) = 28.400 \text{ m}^2$ $2 \times (2.450 \times 3.300) = 8.085 \text{ m}^2$ $5.950 \times 5.150 = 30.642 \text{ m}^2$ $20 \times (2.600 \times 1.550 \times 20 \text{ nos.}) = 80.600 \text{ m}^2$ $20 \times (2.600 \times 2.025 \times 20 \text{ nos.}) = 105.300 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$ $20 \times (1.500 \times 29.000 \times 2 \text{ nos.}) = 87.000 \text{ m}^2$ $20 \times (1.600 \times 11.300 \times 2 \text{ nos.}) = 33.900 \text{ m}^2$		
DEDUCT TYPICAL OFFICE G.F.A.		
TYPICAL G.F.A. OF 1ST CONTAINER FREIGHT STATION		
69360.360 m <sup>2</sup> - 242.611 m <sup>2</sup> - 2149.611 m <sup>2</sup>		<b>66 868.139 m<sup>2</sup></b>

8.0 GROUND FLOOR MEZZANINE TWO	ADD/DUCT SUB-TOTAL	TOTAL
ADD $(3.647 \times 3.555) + (1.330 \times 3.647) = 17.815 \text{ m}^2$ $11.975 \times 12.750 = 152.681 \text{ m}^2$ $2.500 \times 3.000 = 7.500 \text{ m}^2$ $29.875 \times 20.150 = 601.981 \text{ m}^2$ $1.275 \times 17.700 = 22.567 \text{ m}^2$ $10.475 \times 2.250 = 23.569 \text{ m}^2$ $2.250 \times 10.825 = 24.356 \text{ m}^2$ $24.375 \times 2.250 = 54.844 \text{ m}^2$ $5.575 \times 31.350 = 174.776 \text{ m}^2$ $1.200 \times 3.200 = 3.840 \text{ m}^2$ $1.275 \times 4.625 = 5.896 \text{ m}^2$	1089.823	
G.F.A. OF GROUND FLOOR MEZZANINE TWO		<b>1089.823 m<sup>2</sup></b>
9.0 GROUND FLOOR MEZZANINE ONE	ADD/DUCT SUB-TOTAL	TOTAL
ADD $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$ $12.250 \times 1.650 \times 4 \text{ nos.} = 80.850 \text{ m}^2$ $7.725 \times 1.650 = 12.746 \text{ m}^2$ $435.000 \times 32.900 = 14311.500 \text{ m}^2$ $7.625 \times 1.650 = 12.581 \text{ m}^2$ $20.950 \times 12.750 = 267.113 \text{ m}^2$ $43.300 \times 20.150 = 1421.550 \text{ m}^2$ $5.150 \times 19.700 = 101.455 \text{ m}^2$ $15.500 \times 44.300 = 686.650 \text{ m}^2$ $5.650 \times 1.025 = 5.791 \text{ m}^2$	16924.615	
G.F.A. OF GROUND FLOOR MEZZANINE ONE		<b>16924.615 m<sup>2</sup></b>
10.0 GROUND FLOOR	ADD/DUCT SUB-TOTAL	TOTAL
ADD $435.000 \times 159.400 = 69339.000 \text{ m}^2$ $1.600 \times 6.675 \times 2 \text{ nos.} = 21.360 \text{ m}^2$	69360.360	
DEDUCT (REFER TO DETAIL I, II, III, IV) $4 \times (11.000 \times 4.750) + (13.000 \times 13.000) - (12.000 \times 1.741) \times 4 \text{ nos.} = 242.611 \text{ m}^2$ $2 \times (0.5 \times 28.400 \times 2 \text{ nos.}) = 28.400 \text{ m}^2$ $2 \times (2.450 \times 3.300) = 8.085 \text{ m}^2$ $5.950 \times 5.150 = 30.642 \text{ m}^2$ $20 \times (2.600 \times 1.550 \times 20 \text{ nos.}) = 80.600 \text{ m}^2$ $20 \times (2.600 \times 2.025 \times 20 \text{ nos.}) = 105.300 \text{ m}^2$ $(3.750 \times 22.700) + (4.000 \times 14.200) + (2.600 \times 4.750) + (4.500 \times 21.800) = 214.900 \text{ m}^2$ $20 \times (1.500 \times 29.000 \times 2 \text{ nos.}) = 87.000 \text{ m}^2$ $20 \times (1.600 \times 11.300 \times 2 \text{ nos.}) = 33.900 \text{ m}^2$		
DEDUCT TYPICAL OFFICE G.F.A.		
G.F.A. OF GROUND FLOOR		
69360.360 m <sup>2</sup> - 242.611 m <sup>2</sup> - 2149.611 m <sup>2</sup>		<b>66 868.139 m<sup>2</sup></b>
11.0 L P G STORE	ADD/DUCT SUB-TOTAL	TOTAL
G.F.A. OF L P G STORE = (12.100 x 16.300) - (Refer to BLD Ref. No. 19/11/88) - (12.100 x 16.300) = 197.230 m <sup>2</sup>	197.230	
G.F.A. OF L P G STORE		<b>197.230 m<sup>2</sup></b>
12.1 TOTAL G.F.A. CALCULATION	ADD/DUCT SUB-TOTAL	TOTAL
$3554.543 \text{ m}^2$ $13288.218 \text{ m}^2$ $66868.139 \text{ m}^2$ $66868.139 \text{ m}^2$ $66868.139 \text{ m}^2$ $13288.218 \text{ m}^2$ $197.230 \text{ m}^2$		<b>356 745.479 m<sup>2</sup></b>

13.0 SITE COVERAGE CALCULATION	TOTAL
AREA OF SITE (K.I.L. NO. 4 & K.C.L. NO. 4 EXTENSION) = 281280.000 m <sup>2</sup> CLASS OF SITE = A HEIGHT OF BUILDING = 55.15 m PERMITTED PERCENTAGE SITE COVERAGE FOR CONTAINER FREIGHT STATION = 60% EX. BUILDING SITE COVERAGE (REF. TO B.L.D. APPROVED DWGS. DATED 25-9-87) = 427.937 m <sup>2</sup> REF. NO. 2/9009/86 1179.004 + 595.000 + 130.000 + 110.000 + 430.000 + 60.000 + 125.50 + 228.586 + 1338.172 + 231.675 = 427.937 m <sup>2</sup> PERCENTAGE SITE COVERAGE OF EX. BUILDING = 0.152% REMAINING PERMITTED SITE COVERAGE OF EX. BUILDING = 59.848% REMAINING PERMITTED SITE COVERAGE FOR THIS PROPOSAL = 59.848% ACTUAL PERCENTAGE SITE COVERAGE FOR THIS PROPOSAL OF CONTAINER FREIGHT STATION & L P G STORE (REF. TO B.L.D. APPROVED DWGS. DATED 25-9-87) = 26.58% < 59.848% REF. NO. 2/9009/86 1179.004 + 4165.000 + 130.000 + 110.000 + 130.000 + 60.000 + 102.700 + 7389.739 + 10453.615 = 231.675 PLOT RATIO OF EX. BUILDING = 0.006% 2454.492 / 281280.000 = 0.00087 REMAINING PERMITTED PLOT RATIO OF EX. BUILDINGS = 0.00934% REMAINING PERMITTED PLOT RATIO FOR THIS PROPOSAL = 0.00934% ACTUAL PLOT RATIO FOR THIS PROPOSAL OF CONTAINER FREIGHT STATION (REF. TO G.F.A. CALC.) & L P G STORE = 1.203% < 0.00934%	
14.0 PLOT RATIO CALCULATION	TOTAL
PERMITTED PLOT RATIO FOR CONTAINER FREIGHT STATION = 12.2 EX. BUILDING PLOT RATIO (REF. TO B.L.D. APPROVED DWGS. DATED 25-9-87) = 2454.492 m <sup>2</sup> REF. NO. 2/9009/86 1179.004 + 4165.000 + 130.000 + 110.000 + 130.000 + 60.000 + 102.700 + 7389.739 + 10453.615 = 231.675 PLOT RATIO OF EX. BUILDING = 0.006% 2454.492 / 281280.000 = 0.00087 REMAINING PERMITTED PLOT RATIO OF EX. BUILDINGS = 0.00934% REMAINING PERMITTED PLOT RATIO FOR THIS PROPOSAL = 0.00934% ACTUAL PLOT RATIO FOR THIS PROPOSAL OF CONTAINER FREIGHT STATION (REF. TO G.F.A. CALC.) & L P G STORE = 1.203% < 0.00934%	

R	AREA	AREA
DISPERSED CENTRE AREA = 6504.211 m <sup>2</sup>	AREA = 6504.211 m <sup>2</sup>	10/F
5/F	AREA = 2149.611 m <sup>2</sup>	9/F
5/F	AREA = 2149.611 m <sup>2</sup>	8/F
DISPERSED CENTRE AREA = 6504.211 m <sup>2</sup>	AREA = 6504.211 m <sup>2</sup>	7/F
4/F	AREA = 2149.611 m <sup>2</sup>	6/F
3/F	AREA = 66136.806 m <sup>2</sup>	5/F
DISPERSED CENTRE AREA = 6504.211 m <sup>2</sup>	AREA = 6504.211 m <sup>2</sup>	4/F
2/F	AREA = 2149.611 m <sup>2</sup>	3/F
1/F	AREA = 2149.611 m <sup>2</sup>	2/F
GM 2/F	AREA = 1089.823 m <sup>2</sup>	GM 2/F
GM 1/F	AREA = 16344.759 m <sup>2</sup>	GM 1/F
CONTAINER STORAGE & OFFICE FLOOR	AREA = 66058.036 m <sup>2</sup>	GRD/F

## DIAGRAMMATIC SECTION FOR GROSS FLOOR AREA

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 I AM Yiu-lau  
 Building Safety Assistant  
 19 APR 2006  
 A public officer authorized by the Building Authority in writing for the purposes of Section 24(1) of the Buildings Ordinance

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SCALE	DRAWING NO.
DATE	95087 / A / 1003
DRAWN	JOB NO.
CHECKED	87127
APPROVED	AMENDMENT
COMPUTER REFERENCE	B.L.D. REFERENCE
B.L.D. 9241/88	

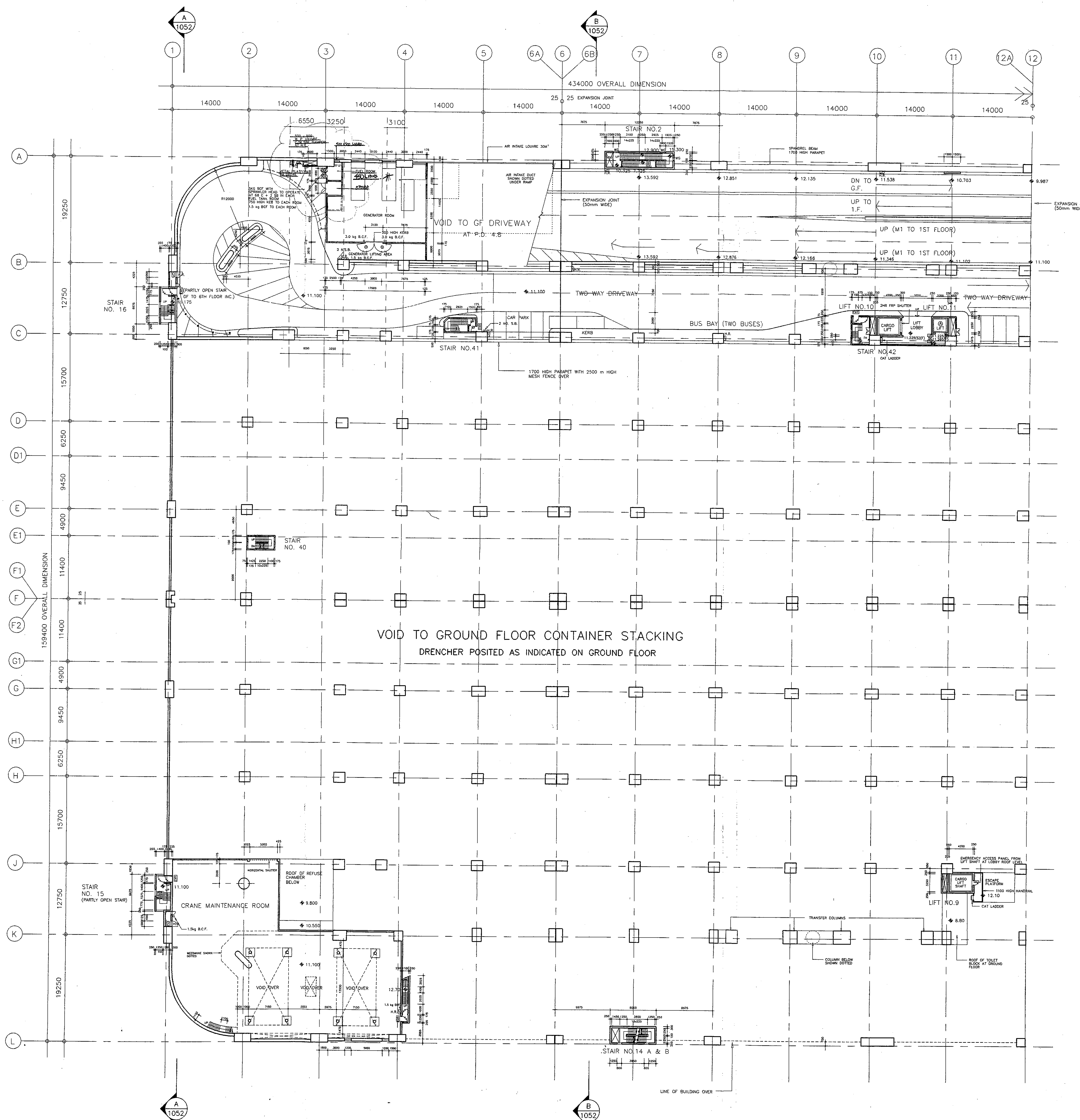
PROJECT  
 CONTAINER FREIGHT STATION AND DISTRIBUTION CENTRE  
 KWAI CHUNG CONTAINER PORT  
 TERMINAL 4

CONSULTANTS ASIA TO  
 MAUNSELL  
 2nd Floor New Century House  
 10 Le Yue Street, Kowloon  
 Tel: 271999 Fax: 27100195


Parsons Brinckerhoff (Asia) Ltd.  
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KEY PLAN

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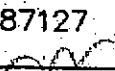
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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4

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*HL*  
 LAM Kiu-lau  
 Building Sateily Assistant  
 19 APR 2006  
 A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance

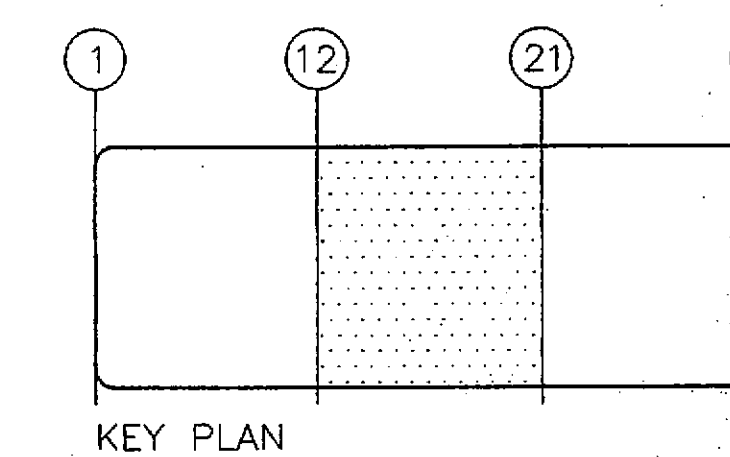
TITLE

GROUND FLOOR MEZZ 1 PLAN  
(SHEET 1 OF 3)  
CAR PARK  
(FORMERLY DWG 1023 & PART 1024)

SCALE 1 : 300		DRAWING NO. 95087 / A 1023		
DATE OCT 19 1989				
DRAWN K.M.				JOB NO. 87127
CHECKED P.F.	APPROVED P.F.			AMENDMENT
BLD REFERENCE BLO(B)/29241/88		 COMPUTER REFERENCE CFS-1105.DWG		
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ISSUE NO. : C DATE : JAN 1990



1/1/89	(C)	B.L.D. SUBMISSION (AMENDMENT)	
9/6/89	(B)	B.L.D. SUBMISSION (AMENDMENT)	
14/3/89	(A)	B.L.D. RE-SUBMISSION	
5/12/88		B.L.D. SUBMISSION	
DATE	NO	AMENDMENT	BY: CRO

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**柏誠顧問工程師**

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**柏誠顧問工程師**


PROJECT  
CONTAINER FREIGHT STATION  
AND DISTRIBUTION CENTRE  
KWAI CHUNG CONTAINER PORT  
TERMINAL 4

TITLE

GROUND FLOOR MEZZ 1 PLAN  
(SHEET 2 OF 3)  
CAR PARKING  
(FORMERLY DWG PART 1024 & PART 1025)

SCALE 1 : 300		DRAWING NO.  95087 / A / 1024 C
DATE OCT 19 1989		
DRAWN K.M.		JOB NO. 87127
CHECKED	APPROVED	AMENDMENT C
COMPUTER REFERENCE CFS-1106		B.L.D. REFERENCE BLD(B)/9241/

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 Building Sately Assistant  
 19 APR 2006  
 A public officer authorized by the Building Authority in writing for the purpose of Section 36(2) of the Buildings Ordinance

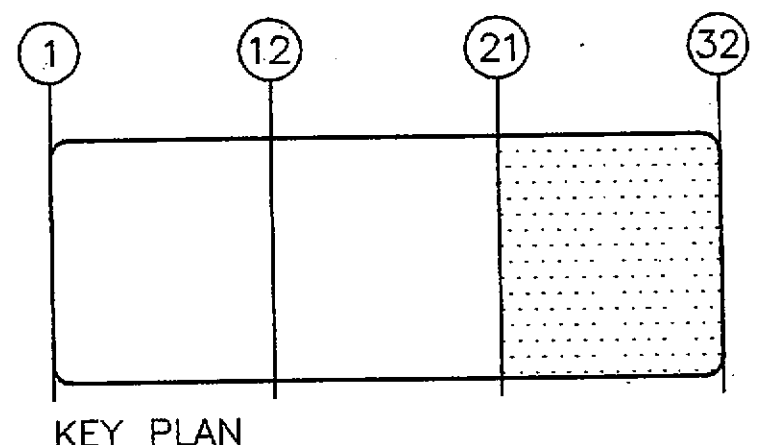
Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 FEB 1990

R. J. DOUTHWAITE  
Authorised Person

COLOURED SET  
AMENDED DRAWING



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FOUND THEREIN. ALL DIMENSIONS TO  
BE VERIFIED & CHECKED ON SITE.
2. REFER TO MCA'S TRAFFIC ARRANGEMENT  
DRAWINGS FOR ALL ROAD MARKING,  
TRAFFIC SIGNALS AND KERBLINE POSITION.  
ROAD MARKINGS ON THIS DWG INDICATIVE  
ONLY.
3. REFER TO PBA'S FIRE SERVICES DRAWINGS  
FOR ALL DRENCHER LINE POSITIONS  
DRENCHER POSITIONS ON THIS DWG  
INDICATIVE ONLY.
4. ALL OPENINGS DIMENSIONED  
ON PLAN ARE TO BE  
STRUCTURAL OPENING SIZES.
5. ALL VERTICAL SERVICE DUCTS  
SHALL BE BACKFILLED AT EACH  
FLOOR LEVEL TO 4HR F.R.P.
6. 1.5 kg BCF SHALL BE PROVIDED TO  
ALL HOSEREL POINTS IN ALL CARPARKS,  
LOADING DOCKS AND DRIVEWAYS  
INCLUDING ROOF.



1/2/91	(C)	B.L.D. SUBMISSION (AMENDMENT)	M.M.	M.I.
1/6/90	(D)	B.L.D. SUBMISSION (AMENDMENT)		
1/1/83	(C)	B.L.D. SUBMISSION (AMENDMENT)		
9/6/89	(B)	B.L.D. SUBMISSION (AMENDMENT)		
14/3/88	(A)	B.L.D. RE-SUBMISSION		
5/12/88		B.L.D. SUBMISSION		
DATE	NO	AMENDMENT	BY	CHK



Parsons Brinckerhoff (Asia) Ltd.  
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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
GROUND FLOOR MEZZ 1 PLAN  
(SHEET 3 OF 3)  
CAR PARKING / OFFICE FOYER

SCALE	1 : 300		DRAWING NO.
DATE	OCT 19 89		
DRAWN	K.M.		JOB NO.  87127
CHECKED	P.F.	APPROVED P.F.	
COMPUTER REFERENCE CFS-1107.DWG			AMENDMENT <u>G</u>



BLD REFERENCE BLD(B)2/9241/88	FSD REFERENCE FPB 8/9832'P' II
FOR B.L.O. USE	

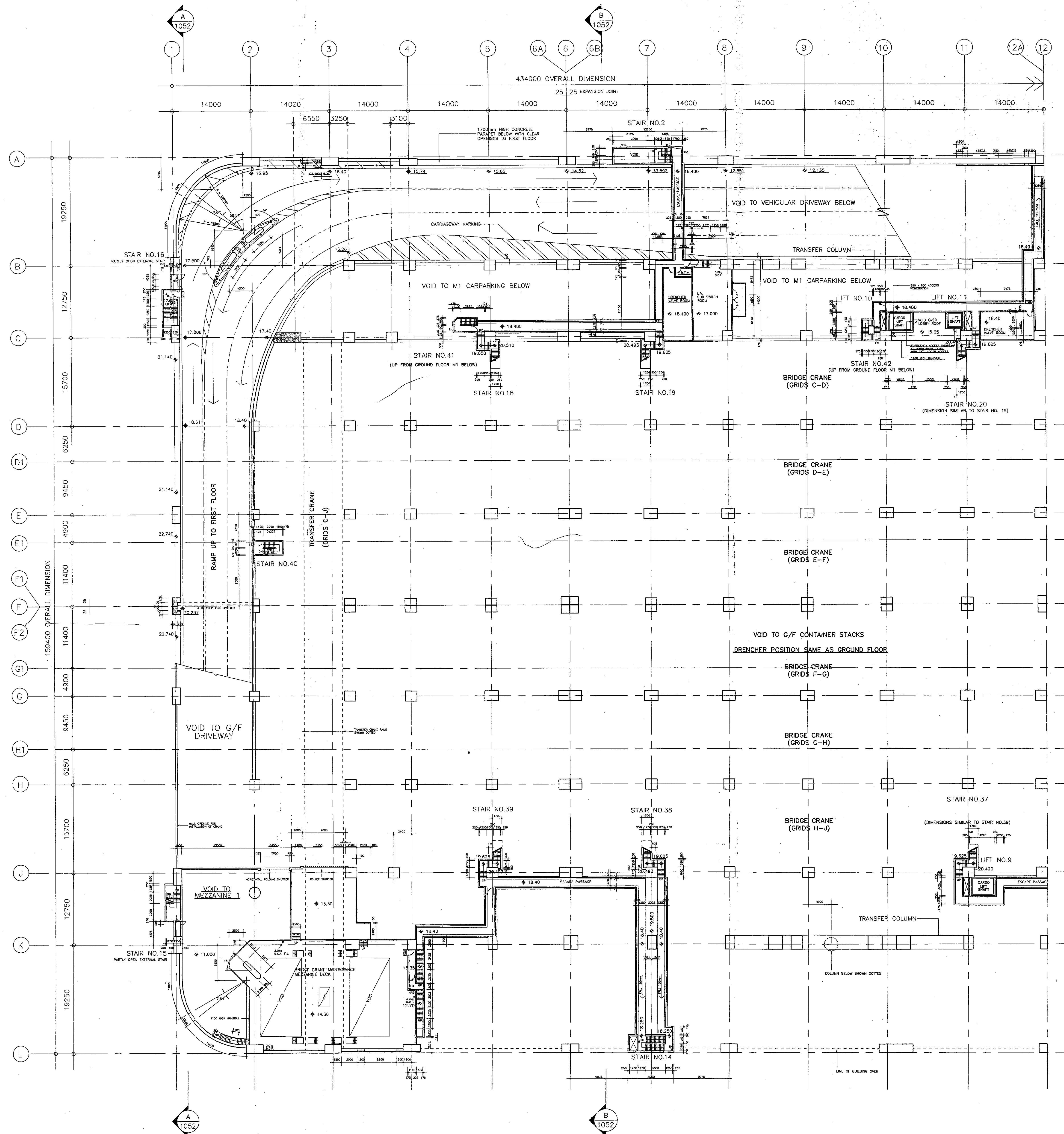
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*(continued from page 60)*

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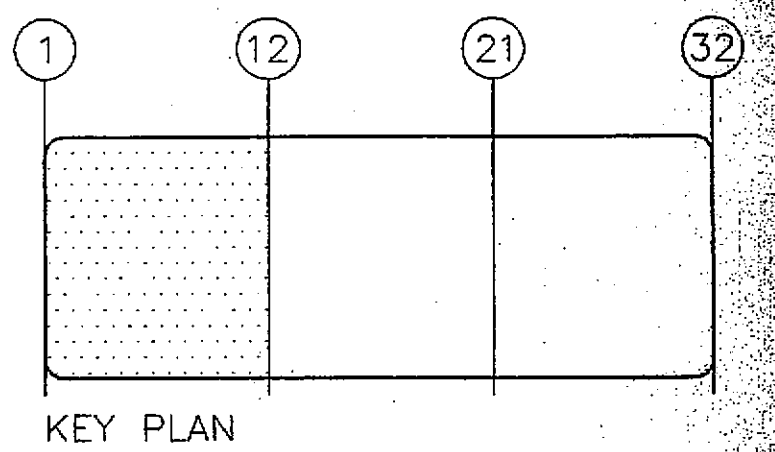
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## GENERAL NOTES :

1. USE FIGURED DIMENSIONS ONLY. READ THE DRAWING IN CONJUNCTION WITH ALL RELATED CONSULTANTS DRAWINGS. ENGINEER SHOULD BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY FOUND THEREIN. ALL DIMENSIONS TO BE VERIFIED & CHECKED ON SITE.
2. REFER TRAFFIC ARRANGEMENT PLANS FOR ALL ROAD MARKING, TRAFFIC SIGNALS AND KERBLINE POSITION.
3. ALL OPENINGS DIMENSIONED ON PLAN ARE TO BE STRUCTURAL OPENING SIZES.
4. ALL VERTICAL SERVICE DUCTS SHALL BE BACKFILLED AT EACH FLOOR LEVEL TO 4HR F.R.P.



B.L.D. SUBMISSION DRAWING  
 REVISION NO. C DATE 1 JAN 1999

1/99	(C)	B.L.D. SUBMISSION (AMENDMENT)	
9/9/99	(B)	B.L.D. SUBMISSION (AMENDMENT)	
14/3/99	(A)	B.L.D. RE-SUBMISSION	
5/12/98		B.L.D. SUBMISSION	
DATE	NO	AMENDMENT	BY CHK

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 2nd Floor New Henry House  
 10 Lee Hing Street, Hong Kong  
 Tel: 252-21199 Fax: 252-810195

Brinckerhoff (Asia) Ltd.  
 Consulting Engineers  
 相誠顧問工程師

PROJECT  
 CONTAINER FREIGHT STATION  
 AND DISTRIBUTION CENTRE  
 KWAI CHUNG CONTAINER PORT  
 TERMINAL 4

TITLE  
 GROUND FLOOR MEZZ 2 PLAN  
 (SHEET 1 OF 3)  
 FIRE ESCAPE PASSAGES  
 (FORMERLY DWG 1027 & PART 1028)

SCALE 1 : 300	DRAWING NO. 95087 / A / 1027
DATE OCT 19 1989	C
DRAWN K.M.	JOB NO. 87127
CHECKED APPROVED	AMENDMENT C
COMPUTER REFERENCE CFS-1108	B.L.D. REFERENCE BLD(B)2/9241/88

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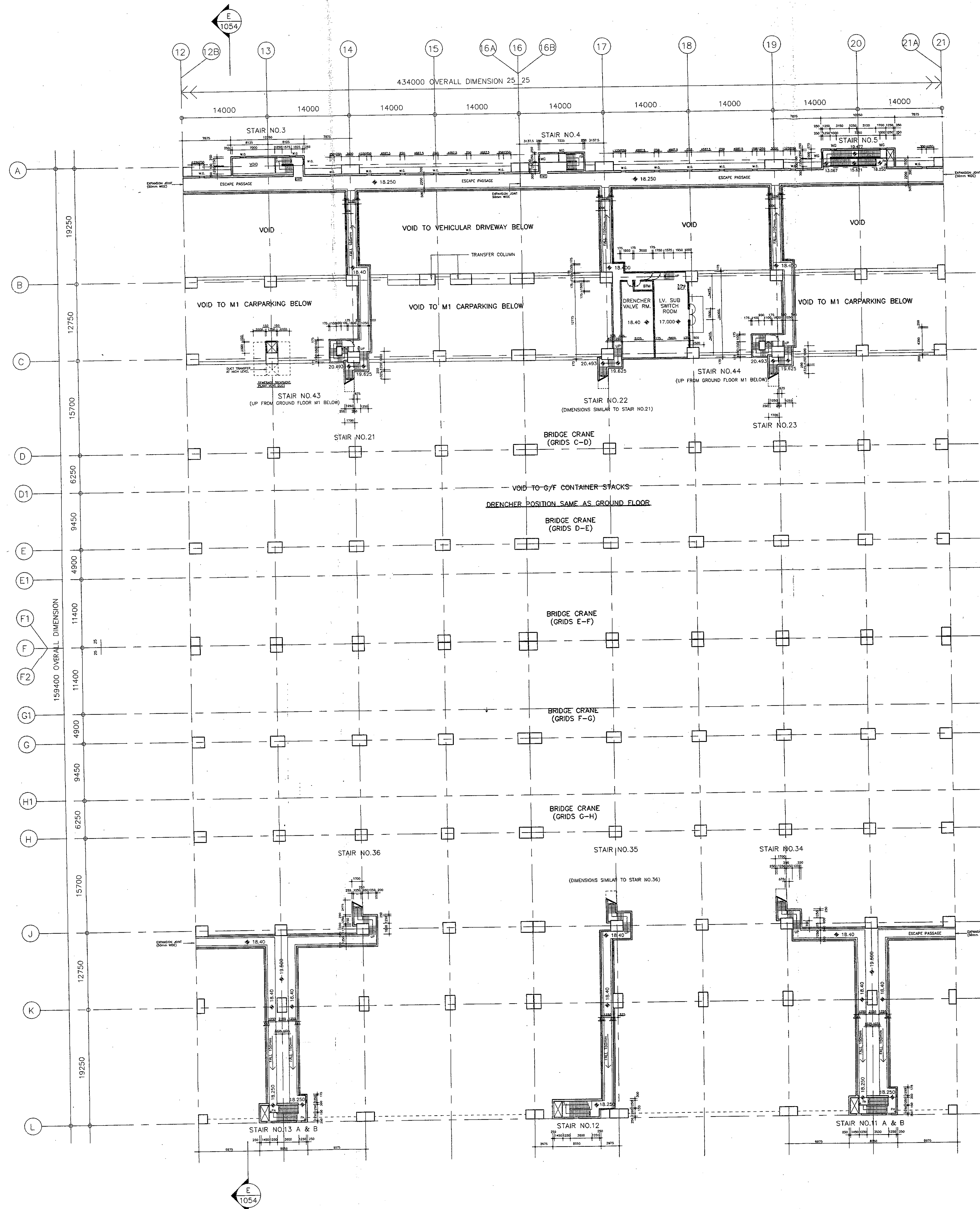
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 Survey Officer (Building)  
 21 APR 2006  
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 Authority in writing for the purposes  
 of Section 36(2) of the Buildings Ordinance

Approved by  
 KENNETH LAI  
 BUILDING AUTHORITY  
 28 FEB 1990

R. J. DOUTHWAITE  
 Authorised Person

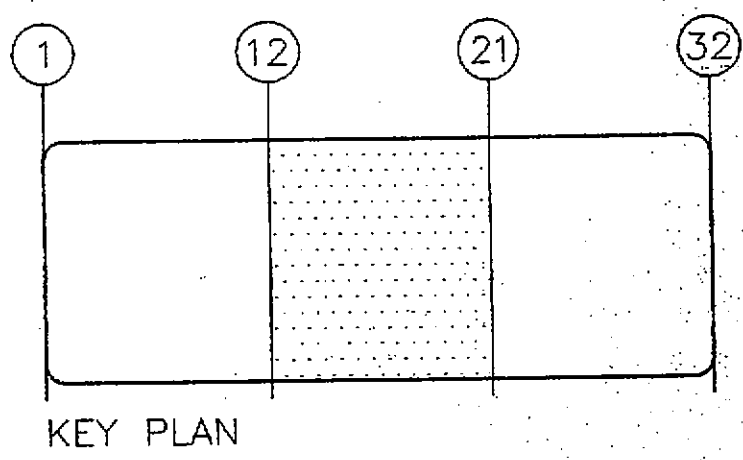
COLOURED SET  
 AMENDED DRAWING





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3. ALL OPENINGS DIMENSIONED ON PLAN ARE TO BE STRUCTURAL OPENING SIZES.
4. ALL VERTICAL SERVICE DUCTS SHALL BE BACKFILLED AT EACH FLOOR LEVEL TO 4HR F.R.P.



B.L.D. SUBMISSION DRAWING  
 ISSUE NO. 1 C DATE: JAN 1999

1/89	(C)	B.L.D. SUBMISSION (AMENDMENT)	BY: CHN
5/89	(B)	B.L.D. SUBMISSION (AMENDMENT)	
14/89	(A)	B.L.D. RE-SUBMISSION	
5/12/88		B.L.D. SUBMISSION	
DATE	NO	AMENDMENT	BY

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Lieng Peadle Thorp  
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APPROVED  
 KENNETH LAI  
 28 FEB 1999

R. J. DOUTHWAITE  
 Authorized Person

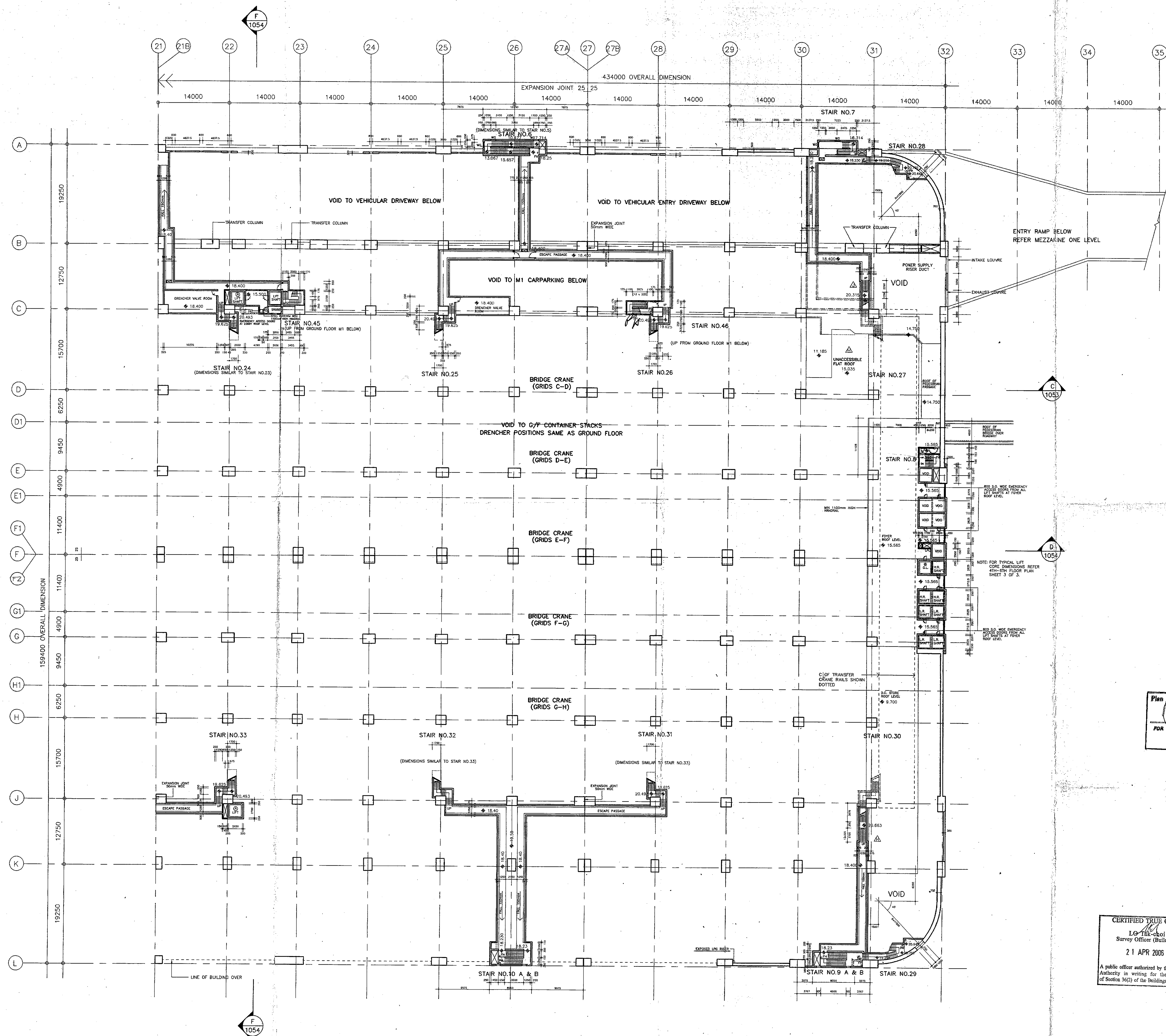
COLOURED SET  
 AMENDED DRAWING

PROJECT  
 CONTAINER FREIGHT STATION  
 AND DISTRIBUTION CENTRE  
 KWAI CHUNG CONTAINER PORT  
 TERMINAL 4

TITLE  
 GROUND FLOOR MEZZ 2 PLAN  
 (SHEET 2 OF 3)  
 FIRE ESCAPE PASSAGES  
 (FORMERLY DWG PART 1028 & PART 1029)

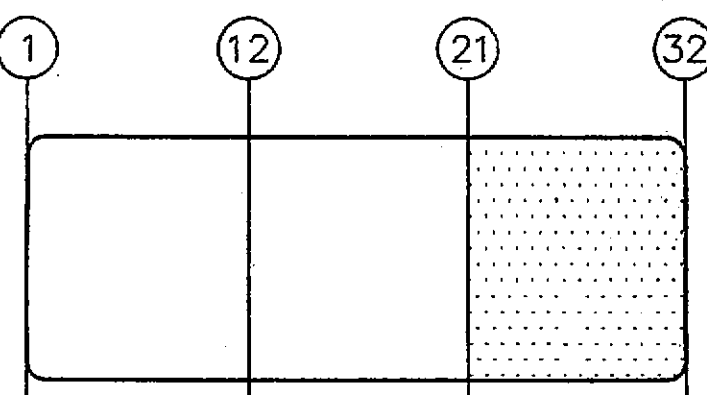
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DATE OCT 19 1989	JOB NO. 87127
DRAWN K.M.	CHECKED APPROVED AMENDMENT C
COMPUTER REFERENCE CFS-1109	B.L.D. REFERENCE BLD(B)/9241/88

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KEY PLAN

1/2/91	(C)	B.L.D. SUBMISSION (AMENDMENT)	PS	ML
7/8/91	(C)	B.L.D. SUBMISSION (AMENDMENT)		
1/6/98	(A)	B.L.D. SUBMISSION (AMENDMENT)		
1/2/98	(A)	B.L.D. SUBMISSION (AMENDMENT)		
1/12/98	(A)	B.L.D. SUBMISSION (AMENDMENT)		
DATE	NO	AMENDMENT	BY	CHK

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Fax: 339 8419 Tel: 867 1728

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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
GROUND FLOOR MEZZ 2 PLAN  
(SHEET 3 OF 3)  
FIRE ESCAPE PASSAGES

SCALE	1 : 300	DRAWING NO.	95087 / A / 1029
DATE	OCT 19 89	JOB NO.	87127
DRAWN	K.M.	APPROVED	P.F.
CHECKED	P.F.	APPROVED	P.F.
COMPUTER REFERENCE	CFS-1110.DWG	AMENDMENT	G
B.L.D. SUBMISSION DRAWING			
ISSUE NO. : G	DATE : DEC 1991		
BLD REFERENCE	BLD(B)/9241/88	FSD REFERENCE	FPB 8/9832/P II
FOR B.L.D. USE			

Plan Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 JAN 1992

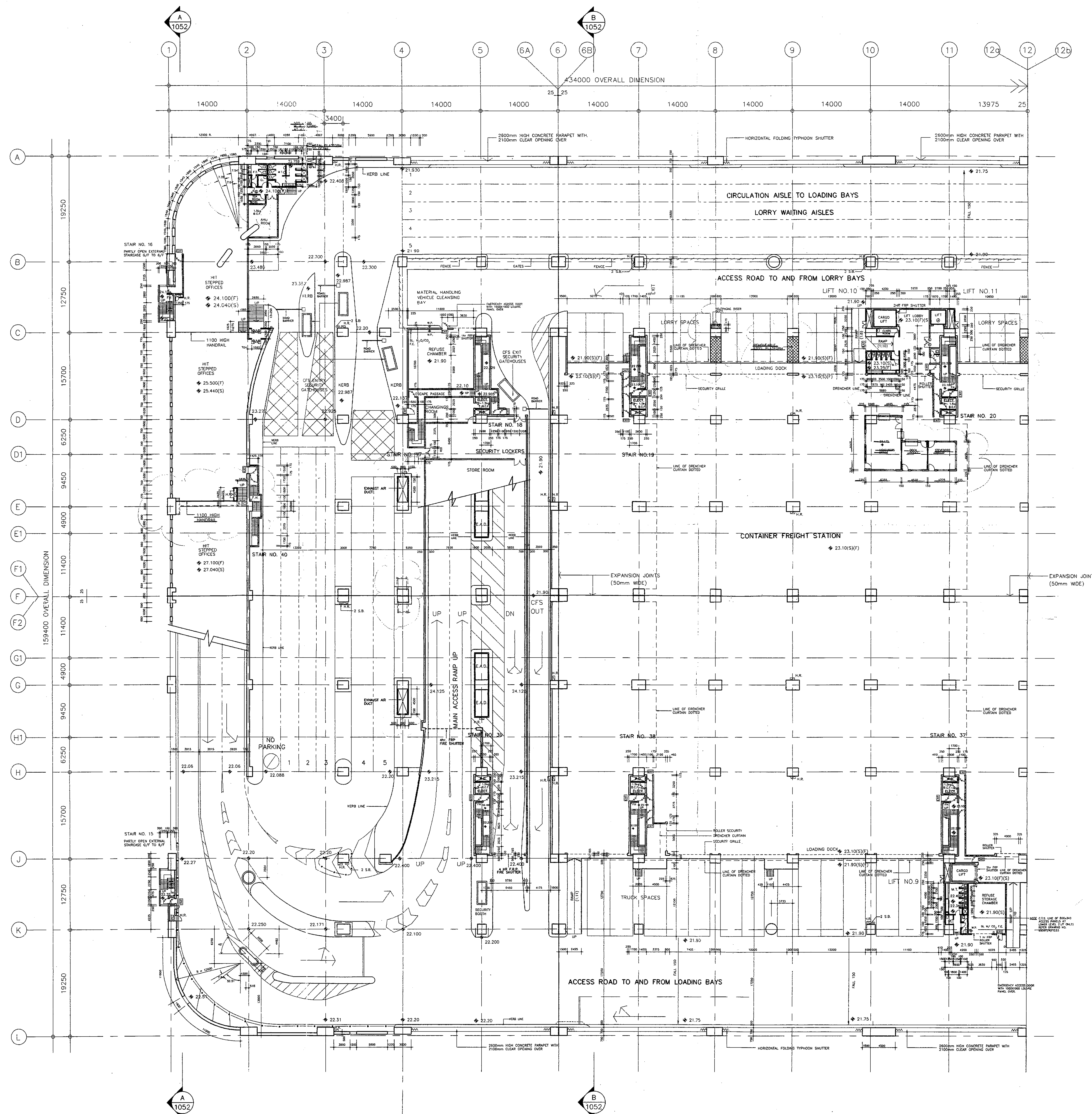
A. Cameron-Smith  
A. CAMERON-SMITH  
AUTHORISED PERSON LIST II  
REGISTERED STRUCTURAL ENGINEER

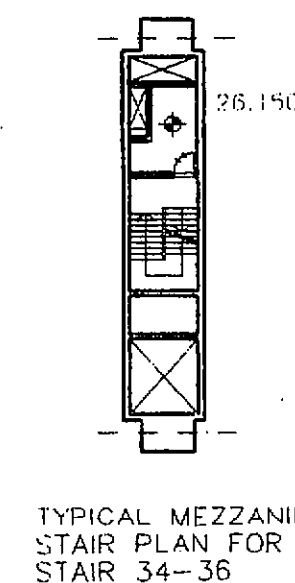
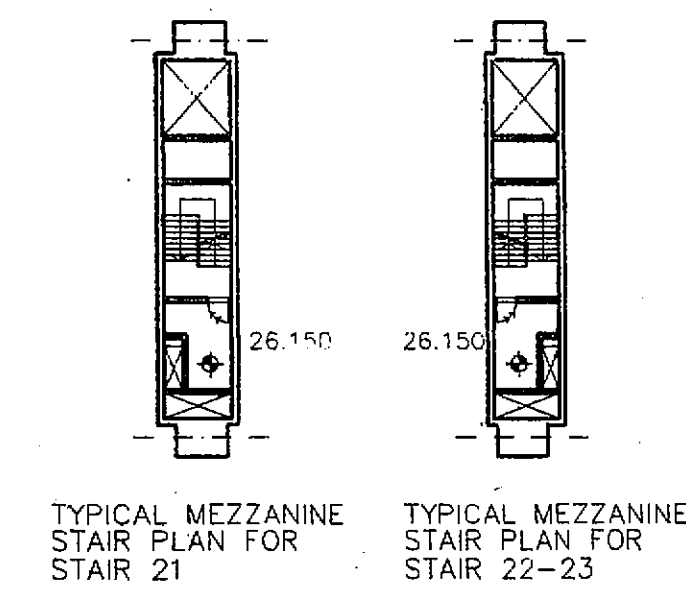
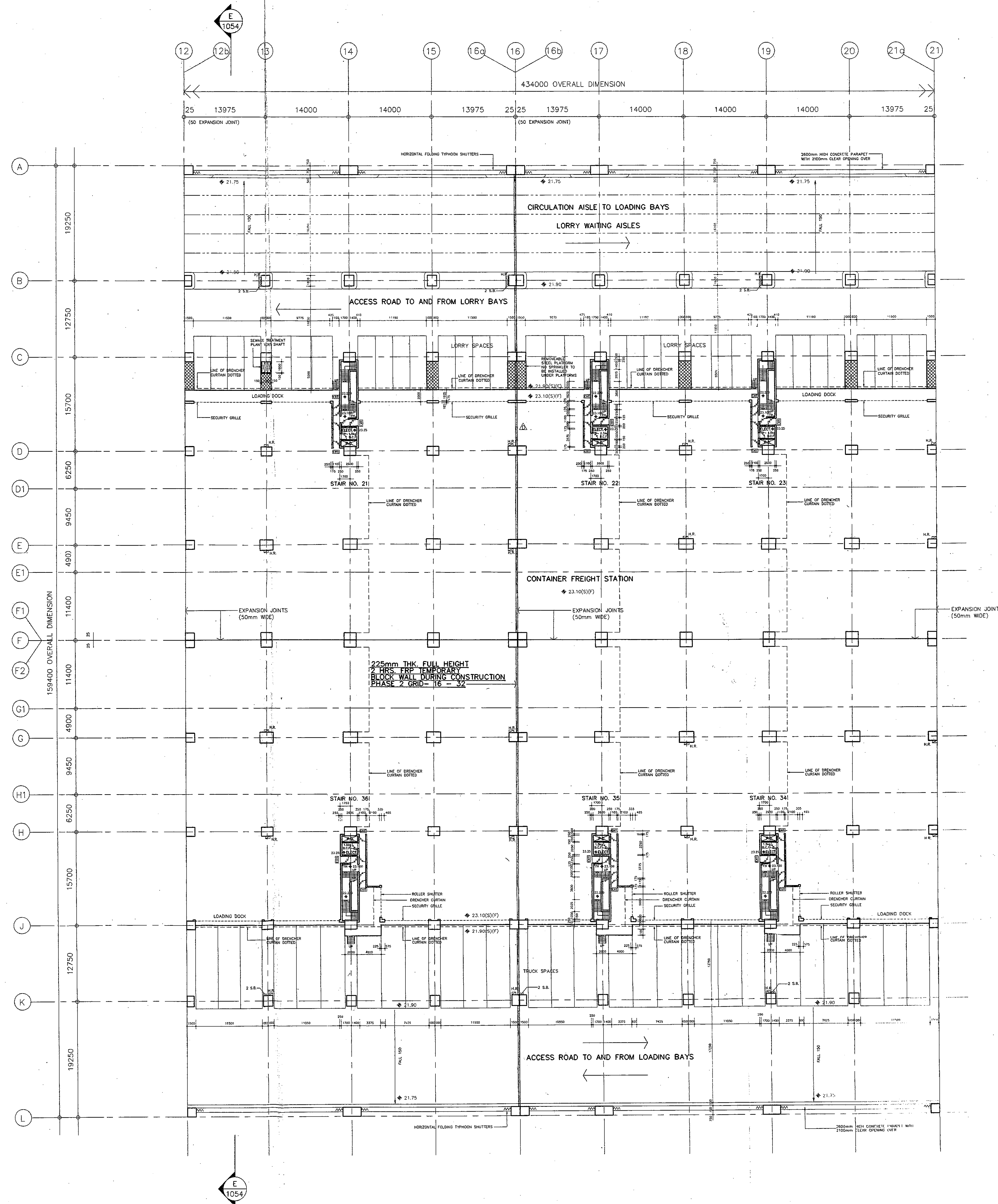
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A public officer authorized by the Building  
Authority in writing for the purposes  
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Dec 30 4 01 PM '91  
Section 34(2)  
R. & J. L. L. L. L.  
DEPARTMENT

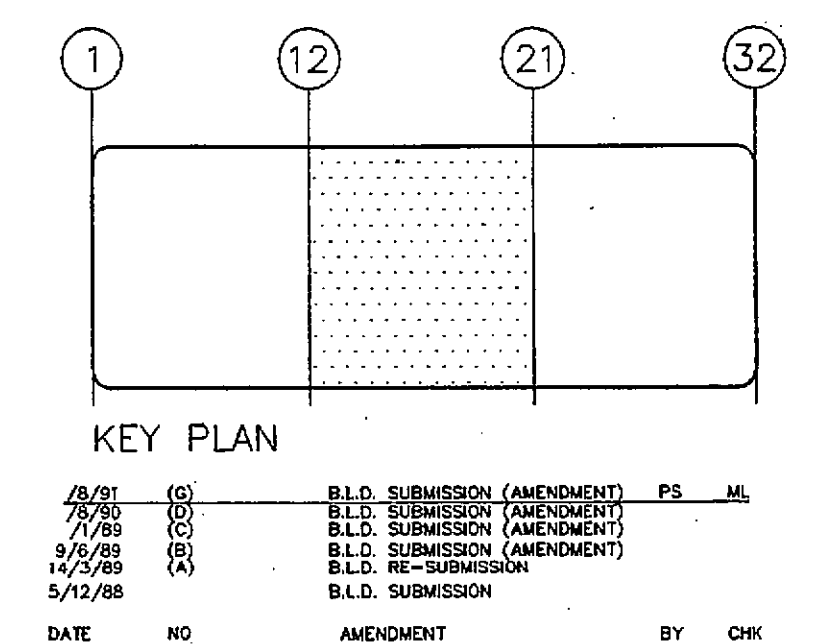
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  6. 1.5 kg BCF SHALL BE PROVIDED TO ALL HOSEREEL POINTS IN ALL CARPARKS, LOADING DOCKS AND DRIVEWAYS INCLUDING ROOF.



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Parsons Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
柏誠顧問工程師

Plan Approved  
KENNETH LAM  
FOR BUILDING AUTHORITY  
28 JAN 1992

PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
FIRST FLOOR PLAN  
DISTRIBUTION CENTRE  
(SHEET 2 OF 3)

SCALE 1 : 300 DRAWING NO. 95087 / A / 1032

DATE OCT 19 89

DRAWN K.M. JOB NO. 87127

CHECKED P.F. APPROVED C.F.

COMPUTER REFERENCE CFS-1112.DWG AMENDMENT G

B.L.D. SUBMISSION DRAWING

ISSUE NO. G DATE: DEC. 1991

B.L.D. REFERENCE BLVD/2/9241/88 FSD REFERENCE FSD 8/9832/P II

FOR B.L.D. USE

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LO YUE-SHUI  
Survey Officer (Building)  
21 APR 2006  
A public officer authorized by the Building  
Authority in writing for the purpose  
of Section 34(2) of the Building Ordinance

A. P. Lam, E.A.  
A. C. Lam, E.A.  
A. C. Lam, E.A.  
A. C. Lam, E.A.

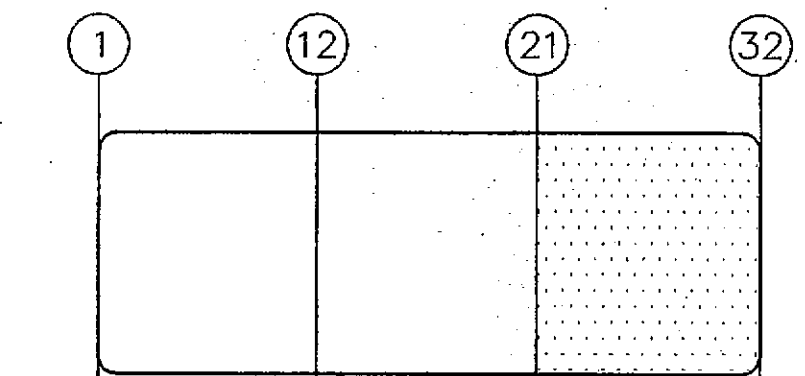
Dec 30 4 04 PM '91  
Dec 30 4 04 PM '91  
Dec 30 4 04 PM '91  
Dec 30 4 04 PM '91



# Attachment B

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5. ALL VERTICAL SERVICE DUCTS SHALL BE BACKFILLED AT EACH FLOOR LEVEL TO 4HR F.R.P.
6. 1.5 kg BCF SHALL BE PROVIDED TO ALL HOSE/REEL POINTS IN ALL CARPARKS, LOADING DOCKS AND DRIVEWAYS INCLUDING ROOF.
7. MAXIMUM FLOOR LOADING TO TENANTS OFFICES 5KPa.



## KEY PLAN

7/2/93	(S)	AS BUILT	
7/7/92	(U)	B.L.D. SUBMISSION (AMENDMENT)	
12/31	(C)	B.L.D. SUBMISSION (AMENDMENT)	PS ML
7/8/90	(C)	B.L.D. SUBMISSION (AMENDMENT)	
7/7/89	(C)	B.L.D. SUBMISSION (AMENDMENT)	
9/6/89	(B)	B.L.D. SUBMISSION (AMENDMENT)	
14/2/89	(A)	B.L.D. SUBMISSION (AMENDMENT)	
5/12/88	(A)	B.L.D. SUBMISSION	
DATE	NO	AMENDMENT	BY CHK

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Tel: 255 8419 Tel: 861 1728

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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
FIRST FLOOR PLAN  
(SHEET 3 OF 3)  
CONTAINER FREIGHT STATION

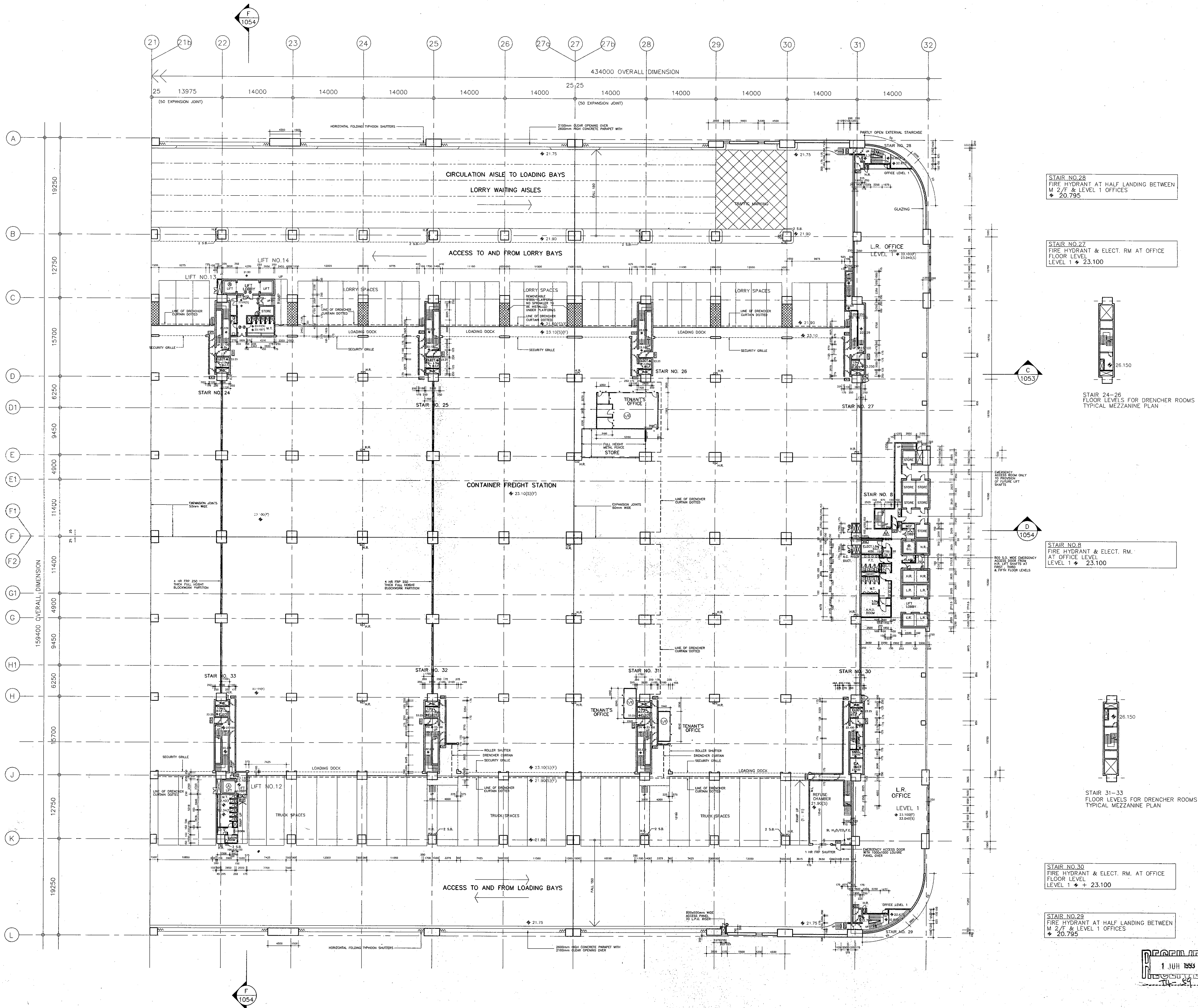
SCALE 1 : 300	DRAWING NO. 95087 / A /1033
DATE OCT 1989	JOB NO. 87127
DRAWN K.M.	AMENDMENT K
CHECKED P.F.	COMPUTER REFERENCE CFS-1113.DWG

B.L.D. SUBMISSION. DRAWING  
ISSUE NO. J DATE: OCT 1992  
B.L.D. REFERENCE  
B.L.D. REFERENCE  
B.L.D. REFERENCE  
B.L.D. REFERENCE

FOR B.L.D. USE

1 JUN 1993

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GENERAL NOTES :

- 

7/2/93	(K)	AS BUILT	
7/10/92	(J)	B.L.D. SUBMISSION (AMENDMENT)	
7/7/92	(H)	B.L.D. SUBMISSION (AMENDMENT)	
7/12/91	(G)	B.L.D. SUBMISSION (AMENDMENT)	
8/9/90	(D)	B.L.D. SUBMISSION (AMENDMENT)	
1/8/89	(C)	B.L.D. SUBMISSION (AMENDMENT)	
9/6/89	(B)	B.L.D. SUBMISSION (AMENDMENT)	
14/3/89	(A)	B.L.D. RE-SUBMISSION	
5/12/88		B.L.D. SUBMISSION	
DATE	NO	AMENDMENT	BY CHK



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Consulting Engineers  
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TITLE

SECOND FLOOR PLAN  
(SHEET 1 OF 3)  
CFS / DISTRIBUTION CENTRE

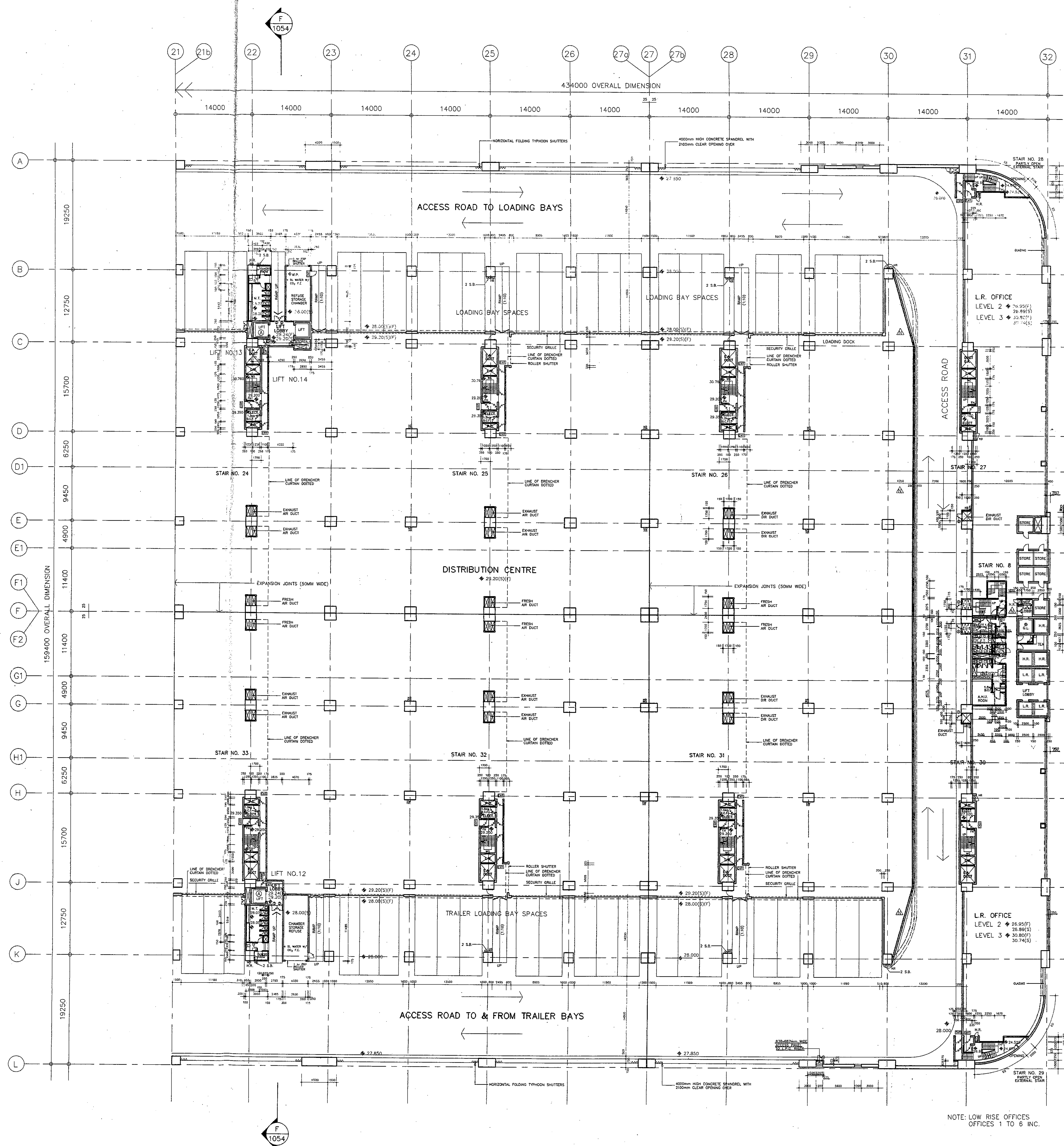
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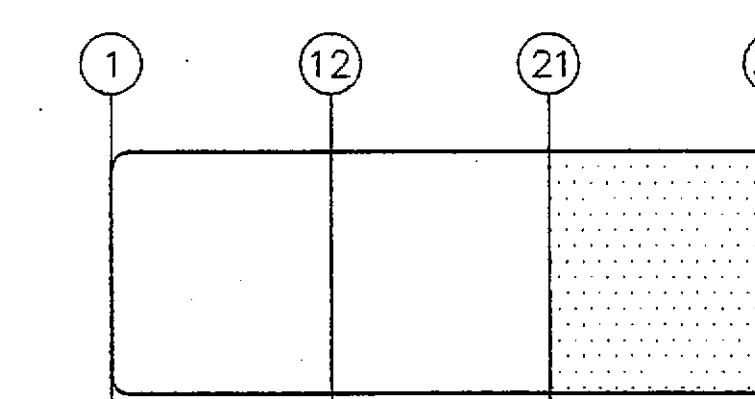






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KEY PLAN

DATE	NO	B.L.D. SUBMISSION (AMENDMENT)	ES	ML
1/1/88	(1)	B.L.D. SUBMISSION (AMENDMENT)		
1/1/88	(2)	B.L.D. SUBMISSION (AMENDMENT)		
5/1/88	(3)	B.L.D. SUBMISSION (AMENDMENT)		
5/1/88	(4)	B.L.D. SUBMISSION (AMENDMENT)		
DATE	NO	AMENDMENT	BY	CHK

香港國際貨運中心  
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Tel: 259 4417 Fax: 259 4417

Parsons Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
相誠顧問工程師

Plan Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 JAN 1992

PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
SECOND FLOOR PLAN  
(SHEET 3 OF 3)  
CFS / DISTRIBUTION CENTRE  
(FORMERLY DWG. PART 1037 & 1038)

SCALE	1 : 300	DRAWING NO.	95087 / A / 1037
DATE	OCT 19 1989	JOB NO.	87127
DRAWN	K.M.	APPROVED	P.F.
CHECKED	P.F.	COMPUTER REFERENCE	CFS-1116.DWG
B.L.D. SUBMISSION DRAWING		AMENDMENT	G
ISSUE NO.	G	DATE	DEC 1991
B.L.D. REFERENCE	BLD/92/9241/85	FSD REFERENCE	FPB 8/9832' II
FOR B.L.D. USE			

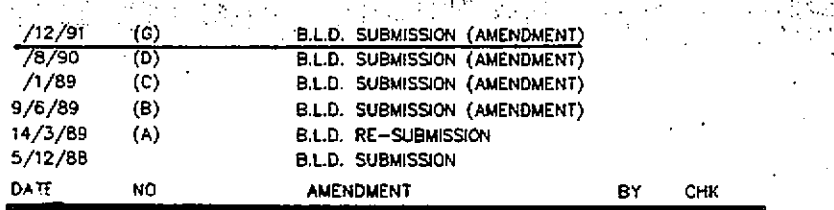
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Lo Tak-choi  
Survey Officer (Building)  
21 APR 2006  
A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance

TYPICAL MEZZANINE  
STAIR PLAN FOR  
STAIR 31-33

TYPICAL MEZZANINE  
STAIR PLAN FOR  
STAIR 24-26

RECEIVED BY  
16 APR 1992  
A of 16 APR 1992






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Parsons Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
栢誠顧問工程師

TITLE

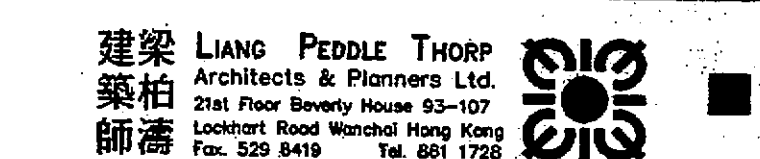
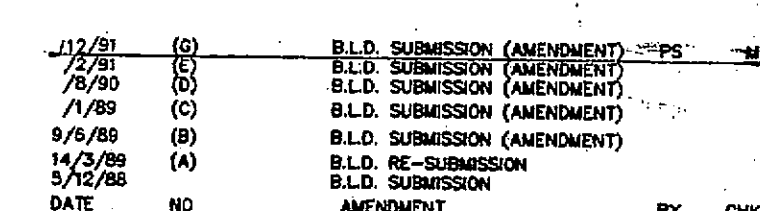
THIRD FLOOR PLAN  
(SHEET 1 OF 3)  
DISTRIBUTION CENTRE

B.L.D. SUBMISSION DRAWING		
ISSUE NO. : <u>G</u>	DATE : <u>DEC 1991</u>	
B.L.D REFERENCE <u>BLD(B)2/9241/88</u>	FSD REFERENCE <u>FPB 8/9832'P' II</u>	
FOR B.L.D. USE		

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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE

THIRD FLOOR PLAN  
(SHEET 2 OF 3)  
DISTRIBUTION CENTRE

SCALE	DRAWING NO.
1 : 300	95087 / A / 1060
DATE	

OCT 19 1989		<u>G</u>
DRAWN	K.M.	JOB NO.
CHECKED	APPROVED	87127

COMPUTER REFERENCE CFS-1118.DWG	AMENDMENT <u>G</u>
B.L.D. SUBMISSION DRAWING	

ISSUE NO. : <u>6</u>		DATE : <u>DEC. 1991</u>	(N)
BLD REFERENCE <u>BLD(B)2/9241/88</u>		FSD REFERENCE <u>FPB 8/9832'P' II</u>	
FOR B.I.D. USE			

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1. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

[illegible]

250

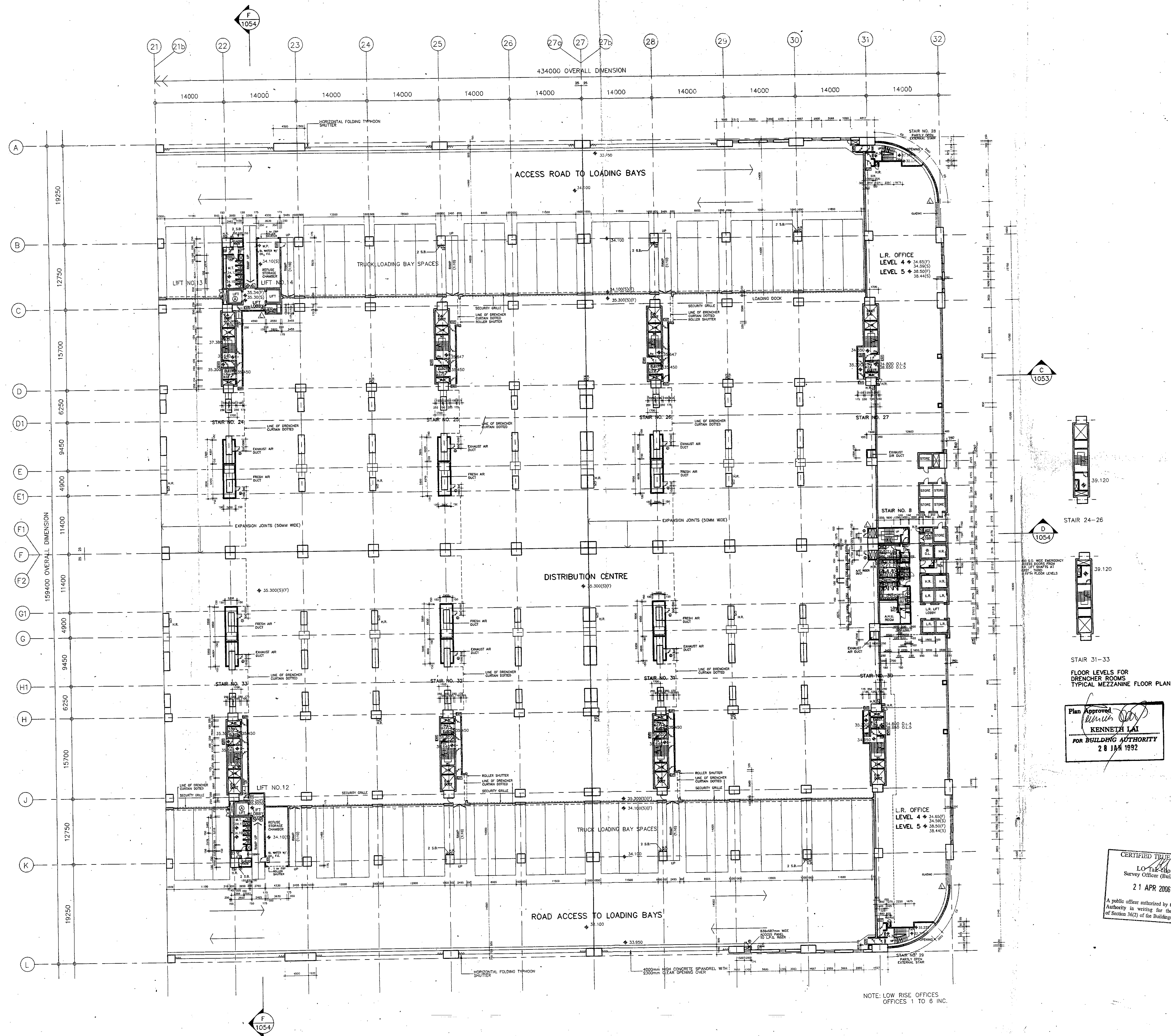
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1

A. Cameron-Smith  
A. CAMERON-SMITH  
AUTHORISED PERSON LIST II  
REGISTERED STRUCTURAL ENGINEER

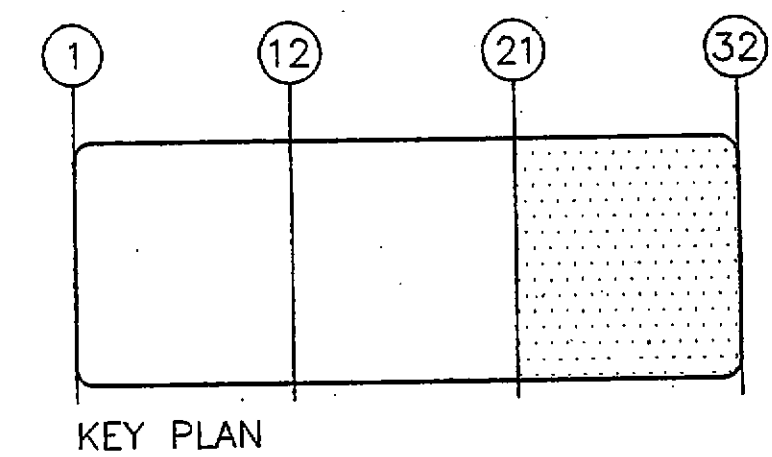
**CERTIFIED TRUE COPY**  
**LQ Tak Choi**  
 Survey Officer (Building)  
**21 APR 2006**  
 A public officer authorized by the Building  
 Authority in writing for the purposes  
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R & I Section, BOO  
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DEPARTMENT



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5. ALL VERTICAL SERVICE DUCTS SHALL BE BACKFILLED AT EACH FLOOR LEVEL TO 4HR F.R.P.
6. 1.5 kg BCF SHALL BE PROVIDED TO ALL HOSEREEL POINTS IN ALL CARPARKS, LOADING DOCKS AND DRIVEWAYS INCLUDING ROOF.



1/2/99	(C)	B.L.D. SUBMISSION (AMENDMENT)	PS	HL
7/9/99	(D)	B.L.D. SUBMISSION (AMENDMENT)		
9/9/99	(C)	B.L.D. SUBMISSION (AMENDMENT)		
14/2/99	(A)	B.L.D. SUBMISSION (AMENDMENT)		
5/2/99		B.L.D. SUBMISSION		
DATE	NO	AMENDMENT	BY	CHK

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21st Floor Twenty House 93-107  
Lockhart Road Wanchai Hong Kong  
Tel: 509 8419 Fax: 509 1728

Parsons Brinckerhoff (Asia) Ltd.  
柏誠顧問工程師

PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
THIRD FLOOR PLAN  
(SHEET 3 OF 3)  
DISTRIBUTION CENTRE

SCALE 1 : 300

DRAWING NO. 95087 / A / 1061

DATE OCT 19 1989

DRAWN K.M. JOB NO. 87127

CHECKED P.F. APPROVED P.F.

COMPUTER REFERENCE CFS-1119.DWG AMENDMENT G

B.L.D. SUBMISSION DRAWING

ISSUE NO. G DATE: DEC 1991

BLD REFERENCE BLD(B)2/9241/88

FED REFERENCE FPB 8/9832P II

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21 APR 2006

A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance

LO YUE-LOI Survey Officer (Building)

21 APR 2006

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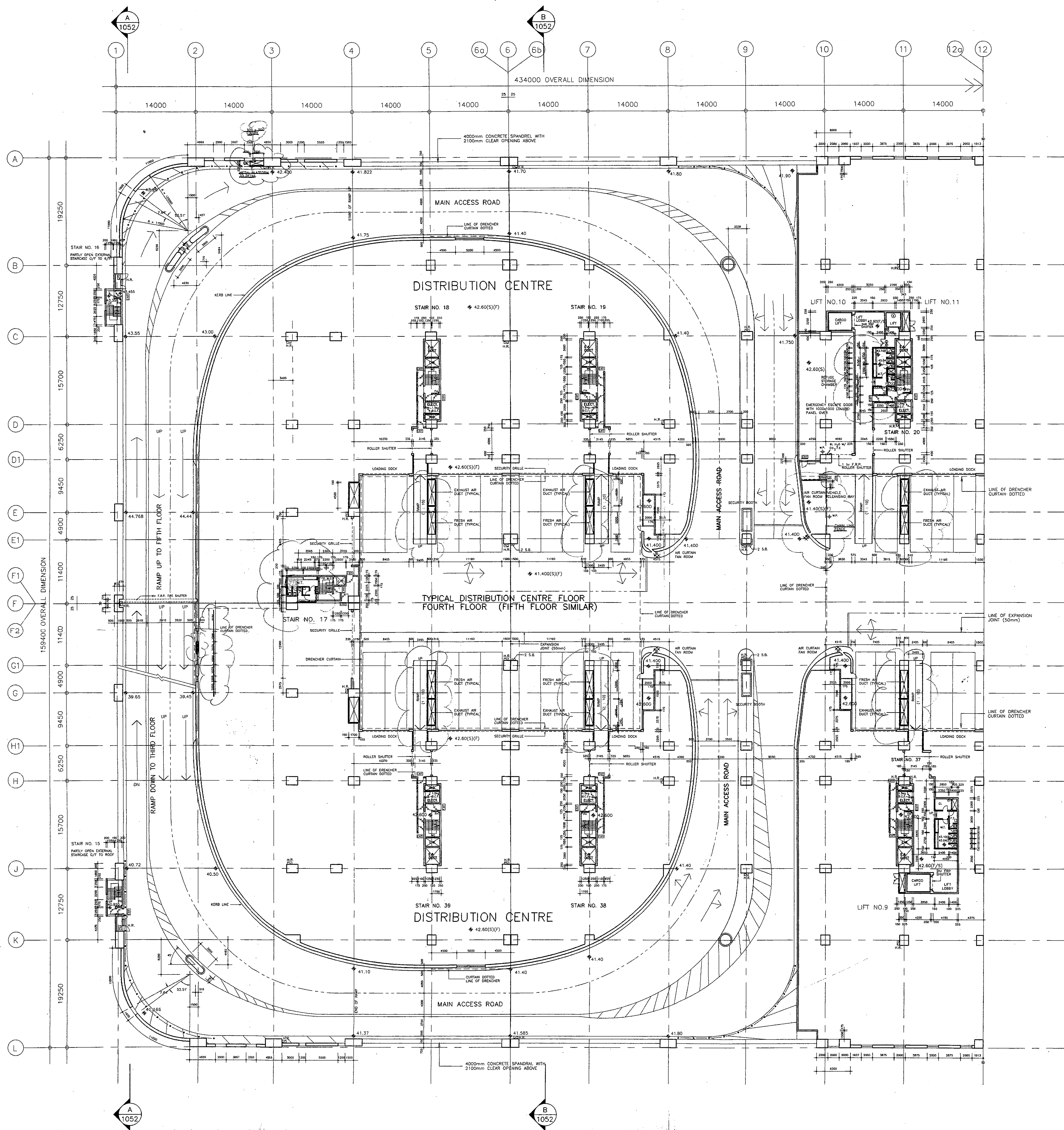
21 APR 2006

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LO YUE-LOI Survey Officer (Building)

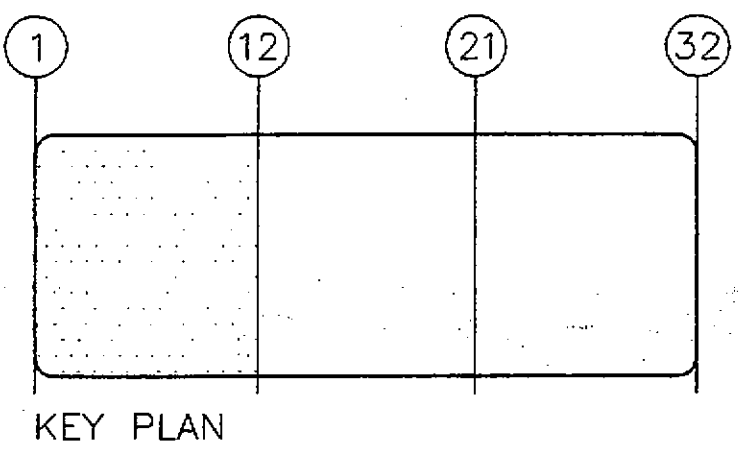
21 APR 2006





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B.L.D. SUBMISSION DRAWING  
 ISSUE NO. : D DATE : AUG 1990

5/90	(D)	B.L.D. SUBMISSION (AMENDMENT)
9/89	(D)	B.L.D. SUBMISSION (AMENDMENT)
9/89	(B)	B.L.D. SUBMISSION (AMENDMENT)
14/89	(A)	B.L.D. SUBMISSION
5/12/88		B.L.D. SUBMISSION
DATE	NO	AMENDMENT
		BY : CH

熊谷組(香港)有限公司  
 KUMAGAI GUMI (H.K.) LTD.

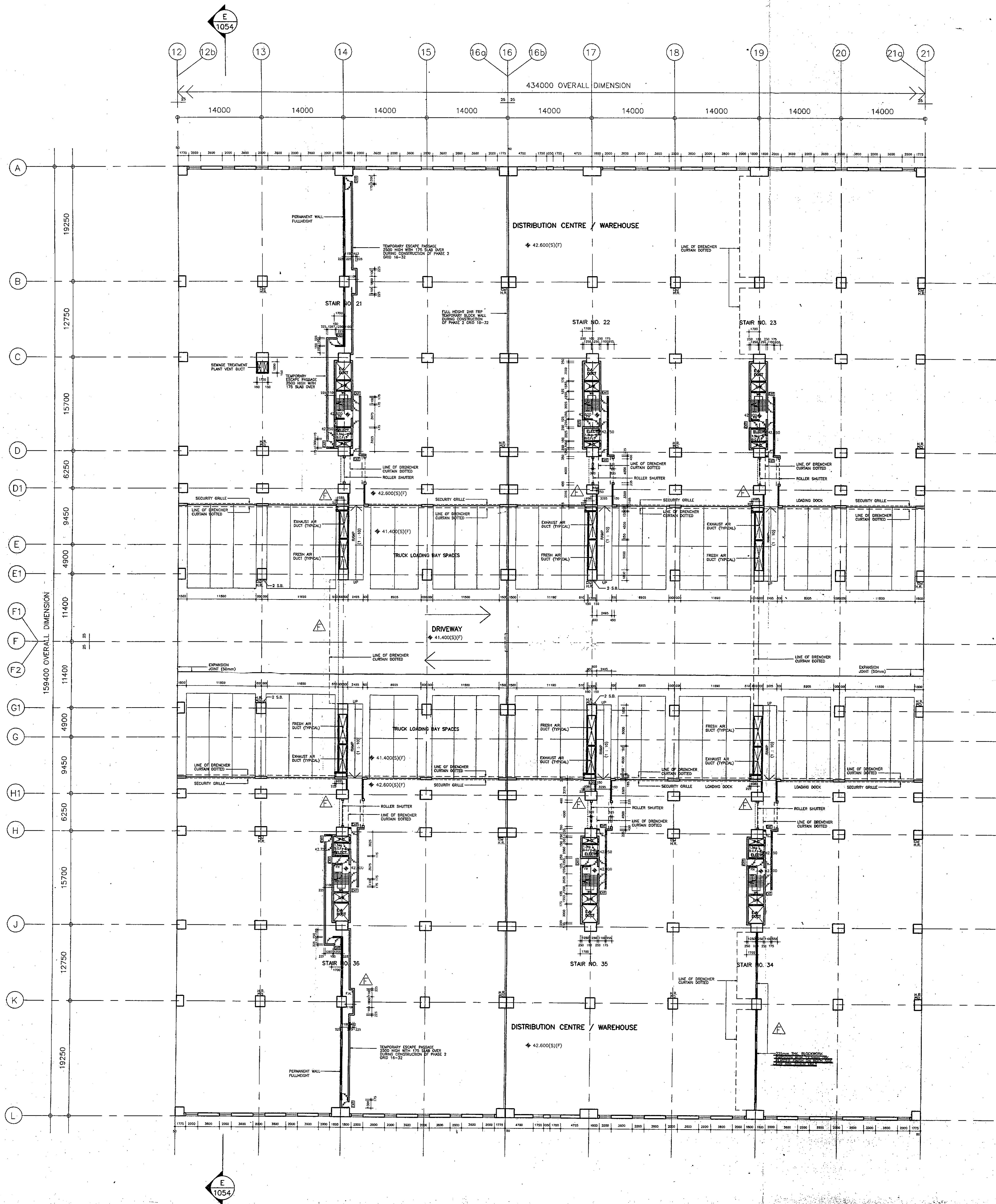
MAUNSELL  
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 茂盛工程顧問有限公司

建築 LIANG PEDDLE THORP  
 Architects & Planners Ltd.  
 2144 Shear Building House 40-42  
 Leighton Road Wanchai Hong Kong  
 Tel: 523 6419 Fax: 951 1723

Parsons Brinckerhoff (Asia) Ltd.  
 Consulting Engineers  
 柏誠顧問工程師

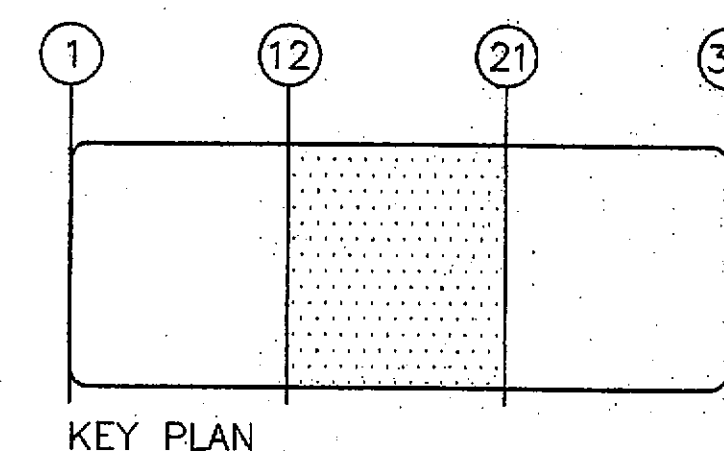
PROJECT	HONGKONG INTERNATIONAL DISTRIBUTION CENTRE, KWAI CHUNG CONTAINER PORT, TERMINAL 4 香港國際貨運中心
TITLE	TYPICAL FLOOR PLAN 4th & 5th FLOORS (SHEET 1 OF 3) DISTRIBUTION CENTRE (FORMERLY DWG 1039 & PART 1040)
SCALE	1 : 300
DATE	OCT 19 1989
DRAWN	K.M.
CHECKED	P.F.
BLD REFERENCE	BLD(S)2/9241/88
FSD REFERENCE	COMPUTER REFERENCE CFS-1120.DWG
JOB NO.	95087 / A / 1039
JOB NO.	87127
AMENDMENT	D

USE FIGURED DIMENSIONS. READ THE DRAWING IN CONJUNCTION WITH ALL RELATED DRAWINGS. ARCHITECT SHOULD BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY FOUND THEREIN. ALL DIMENSIONS TO BE VERIFIED & CHECKED ON SITE. THE OWNERSHIP OF THE COPYRIGHT IN THIS DRAWING IS RETAINED BY THE RESPECTIVE CONSULTANTS WHOSE CONSENT MUST BE OBTAINED BEFORE ANY USE OR REPRODUCTION OF THE DRAWING OR ANY PART THEREOF CAN BE MADE.



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DATE	NO.	AMENDMENT	BY	CHK.
22/01	(C)	B.L.D. SUBMISSION (AMENDMENT)	PS	ML
7/01	(C)	B.L.D. SUBMISSION (AMENDMENT)		
9/01	(C)	B.L.D. SUBMISSION (AMENDMENT)		
9/01	(A)	B.L.D. SUBMISSION (AMENDMENT)		
14/01	(A)	B.L.D. SUBMISSION (AMENDMENT)		
5/12/00		B.L.D. SUBMISSION		

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Tel: 328 8419 Fax: 328 1728

Parsons Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
TYPICAL FLOOR PLAN  
4th FLOOR  
(SHEET 2 OF 3)  
DISTRIBUTION CENTRE

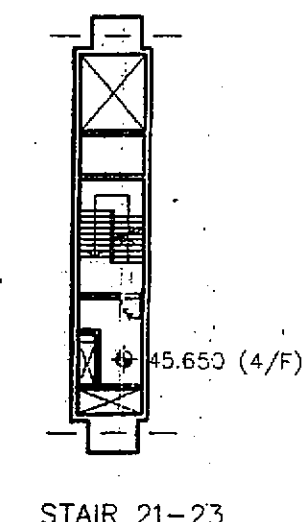
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DATE OCT 19 1989	JOB NO. 87127
DRAWN K.M.	CHECKED P.F.
COMPUTER REFERENCE CFS-1121.DWG	AMENDMENT G

B.L.D. SUBMISSION DRAWING  
ISSUE NO. G DATE: DEC 1991  
B.L.D. REFERENCE: BLD(3)2/9241/88 FSD REFERENCE: FPD 6/9832/P II  
FOR B.L.D. USE

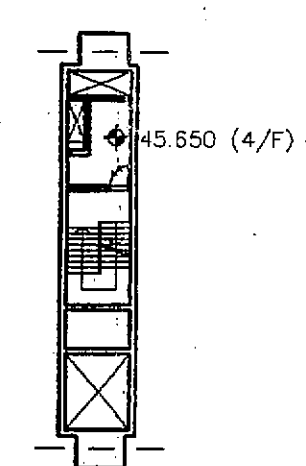
Plan Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 JAN 1992

A. Lammell  
A. Lammell  
AUTHERISED (S. 36(2) OF THE BUILDINGS ORDINANCE)

CERTIFIED TRUE COPY  
Lo Tak-choi  
Survey Officer (Building)  
21 APR 2006  
A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance



STAIR 21-23



STAIR 34-36

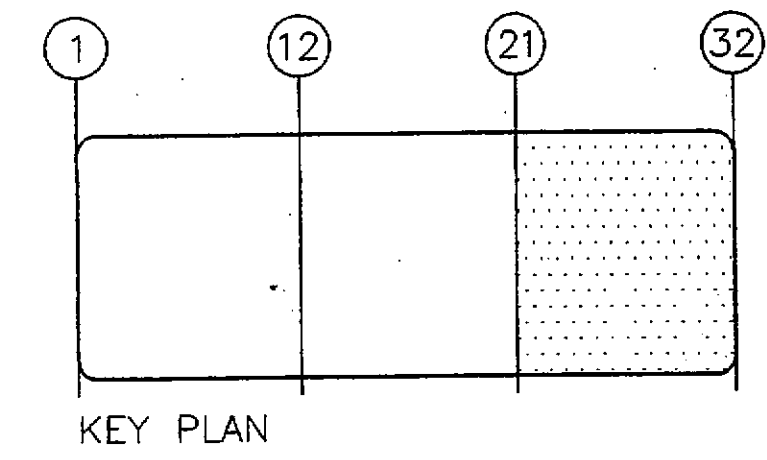
FLOOR LEVELS FOR DRENCHER ROOMS  
TYPICAL MEZZANINE PLAN

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DATE	NO	AMENDMENT	BY	CHK
7/12/91	(C)	B.L.D. SUBMISSION (AMENDMENT)	PS	ML
7/8/90	(E)	B.L.D. SUBMISSION (AMENDMENT)		
6/9/90	(D)	B.L.D. SUBMISSION (AMENDMENT)		
7/8/90	(C)	B.L.D. SUBMISSION (AMENDMENT)		
9/9/89	(B)	B.L.D. SUBMISSION (AMENDMENT)		
14/3/89	(A)	B.L.D. RE-SUBMISSION		
5/12/88		B.L.D. SUBMISSION		

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1001-1007, Nathan Road, Kowloon, Hong Kong  
Tel: 525 6419 Fax: 525 6419

Parsons Brinckerhoff (Asia) Ltd.  
柏誠顧問工程師

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HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

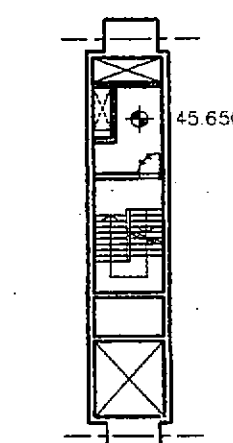
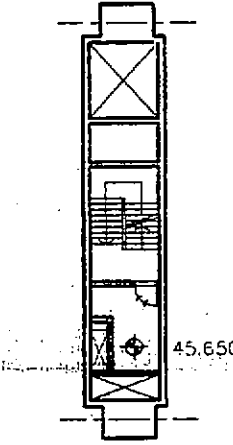
TITLE  
TYPICAL FLOOR PLAN  
4th FLOOR  
(SHEET 3 OF 3)  
DISTRIBUTION CENTRE

SCALE	1 : 300	DRAWING NO.	95087 / A / 1041
DATE	OCT 19 1989		G
DRAWN	K.M.	JOB NO.	87127
CHECKED	B.E.	APPROVED	P.F.
COMPUTER REFERENCE	CFS-1122.DWG	AMENDMENT	C

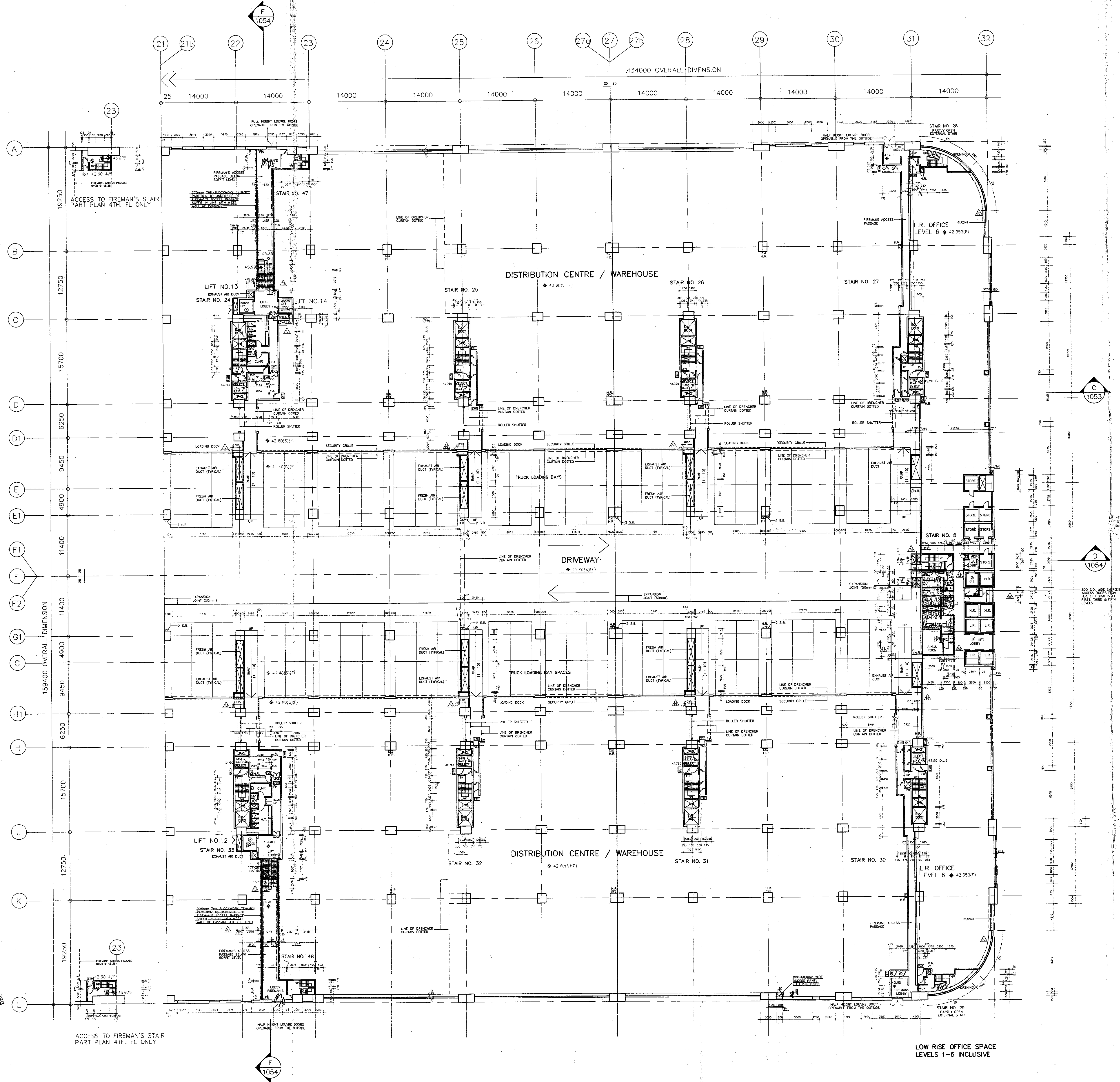
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ISSUE NO. : G DATE : DEC. 1991  
B.L.D. REFERENCE : BLD(B)2/9241/88 F.S.D. REFERENCE : FPD 8/9532P" II  
FOR B.L.D. USE

Plan Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 JAN 1992

CERTIFIED TRUE COPY  
LO TAI CHOI  
Survey Officer (Building)  
21 APR 2006  
A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance



FLOOR LEVELS FOR DRENCHER ROOMS  
TYPICAL MEZZANINE PLANS



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21 APR 2006



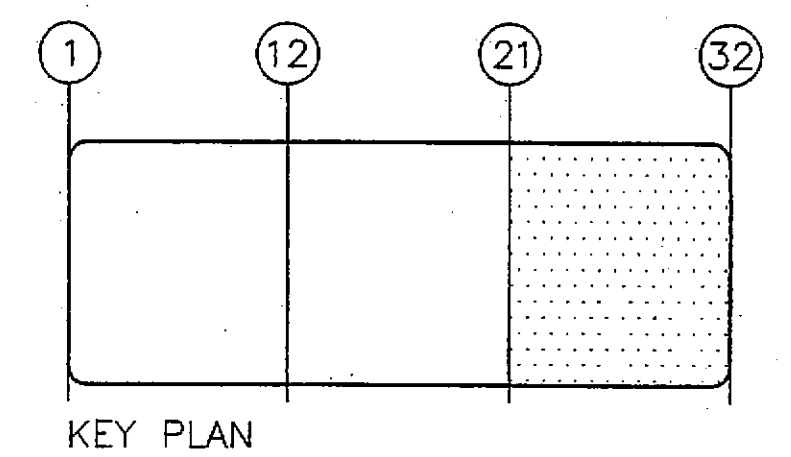






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22/91	(B)	B.L.D. SUBMISSION (AMENDMENT)
7/99	(C)	B.L.D. SUBMISSION (AMENDMENT)
6/99	(B)	B.L.D. SUBMISSION (AMENDMENT)
1/99	(A)	B.L.D. SUBMISSION (AMENDMENT)
5/98	(A)	B.L.D. SUBMISSION (AMENDMENT)
DATE	NO	AMENDMENT

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Tel: 252 8119 Fax: 252 8119

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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
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TERMINAL 4  
香港國際貨運中心

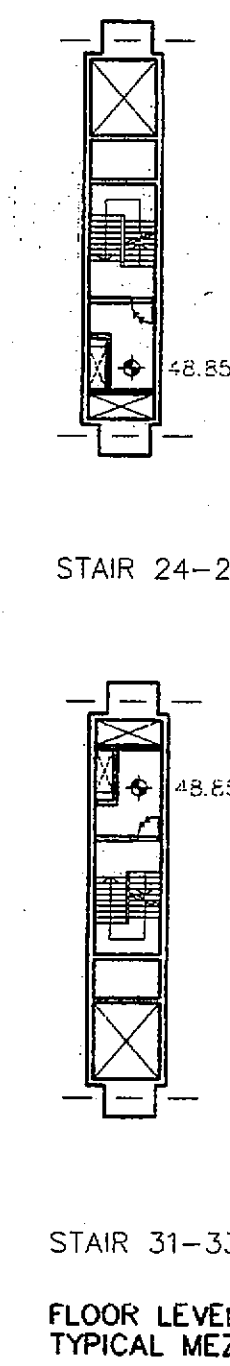
TITLE  
5th FLOOR PLAN  
(SHEET 3 OF 3)  
DISTRIBUTION CENTRE

SCALE 1 : 300	DRAWING NO. 95087 / A / 1064
DATE 16/MAR/1990	G
DRAWN M.M.	JOB NO. 87127
CHECKED P.F.	APPROVED P.F.
COMPUTER REFERENCE CFS-1137.DWG	AMENDMENT G
B.L.D. SUBMISSION DRAWING	
ISSUE NO. G	DATE DEC 1991
B.L.D. REFERENCE B.L.D.(B)2/9241/88	FPB REFERENCE FPB 8/9832' II
FOR B.L.D. USE	

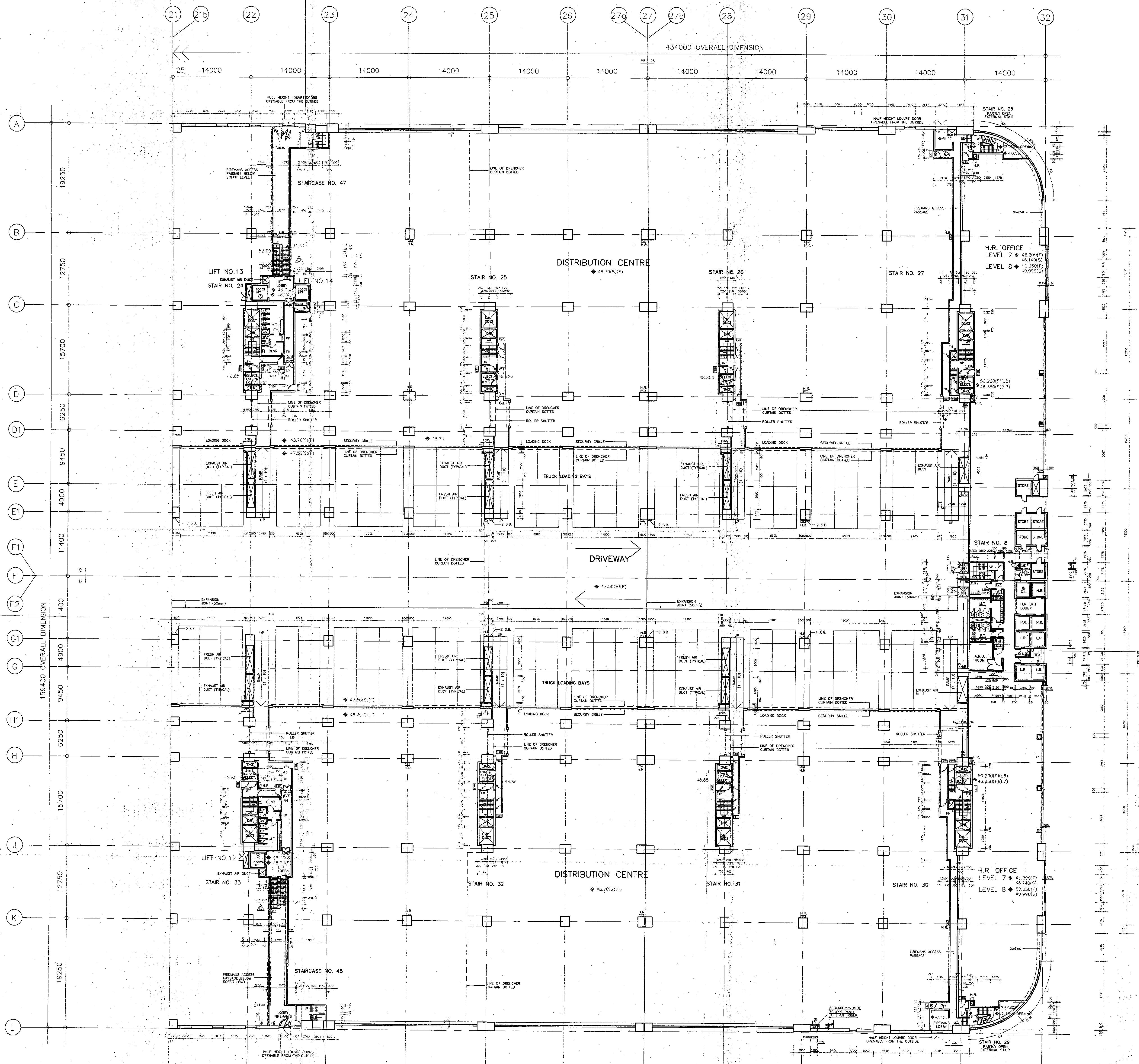
A. Cameron-Smith  
AUTHORISED PERSON LIST II  
REGISTERED STRUCTURAL ENGINEER

Plan Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 JAN 1992

CERTIFIED TRUE COPY  
LO Tai-chai  
Survey Officer (Building)  
21 APR 2006  
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FLOOR LEVELS FOR DRENCHER ROOMS  
TYPICAL MEZZANINE FLOOR

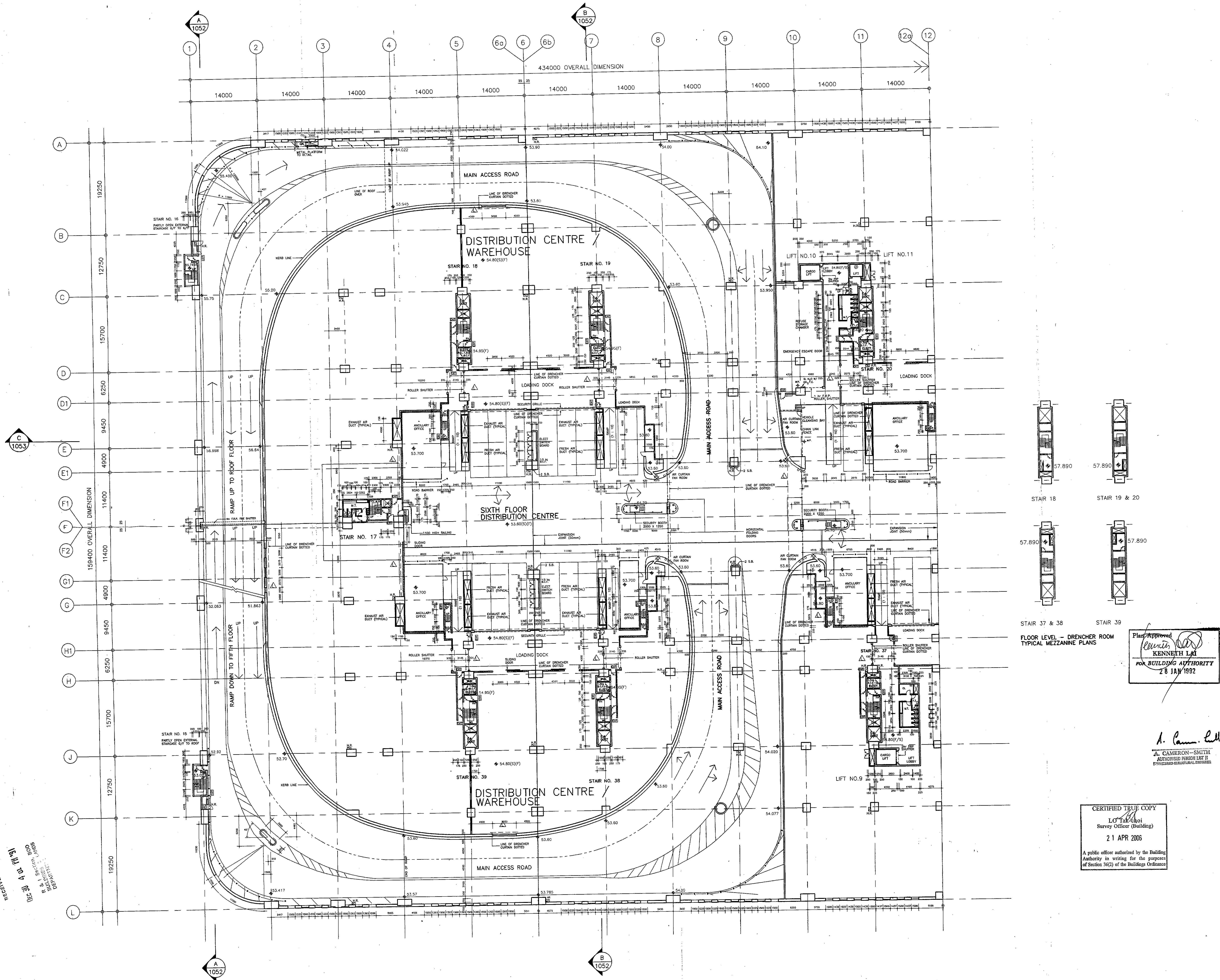


HIGH RISE OFFICE SPACE  
LEVELS 7-10 INCLUSIVE

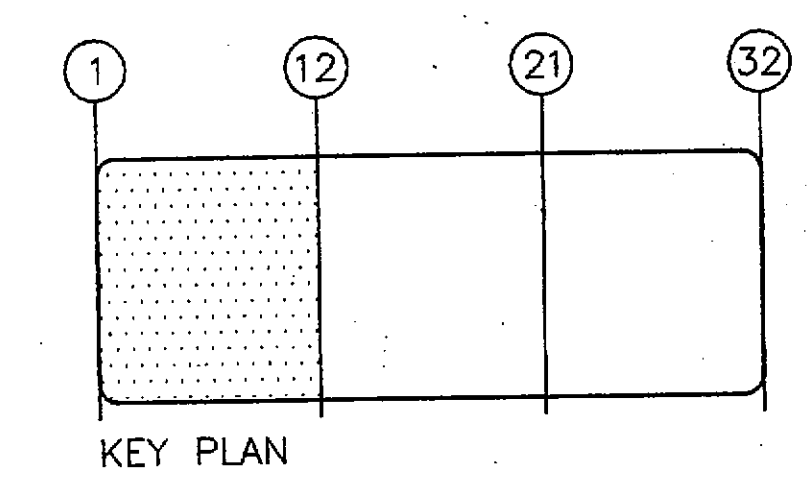
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P & I Section 880  
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DATE	NO	AMENDMENT	BY	CHK
22/01/92	(1)	B.L.D. SUBMISSION (AMENDMENT)	M.H.	M.L.
2/2/92	(2)	B.L.D. SUBMISSION (AMENDMENT)		
7/2/92	(3)	B.L.D. SUBMISSION (AMENDMENT)		
9/2/92	(4)	B.L.D. SUBMISSION (AMENDMENT)		
14/2/92	(5)	B.L.D. RE-SUBMISSION		
5/12/92	(6)	B.L.D. SUBMISSION		

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Tel: 259 6410 Fax: 259 1726

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PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
SIXTH FLOOR PLAN  
(SHEET 1 OF 3)  
DISTRIBUTION CENTRE

SCALE  
1 : 300

DATE  
OCT 19 1989

DRAWN  
K.M.

CHECKED  
P.F.

COMPUTER REFERENCE  
CFS-1123.DWG

DRAWING NO.  
95087 / A / 1043

JOB NO.  
87127

AMENDMENT  
G

B.L.D. SUBMISSION DRAWING

ISSUE NO. 1  
DATE: DEC 1991

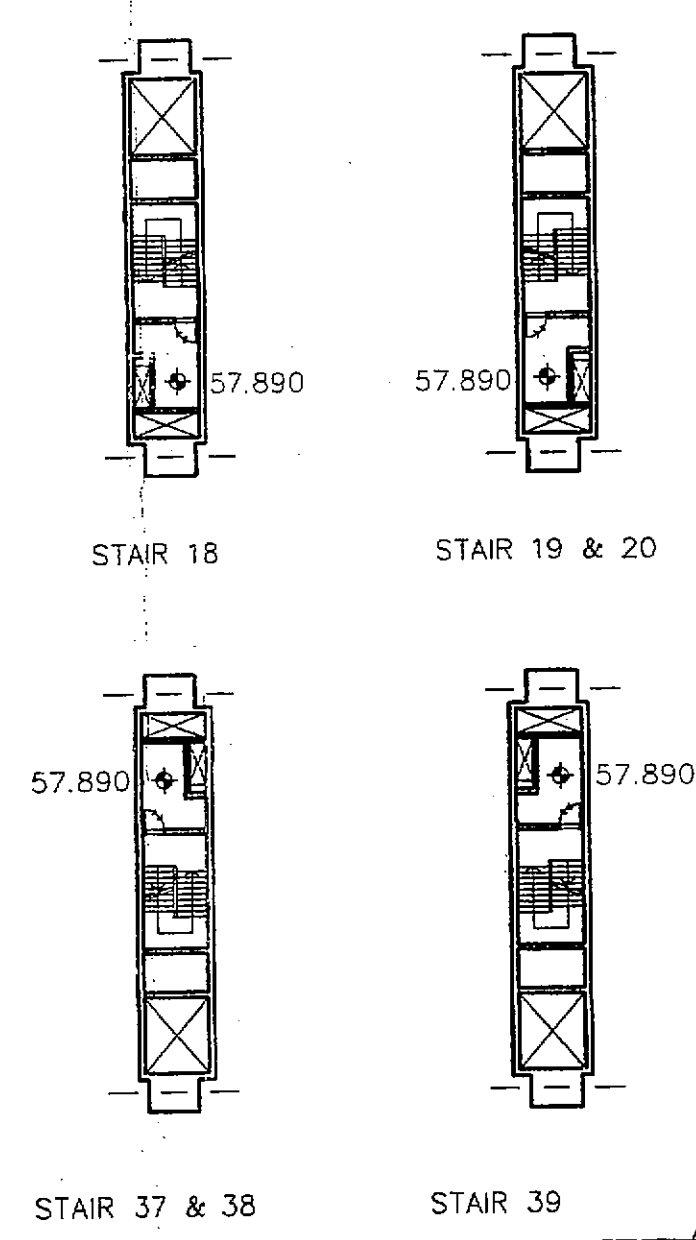
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BLD(S)/9241/88

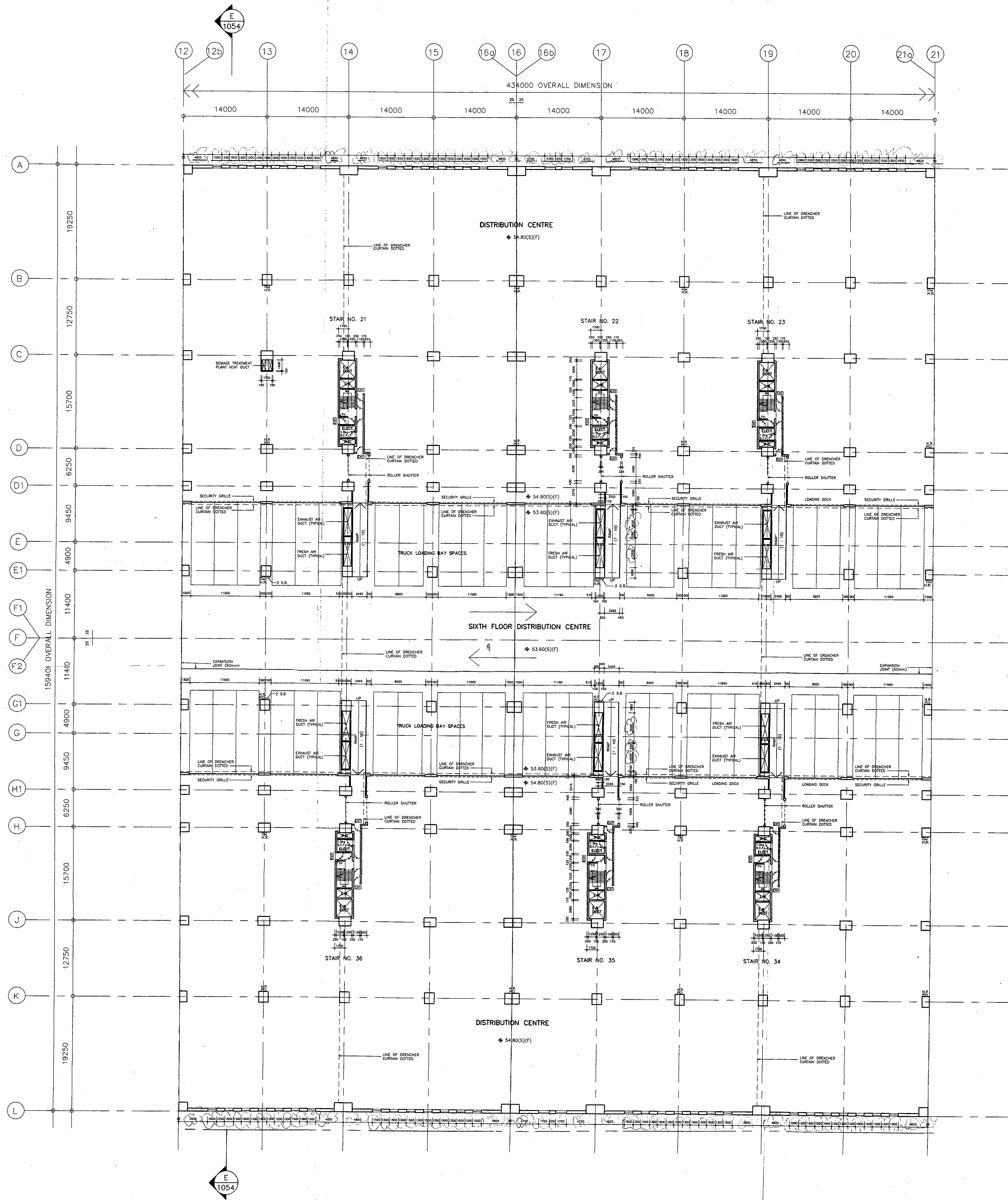
730 REFERENCE  
FPB 8/9832' II

FOR B.L.D. USE

CERTIFIED TRUE COPY  
LO Tak-choi  
Survey Officer (Building)  
21 APR 2006  
A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance

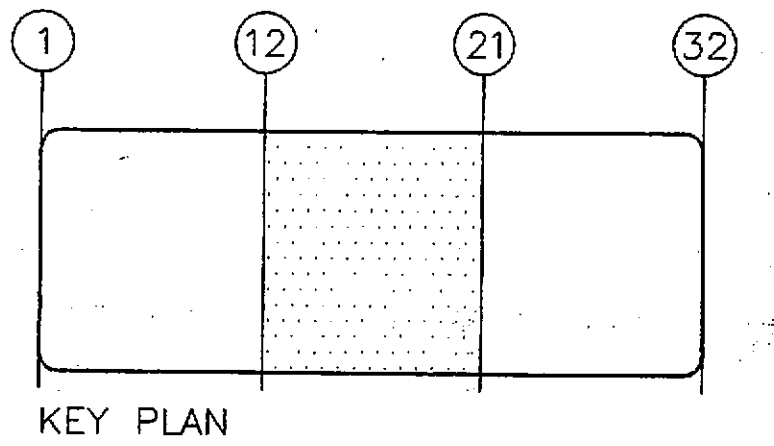
Plan Approved  
KENNETH L.M.  
FOR BUILDING AUTHORITY  
28 JAN 1992





## GENERAL NOTES:

1. USE FIGURED DIMENSIONS ONLY. READ THE DRAWING IN CONJUNCTION WITH ALL RELATED CONSULTANTS DRAWINGS. ENGINEER SHOULD BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY FOUND THEREIN. ALL DIMENSIONS TO BE VERIFIED & CHECKED ON SITE.
2. REFER TO MCAL'S TRAFFIC ARRANGEMENT DRAWINGS FOR ALL ROAD MARKING, TRAFFIC SIGNALS AND KERBLINE POSITION. ROAD MARKINGS ON THIS DWG INDICATIVE ONLY.
3. REFER TO PBA'S FIRE SERVICES DRAWINGS FOR ALL DRENCHER LINE POSITIONS. DRENCHER POSITIONS ON THIS DWG INDICATIVE ONLY.
4. ALL OPENINGS DIMENSIONED ON PLAN ARE TO BE STRUCTURAL OPENING SIZES.
5. ALL VERTICAL SERVICE DUCTS SHALL BE BACKFILLED AT EACH FLOOR LEVEL TO 4HR F.R.P.



B.L.D. SUBMISSION DRAWING  
 ISSUE NO. 1 DATE: AUG 1990

As these plans have been examined only in relation to the provisions of the Building Ordinance, the Engineer is not responsible for any errors or omissions in the drawings or for any consequences arising therefrom. The Engineer's responsibility is limited to the provisions of the Building Ordinance. This approval should not be taken as the authentication of any statement required to be submitted under the provisions of the Building Ordinance.

DATE	NO.	AMENDMENT	BY	CHK.
8/20/90	(1)	B.L.D. SUBMISSION (AMENDMENT)		
1/1/91	(2)	B.L.D. SUBMISSION (AMENDMENT)		
9/1/91	(3)	B.L.D. SUBMISSION (AMENDMENT)		
9/1/91	(4)	B.L.D. RE-SUBMISSION		
5/12/98		B.L.D. SUBMISSION		

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 威盛工程顧問有限公司

建築師 梁佩德 THORP  
 Architects & Planners Ltd.  
 21st Floor, New World Centre, 110-112, Queen's Road East, Hong Kong  
 Tel: 252 8410 Fax: 252 1728

Parsons Brinckerhoff (Asia) Ltd.  
 Consulting Engineers  
 柏誠顧問工程師

PROJECT  
 HONGKONG INTERNATIONAL  
 DISTRIBUTION CENTRE,  
 KWAI CHUNG CONTAINER PORT,  
 TERMINAL 4  
 香港國際貨運中心

TITLE  
 SIXTH FLOOR PLAN  
 (SHEET 2 OF 3)  
 DISTRIBUTION CENTRE  
 (FORMERLY DWG 1044 & PART 1045)

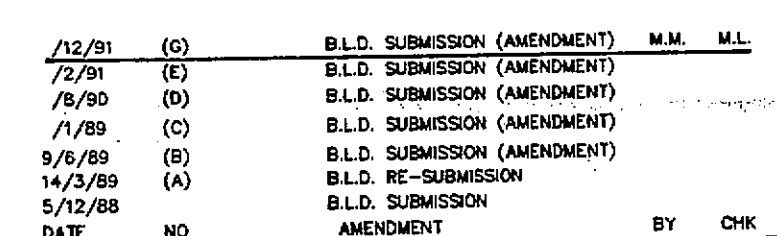
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DATE OCT 19 1989	JOB NO. 87127
DRAWN K.M.	APPROVED P.F.
CHECKED P.F.	AMENDMENT D
B.L.D. REFERENCE B.L.D.(B)/9241/85	COMPUTER REFERENCE CFS-1124.DWG

USE FIGURED DIMENSIONS. READ THE DRAWING IN CONJUNCTION WITH ALL RELATED DRAWINGS. ARCHITECT SHOULD BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY FOUND THEREIN. ALL DIMENSIONS TO BE VERIFIED & CHECKED ON SITE. THE SIGNATURE OF THE CONSULTANT IN THIS DRAWING IS RETAINED BY THE ARCHITECT. CONSULTANTS MUST BE OBTAINED BEFORE ANY USE OF REPRODUCTION FOR THE DRAWING. ANY PART THEREOF MAY BE USED.

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 LO Tak-choi  
 Survey Officer (Building)  
 21 APR 2006  
 A public officer authorized by the Building Authority in writing for the purpose of Section 36(2) of the Buildings Ordinance

Aug 17 4 00 PM '90  
 P. A. I. Section, 200  
 Drawing of 1045






Parsons Brinckerhoff (Asia) Inc.  
Consulting Engineers  
栢誠顧問工程師

PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
SIXTH FLOOR PLAN  
(SHEET 3 OF 3)  
DISTRIBUTION CENTRE

SCALE		DRAWING NO.	
1 : 300		95087 / A / 1046	
DATE		<u>G</u>	
OCT 19 1989			
DRAWN		JOB NO.	
K.M.		87127	
CHECKED	APPROVED		
P.F.	P.F.		
COMPUTER REFERENCE		AMENDMENT	
SS-1125 DWG		<u>G</u>	

B.L.D. SUBMISSION DRAWING		
ISSUE NO. : <u>G</u>	DATE : <u>DEC 1991</u>	
BLD REFERENCE RD(R)2/9741/88	FSD REFERENCE FPB 8/9832'P' II	

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57.890

STAIR 24-26

57.85


STAIR 31-32

FLOOR LEVELS FOR DRENCHER ROOMS  
TYPICAL MEZZANINE FLOOR

Plan Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 JAN 1992

A. Cameron-Smith  
A. CAMERON-SMITH  
AUTHORISED PERSON LIST II

CERTIFIED TRUE COPY

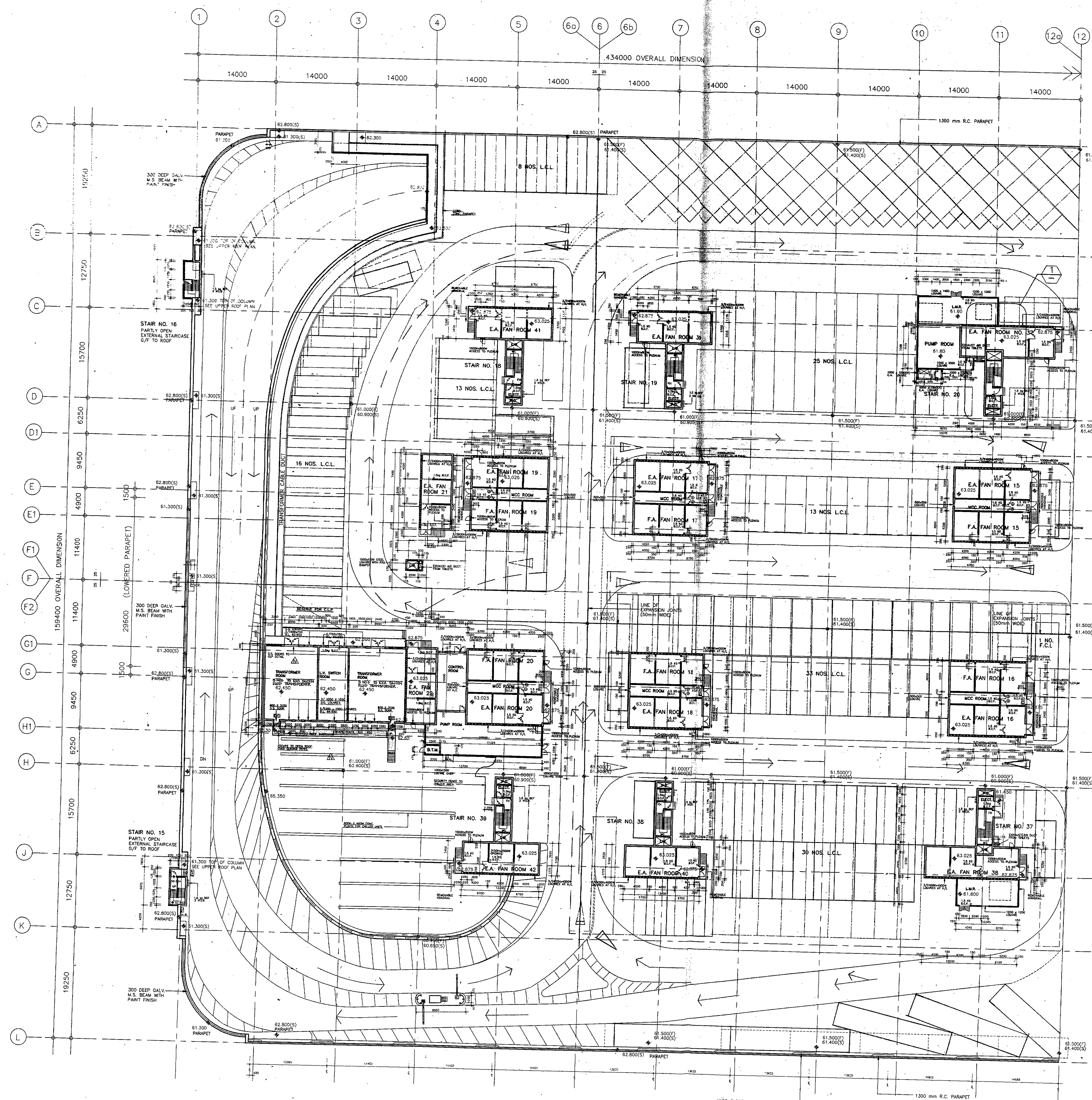
  
LO Tak-choi  
Survey Officer (Building)

21 APR 2006

A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance

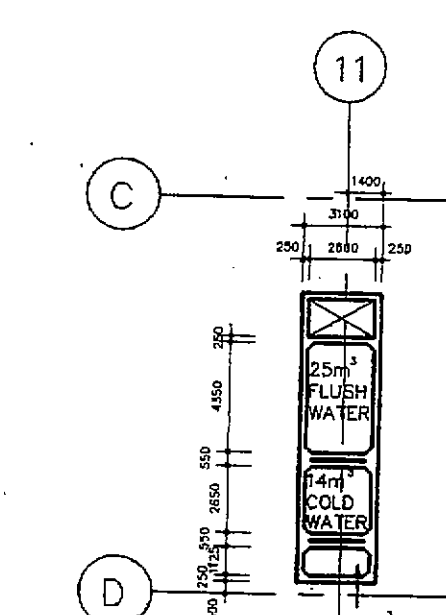
HIGH RISE OFFICE SPACE  
LEVELS 7-10 INCLUSIVE



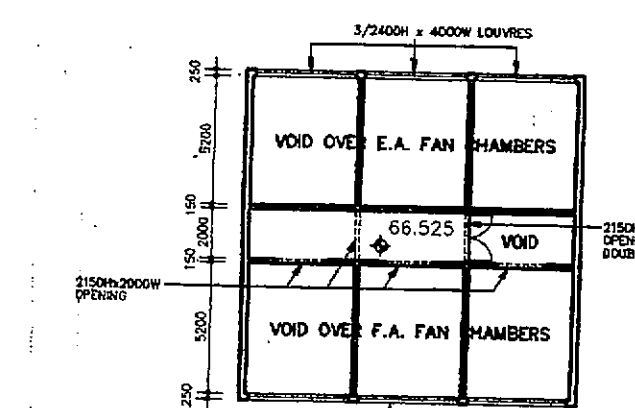


## GENERAL NOTES:

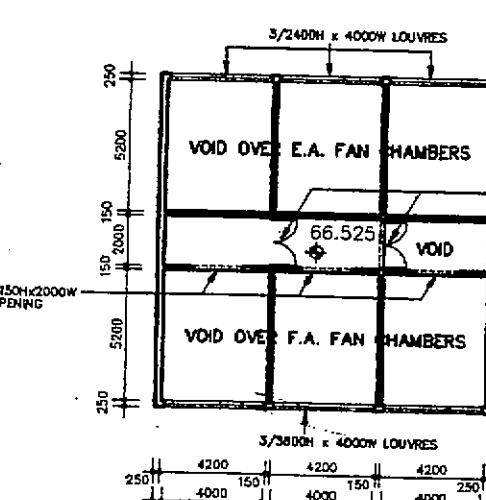
- USE FIGURED DIMENSIONS ONLY. READ THE DRAWING IN CONJUNCTION WITH ALL RELATED CONSULTANTS DRAWINGS. ENGINEER SHOULD BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY FOUND THEREIN. ALL DIMENSIONS TO BE VERIFIED & CHECKED ON SITE.
- REFER TRAFFIC ARRANGEMENT PLANS FOR ALL ROAD MARKING, TRAFFIC SIGNALS AND KERBLINE POSITION.
- ALL OPENINGS DIMENSIONED ON PLAN ARE TO BE STRUCTURAL OPENING SIZES.
- ALL STRUCTURAL DOOR OPENINGS TO E.A. & F.A. FAN ROOMS TO BE 900 WIDE ON A 150mm HIGH.
- ALL STRUCTURAL DOOR OPENINGS TO PUMP ROOMS & L.M.R.'S TO BE 1800mm WIDE WITH A 200mm HIGH KERB BEHIND.
- 1.5 kg BCF SHALL BE PROVIDED TO ALL HOSEREEL POINTS IN ALL CARPARKS, LOADING DOCKS AND DRIVEWAYS INCLUDING ROOF.



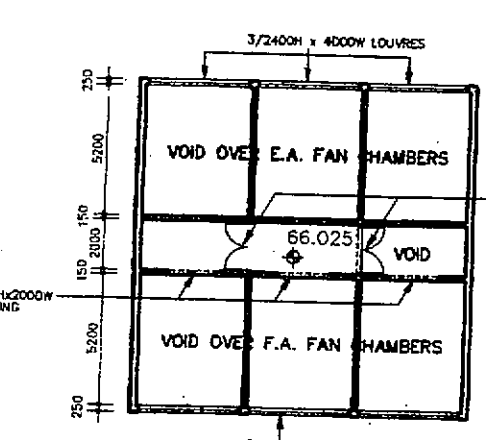
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(LOCATED ABOVE STAIR)  
SCALE 1:300



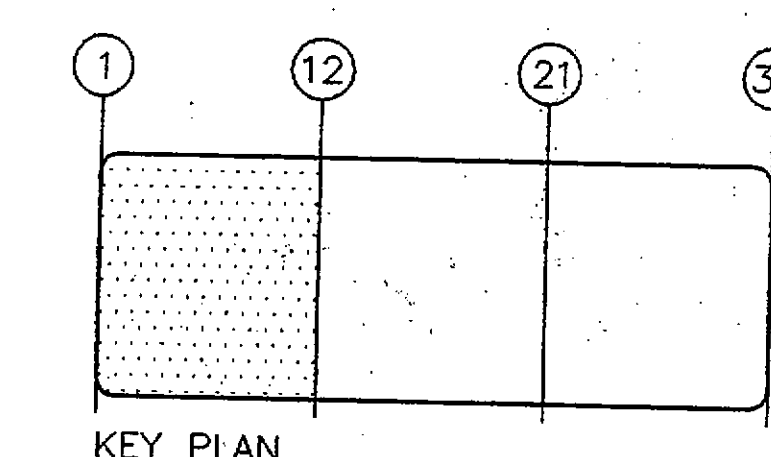
2 TYPICAL UPPER FAN ROOM LAYOUT  
(FAN ROOM 19)  
MIRROR ABOUT GRID LINE F FOR FAN ROOM 20  
SCALE 1:300



3 TYPICAL UPPER FAN ROOM LAYOUT  
(FAN ROOM 17)  
MIRROR ABOUT GRID LINE F FOR FAN ROOM 18  
SCALE 1:300



4 TYPICAL UPPER FAN ROOM LAYOUT  
(FAN ROOM 15)  
MIRROR ABOUT GRID LINE F FOR FAN ROOM 16  
SCALE 1:300



DATE	NO.	AMENDMENT	BY	CHK.
12/98	(1)	B.L.D. SUBMISSION (AMENDMENT)	R.T.	M.
7/98	(2)	B.L.D. SUBMISSION (AMENDMENT)		
1/98	(3)	B.L.D. SUBMISSION (AMENDMENT)		
1/98	(4)	B.L.D. SUBMISSION (AMENDMENT)		
14/98	(5)	B.L.D. SUBMISSION (AMENDMENT)		
5/12/98	(6)	B.L.D. SUBMISSION		

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Leicester Road, Wanchai, Hong Kong  
Tel: 529 6419 Fax: 529 1728

Parsons Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
招誠顧問工程師

PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
ROOF FLOOR PLAN  
(SHEET 1 OF 3)

SCALE	1 : 300	DRAWING NO.	95087 / A / 1047
DATE	NOV 19 1989	JOB NO.	G
DRAWN	K.M.	AMENDMENT	G
CHECKED	P.F.		
COMPUTER REVISION	CFS-1126.DWG		

B.L.D. SUBMISSION DRAWING  
ISSUE NO. 1  
DATE: DEC 1991  
B.L.D. REFERENCE  
BLD(2)/9241/88  
F.P.D. REFERENCE  
FPB 8/9832P II

FOR B.L.D. USE

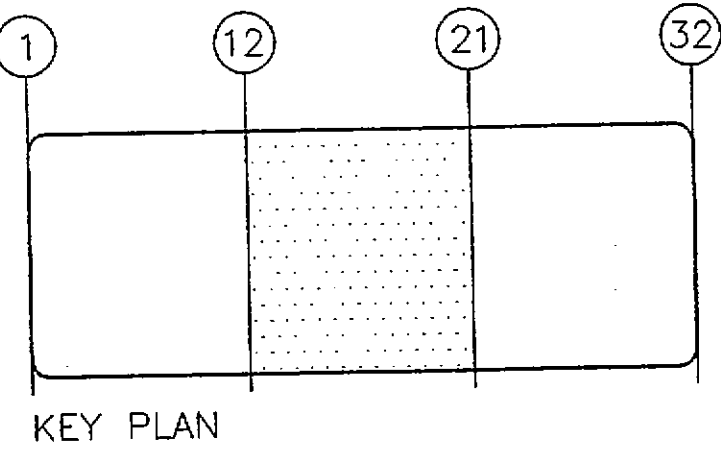
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16.11.91 4.00 PM  
SHEK KUN-LOO  
R & L  
BUILDING  
DEPARTMENT



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2. REFER TRAFFIC ARRANGEMENT PLANS FOR ALL ROAD MARKING, TRAFFIC SIGNALS AND KERBLINE POSITION.
3. ALL OPENINGS DIMENSIONED ON PLAN ARE TO BE STRUCTURAL OPENING SIZES.
4. ALL STRUCTURAL DOOR OPENINGS TO E.A. & F.A. FAN ROOMS TO 900mm WIDE WITH A 150mm HIGH KERB.
5. 1.5 kg BCF SHALL BE PROVIDED TO ALL HOSEREEL POINTS IN ALL CARPARKS, LOADING DOCKS AND DRIVEWAYS INCLUDING ROOF.



12/91	(C)	B.L.D. SUBMISSION (AMENDMENT)
7/90	(D)	B.L.D. SUBMISSION (AMENDMENT)
7/89	(C)	B.L.D. SUBMISSION (AMENDMENT)
9/89	(B)	B.L.D. SUBMISSION (AMENDMENT)
14/89	(A)	B.L.D. RE-SUBMISSION
12/88		B.L.D. SUBMISSION
DATE	NO	AMENDMENT
		BY CHK

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Architects & Planners Ltd.  
21st Floor, Bank of China Tower, 100  
Lockhart Road, Wanchai, Hong Kong  
Tel: 252 8419 Fax: 252 1728

Parsons Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
栢誠顧問工程師

PROJECT  
HONGKONG INTERNATIONAL  
DISTRIBUTION CENTRE,  
KWAI CHUNG CONTAINER PORT,  
TERMINAL 4  
香港國際貨運中心

TITLE  
ROOF FLOOR PLAN  
(SHEET 2 OF 3)

SCALE	1 : 300	DRAWING NO.	95087 / A / 1048
DATE	NOV 9 1989	JOB NO.	G
DRAWN	K.M.	87127	
CHECKED	P.F.	APPROVED	P.F.
COMPUTER REFERENCE	CFS-1127.DWG	AMENDMENT	G

B.L.D. SUBMISSION DRAWING

ISSUE NO. : G DATE : DEC 1991

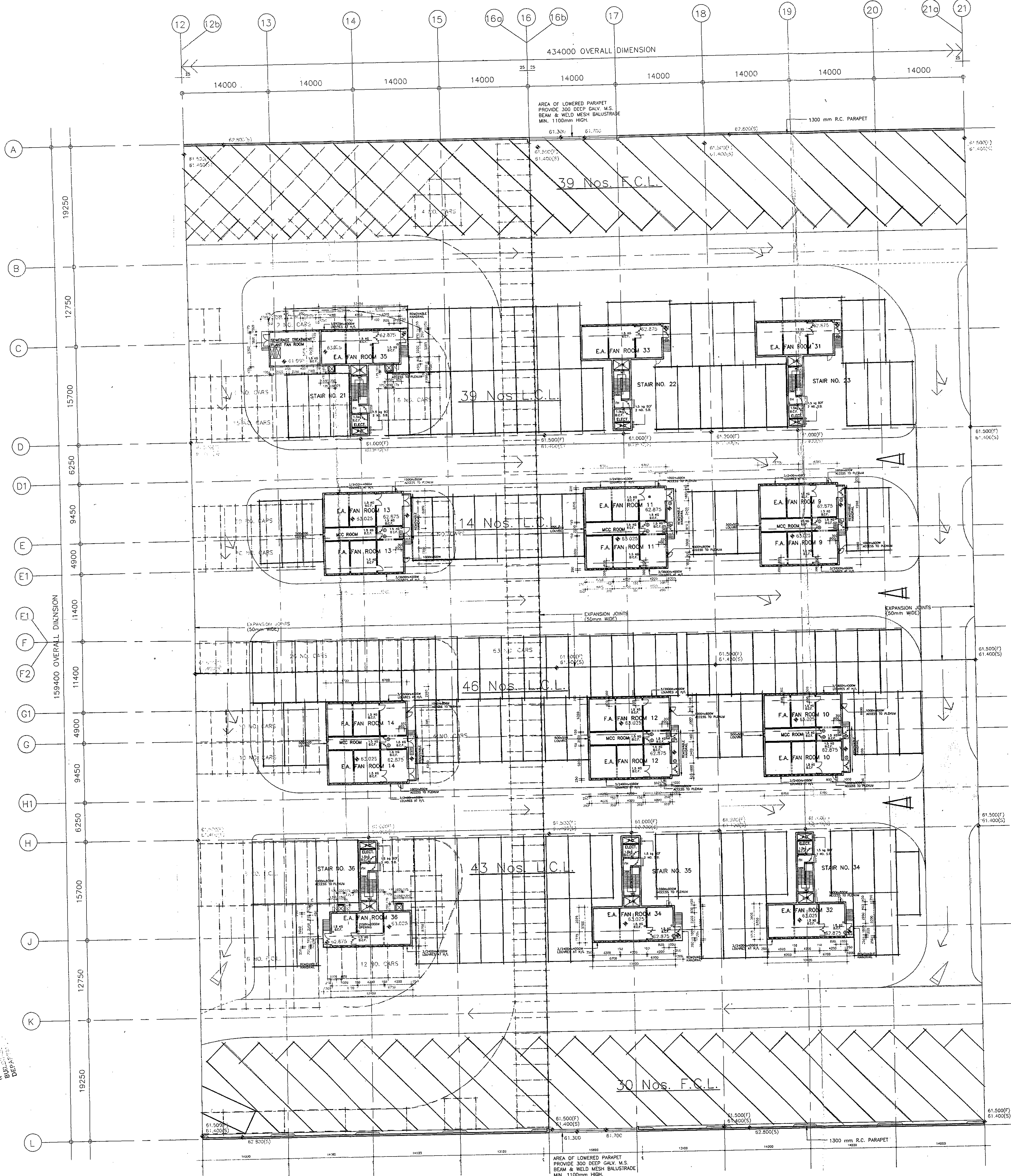
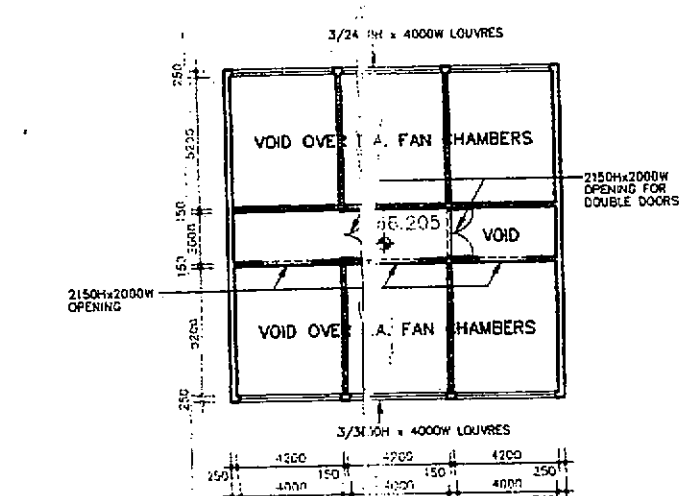
BLD REFERENCE BLD(B)2/9241/88 TSD REFERENCE FPB 6/9832P II

FOR B.L.D. USE

CERTIFIED TRUE COPY  
LAM Kiu-lau  
Building Safety Assistant  
19 APR 2006

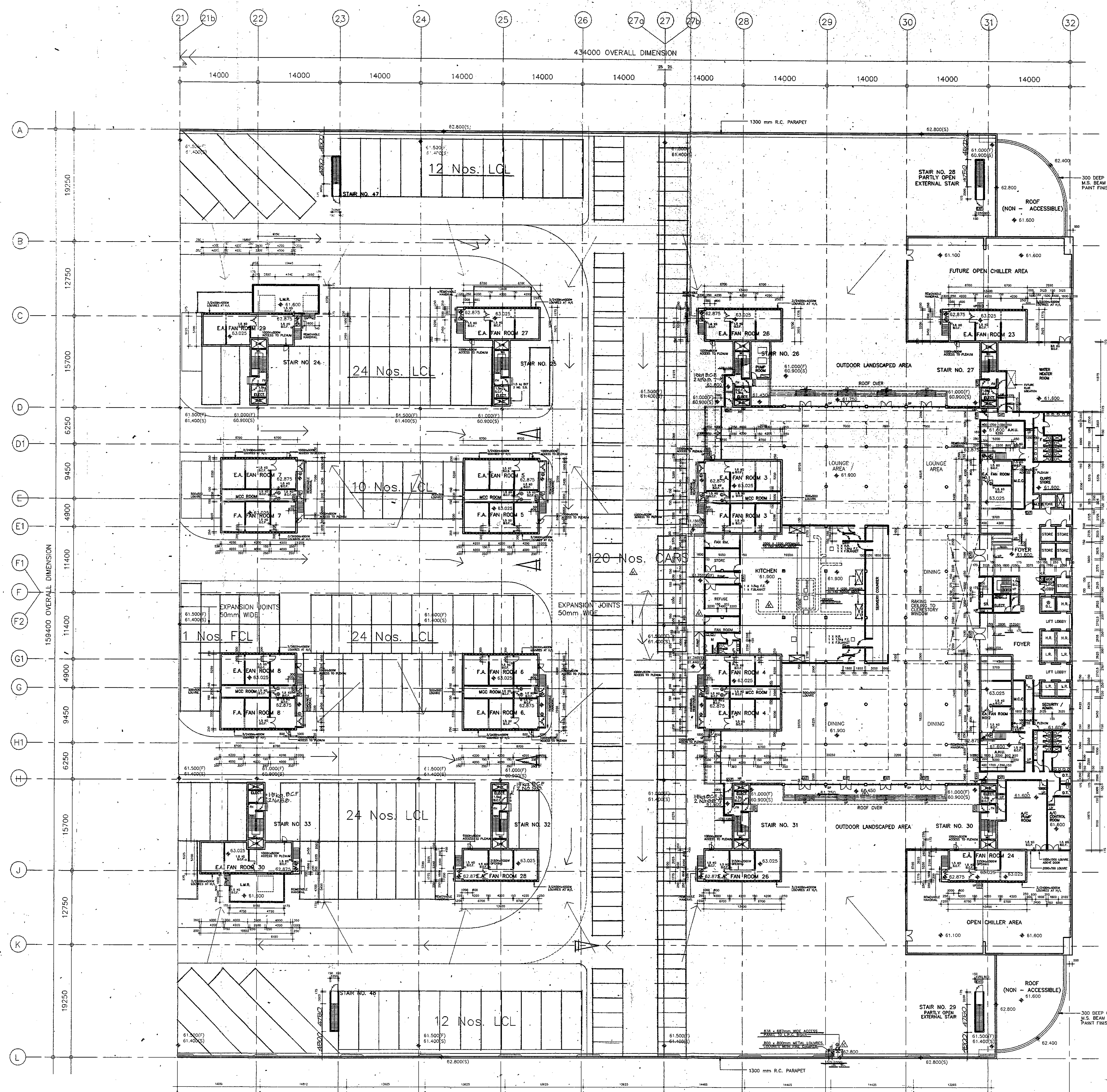
A public officer authorized by the Building Authority in writing for the purposes of Section 36(2) of the Buildings Ordinance

TYPICAL UPPER FAN ROOM LAYOUT  
(FAN ROOM 9, 11, 13)  
(MIRROR ABOUT GRID F FOR FAN ROOM 10, 12 & 14)



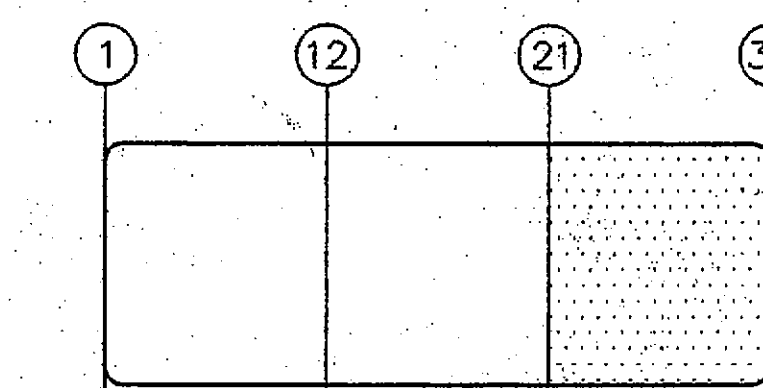
RECEIVED BY  
11/12/91  
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BUILDING  
DEPT.





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- REFER TRAFFIC ARRANGEMENT PLANS FOR ALL ROAD MARKING, TRAFFIC SIGNALS AND KERBLINE POSITION.
- ALL OPENINGS DIMENSIONED ON PLAN ARE TO BE STRUCTURAL OPENING SIZES.
- a) ALL STRUCTURAL DOOR OPENINGS TO E.A. & F.A. FAN ROOMS TO BE 900mm WIDE & ON A 150mm HIGH KERB.  
b) ALL EXTERNAL DOORS TO L.M.R.'S, BOILER ROOM & A/C CONTROL, PUMP ROOM TO BE 1800mm WIDE AND HAVE A 200mm HIGH KERB BEHIND.
- 1.5 kg BCF SHALL BE PROVIDED TO ALL HOSEREEL POINTS IN ALL CARPARKS, LOADING DOCKS AND DRIVEWAYS INCLUDING ROOF.



KEY PLAN

12/91	(S)	S.D. SUBMISSION (AMENDMENT)	M.M.	M.L.
7/90	(S)	S.D. SUBMISSION (AMENDMENT)		
7/89	(S)	S.D. SUBMISSION (AMENDMENT)		
14/78	(S)	S.D. SUBMISSION (AMENDMENT)		
5/78	(S)	S.D. SUBMISSION (AMENDMENT)		
5/78	(S)	S.D. SUBMISSION (AMENDMENT)		

DATE NO. AMENDMENT BY CHK.



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2nd Floor, 200 Wing Lok Street  
Lockhart Road, Mong Kok, Kowloon  
Tel. 239 6419 Fax. 261 1728

**Parsons Brinckerhoff (Asia) Ltd.**  
Consulting Engineers  
柏誠顧問工程師

**HONGKONG INTERNATIONAL DISTRIBUTION CENTRE, KWAI CHUNG CONTAINER PORT, TERMINAL 4**  
**香港國際貨運中心**

**ROOF FLOOR PLAN (SHEET 3 OF 3)**

SCALE 1:300

DRAWING NO. 95087 / A / 1049

DATE NOV 9 1989

DRAWN K.M. JOB NO. 87127

CHECKED P.F. APPROVED P.F.

COMPUTER REFERENCE CFS-1128.DWG

B.L.D. SUBMISSION DRAWING

ISSUE NO. G DATE DEC 1991

B.L.D. REFERENCE B.L.D.(S)/9241/788

FOR B.L.D. USE

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LAI Kiu-lau  
Building Safety Assistant  
19 APR 2006  
A public officer authorized by the Building Authority is writing for the purposes of Section 34(2) of the Buildings Ordinance.

TYPICAL UPPER FAN ROOM LAYOUT (FAN ROOM NO. 3, 5 &amp; 7) (MIRROR ABOUT GRID F FOR FAN ROOMS 4, 6 &amp; 8)

Plan approved  
**KENNETH LAI**  
FOR BUILDING AUTHORITY  
28 JAN 1992

16/11/92  
K.M.  
P.F.  
P.F.  
P.F.

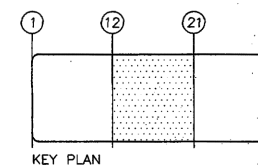
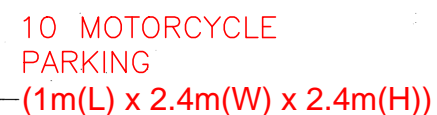
## ***Attachment C***

---

### **Proposed Parking Layout Plan**

GENERAL NOTES :

1. USE FIGURED DIMENSIONS ONLY.  
READ THE DRAWING IN CONJUNCTION  
WITH ALL RELATED CONSULTANTS  
DRAWINGS. ENGINEER SHOULD BE  
NOTIFIED IMMEDIATELY OF ANY DISCREPANCY  
FOUND THEREIN. ALL DIMENSIONS TO  
BE VERIFIED & CHECKED ON SITE.
2. REFER TRAFFIC ARRANGEMENT  
PLANS FOR ALL ROAD MARKING,  
TRAFFIC SIGNALS AND KERBLINE POSITION.
3. ALL OPENINGS DIMENSIONED  
ON PLAN ARE TO BE  
STRUCTURAL OPENING SIZES.
4. NOTE ALL VERTICAL SERVICE DUCTS  
SHALL BE BACKFILLED AT EACH  
FLOOR LEVEL TO 4HR F.R.C.



B.L.D. SUBMISSION DRAWING

1/1/89	(C)	E.L.D. SUBMISSION (AMENDMENT)	
9/8/89	(B)	E.L.D. SUBMISSION (AMENDMENT)	
14/3/89	(A)	E.L.D. RE-SUBMISSION	
5/12/88		E.L.D. SUBMISSION	
DATE	NO	AMENDMENT	BY



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**建築** Liang Peddle Thorp  
Architects & Planners Ltd.  
2nd Floor New Henry House  
111-113 Wing Lok Street, Hong Kong  
Tel: 2811198 Fax: 2811199

Brinckerhoff (Asia) Ltd.  
Consulting Engineers  
栢誠顧問工程師

PROJECT  
CONTAINER FREIGHT STATION  
AND DISTRIBUTION CENTER  
KWAI CHUNG CONTAINER PORT  
TERMINAL 4

TITLE

GROUND FLOOR MEZZ 1 PL  
(SHEET 2 OF 3)  
CAR PARKING  
(FORMERLY DWG PART 1024 & PART 1025)

SCALE 1 : 300 λ		DRAWING NO.  95087 / A / 10 C	
DATE OCT 19 1989			
DRAWN K.M.		JOB NO. 87127	
CHECKED	APPROVED	AMENDMENT C	
COMPUTER REFERENCE CFS-1106		B.L.D. REFERENCE SLD(R)2/92	

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*LAM*  
**LAM Kiu-lau**  
**Building Sately Assistant**  
**19 APR 2006**  
 A public officer authorized by the Building Authority in writing for the purpose of Section 36(2) of the Buildings Ordinance.

Approved  
KENNETH LAI  
FOR BUILDING AUTHORITY  
28 FEB 1990

**R. J. DOUTHWAITE**  
Authorized Person

COLOURED SET  
AMENDED DRAWING

ALL PLANS ARE SUBJECT TO THE  
AMENDED PLANS TO BE APPROVED  
BY THE BUILDING AUTHORITY

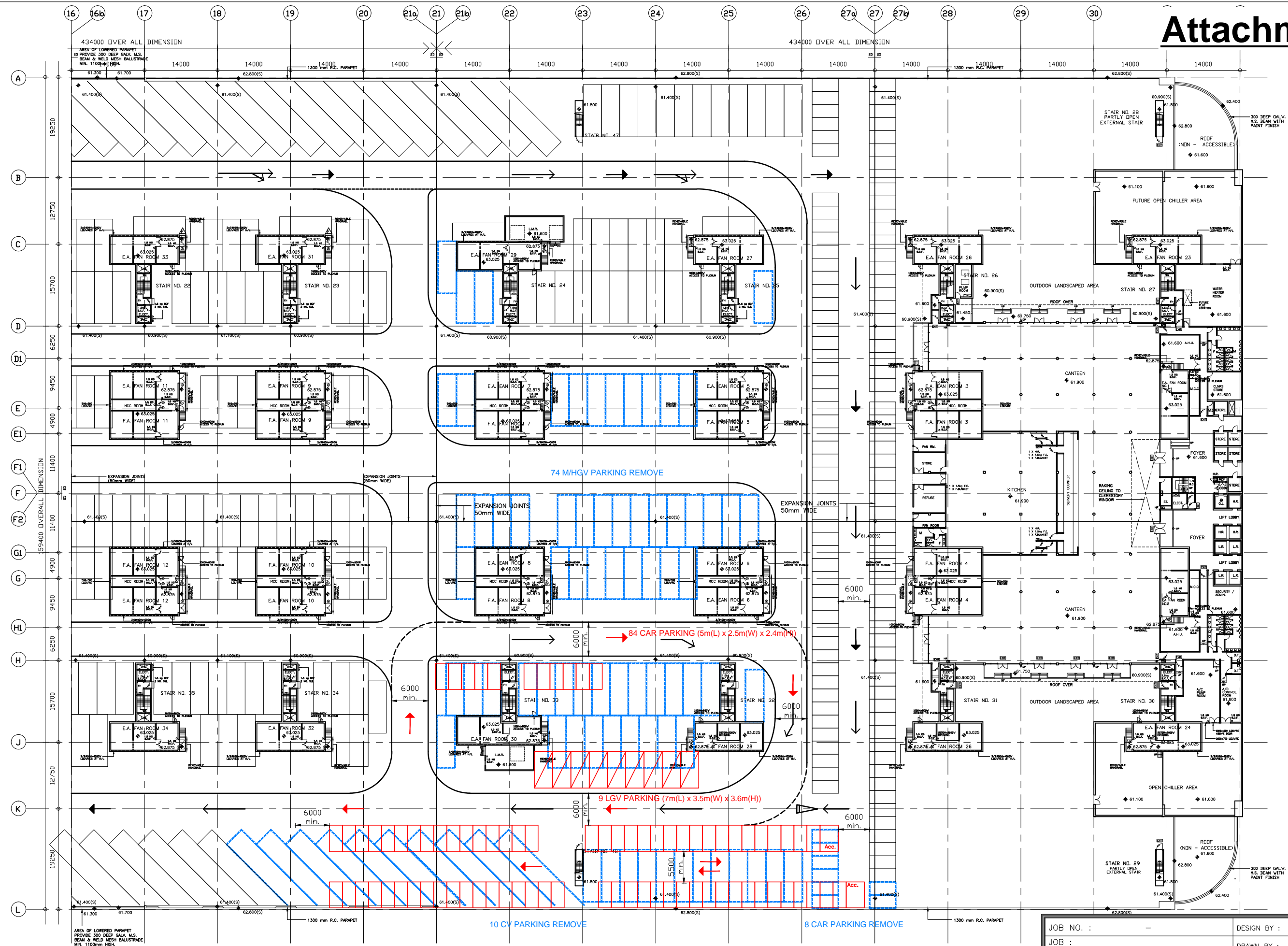
Legend:

- Parking Space to be Added
- Parking Space to be Removed

JOB NO. : —	DESIGN BY :	CHECKED BY :
JOB : <b>Hutchison Logistics Centre</b>	DRAWN BY :	APPROVED BY :
DWG TITLE : MEZZ 1 FLOOR PLAN (2 OF 3)	DATE : 26-07-2022	
	SCALE : N.T.S. (A3)	
	DWG NO. : CP-M1F2	



## Attachment C



ALL PLANS ARE SUBJECT TO THE  
AMENDED PLANS TO BE APPROVED  
BY THE BUILDING AUTHORITY

Legend:

- Parking Space to be Added
  - Parking Space to be Removed

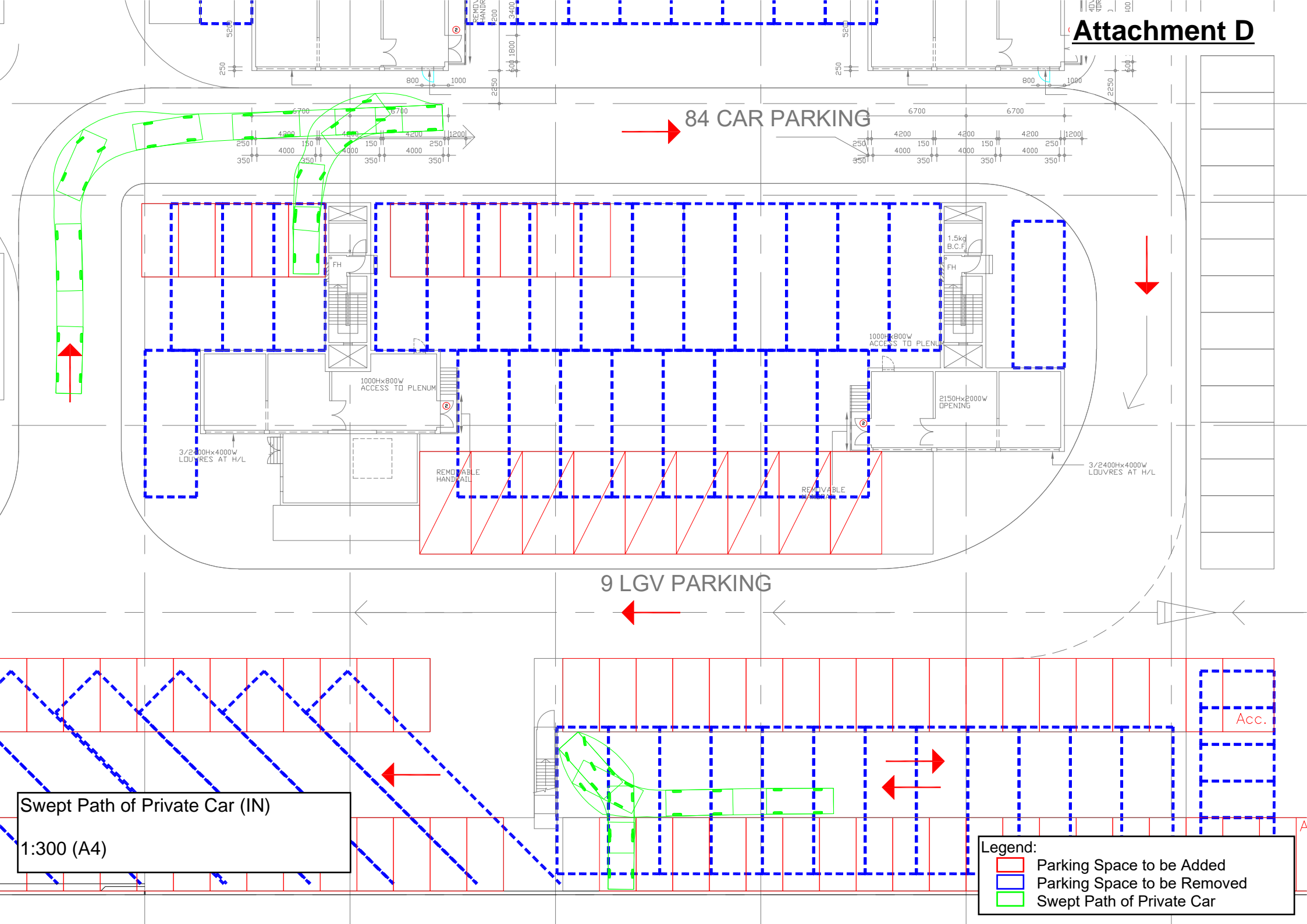
JOB NO. : —	DESIGN BY :	CHECKED BY :
JOB : <b>Hutchison Logistics Centre</b>	DRAWN BY :	APPROVED BY :
DWG TITLE : <b>ROOF FLOOR PLAN</b>	DATE : 26-07-2022	
	SCALE : 1:700 (A3)	
	DWG NO. : CP-RF	

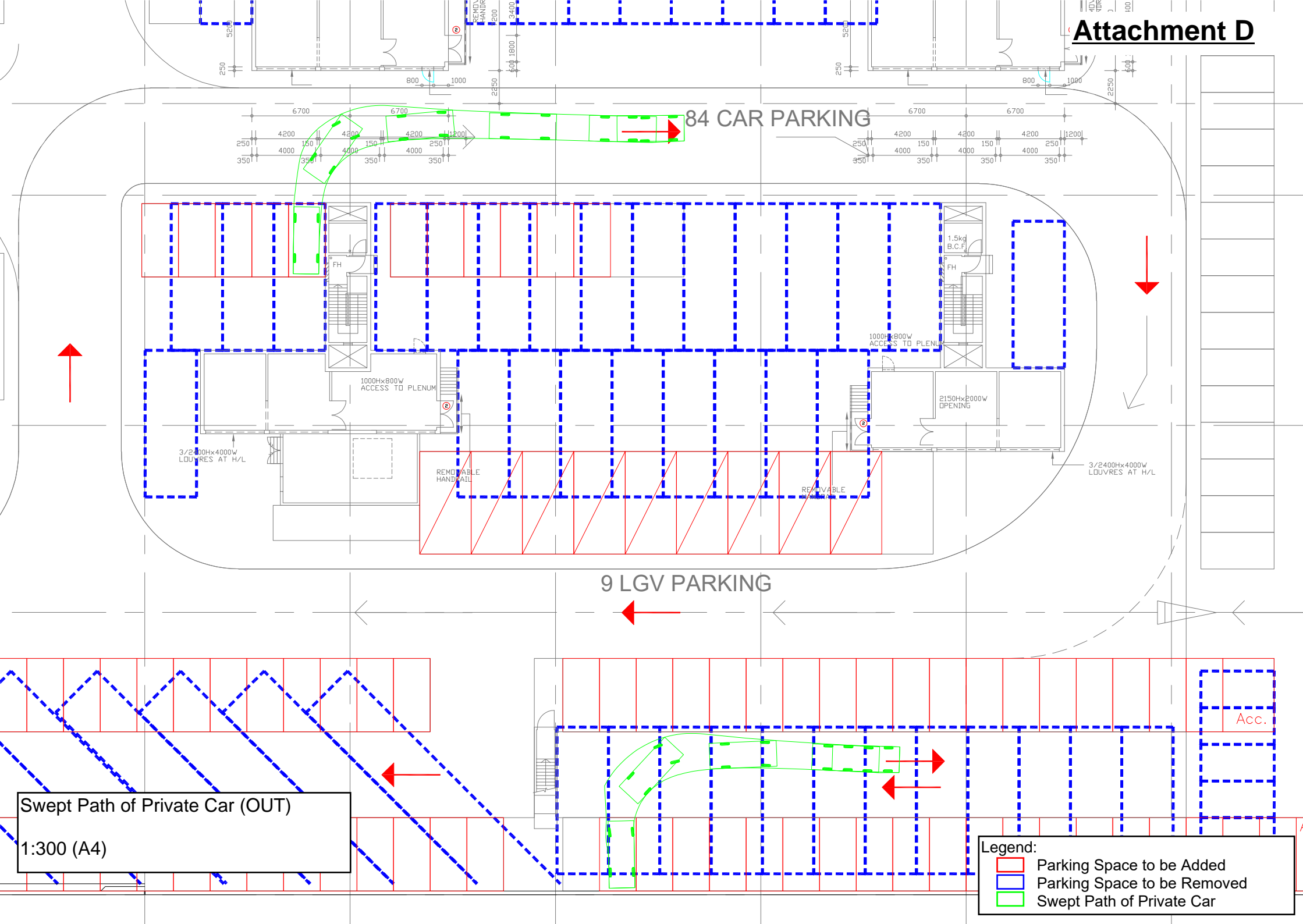


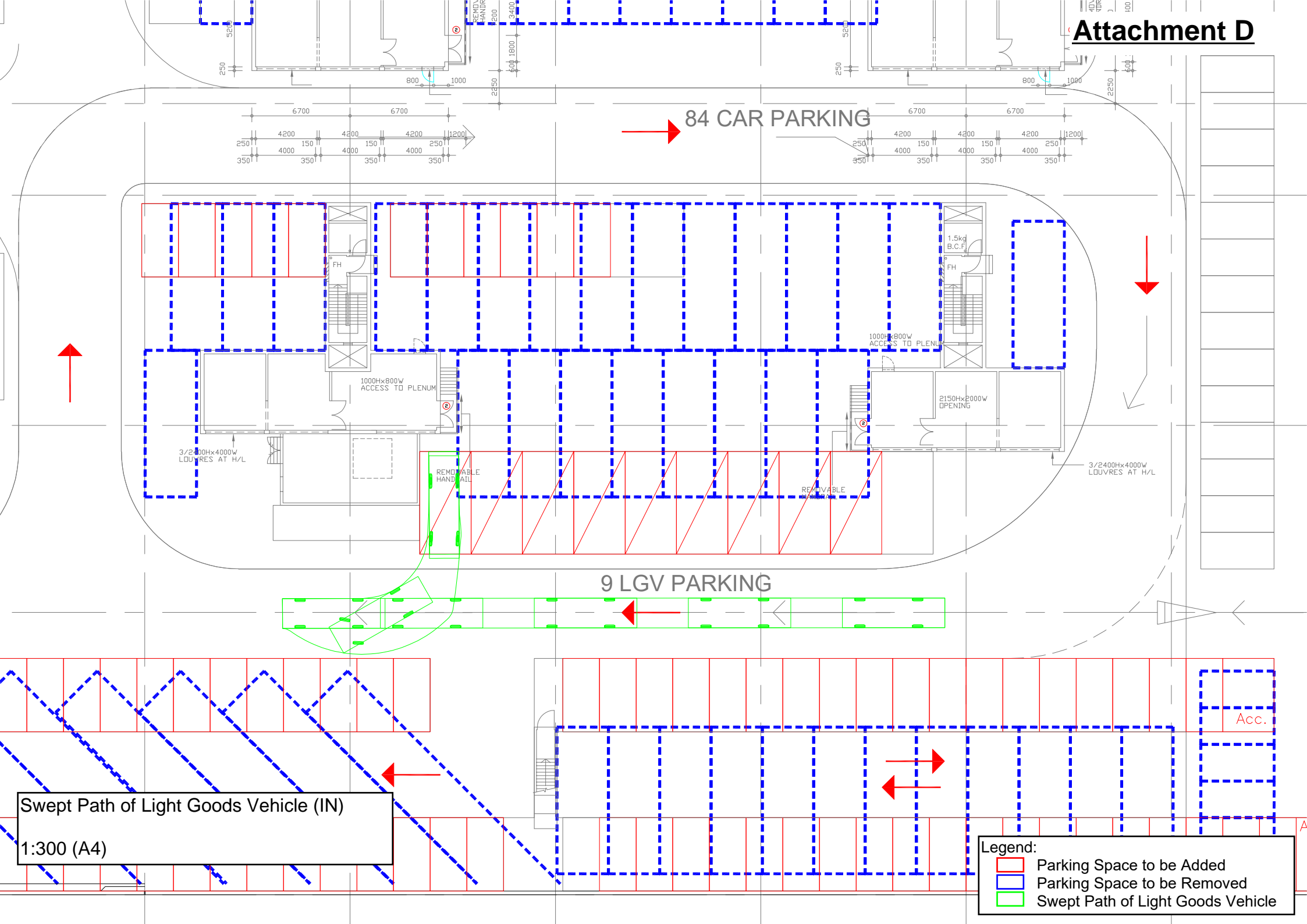
## ***Attachment D***

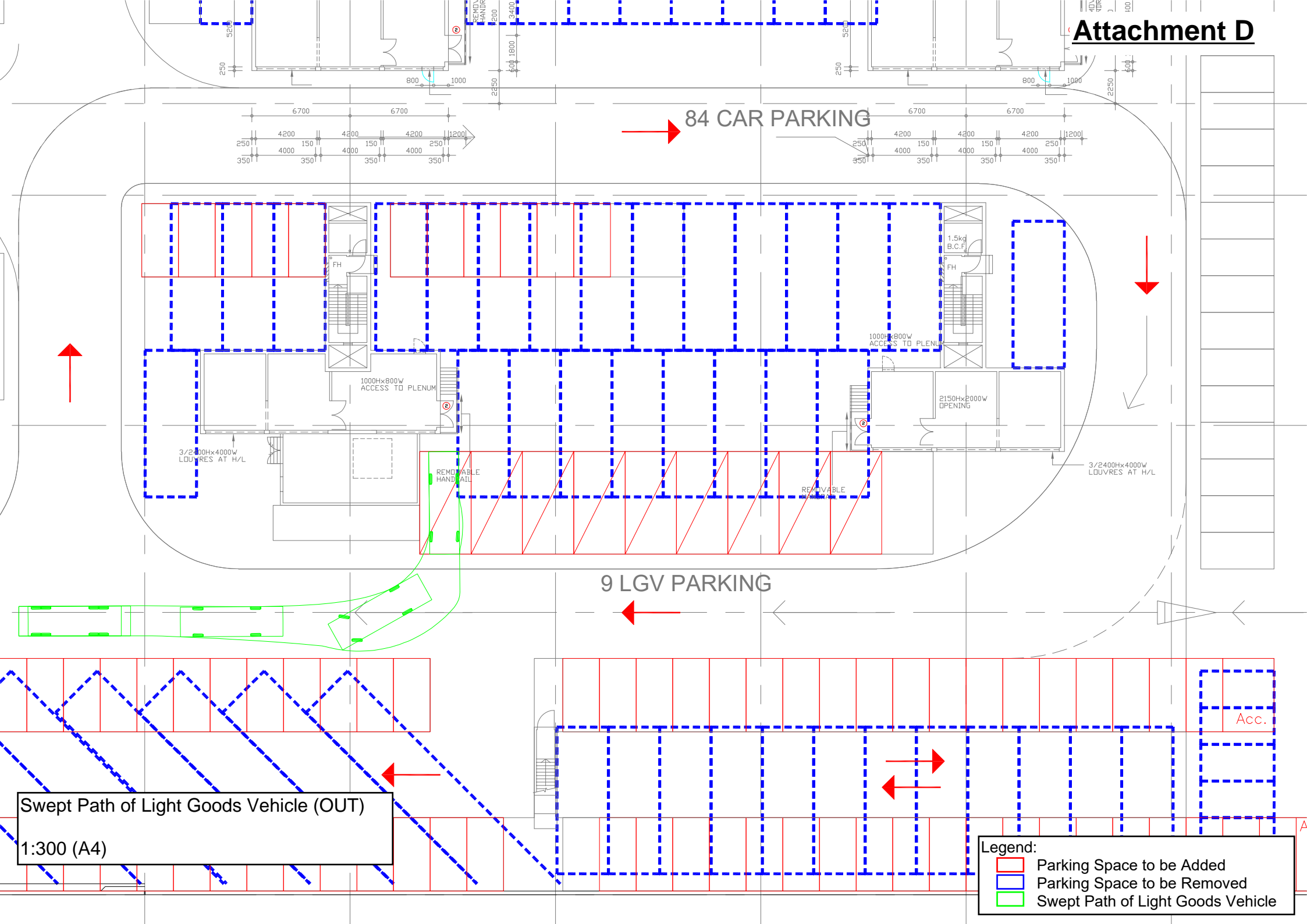
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### **Swept Path Analysis**









Swept Path of Light Goods Vehicle (OUT)  
1:300 (A4)

**Legend:**

- Parking Space to be Added
- Parking Space to be Removed
- Swept Path of Light Goods Vehicle





PLANNING LIMITED  
規劃顧問有限公司

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傳真FAX (852) 3426 9737

電郵EMAIL kta@ktaplanning.com

By HAND and Email

Our Ref: S3012/18CPRS/22/012Lg

5 September 2023

Secretary, Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Dear Sir/Madam,

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung  
(Planning Application No. Y/KC/16)  
- S12A Amendment of Plan Application -**

**- Further Information No. 4 -**

We refer to the captioned S12A Amendment of Plan Application (S12A Application) submitted to the Town Planning Board (“TPB”) on 29 July 2022 and the reply from Transport & Logistics Bureau (TLB) on 2 August 2023 on our further explanatory note to TLB dated 31 July 2023. We would like to supplement further on the background and the need of our rezoning proposal for your consideration.

Overall Trend of Cargo Migration across the Border to China

The Applicant, is the major owner of Hutchison Logistics Centre (HLC). As a key player of Kwai Tsing Container Terminal (“KTCT”) throughout the years, they desire for the success of KTCT more than anyone else.

In the last decade, the demand for the existing distribution centres at HLC and HK in general have been diminishing at an alarming rate as production facilities have relocated across to China, primarily to the Pearl River delta in the South and the Yangtze River delta in the North. This trend of cargo migration across the border to China has been clearly illustrated by the container throughput which HK used to be number one in the world but now it has slid down the ranking to number 9 in 2022. The total container throughput at HK port has already declined over 30% in the past 15 years (from 2008 to 2022). It is foreseeable that the container throughput will continue to decline, hence the need of distribution centre, and the HK port will eventually drop out of the top ten ports in the world. The top ten ports in the world are now predominately Chinese ports in Shanghai, Ningbo-Zhoushan, Shenzhen, Qingdao and Guangzhou, with which the Shanghai port ranks top in the world. The total container throughput and ranking of HK port over the past 15 years are tabulated below.





Year	HK's Total Container Throughput (‘000 TEUs)	World Ranking of HK Port
2008	24,494	3
2009	21,040	3
2010	23,699	3
2011	24,384	3
2012	23,117	3
2013	22,352	4
2014	22,226	4
2015	20,073	5
2016	19,813	5
2017	20,770	5
2018	19,596	7
2019	18,303	8
2020	17,969	9
2021	17,798	9
2022	16,685	9

*Source: Census and Statistics Department & Marine Department*

#### Integration of Hong Kong into the Greater Bay Area (GBA)

Alongside the escalating success of Chinese ports in the logistics industry, the HK Government has been vigorously promoting the integration of HK into the Greater Bay Area (GBA) in various domains recently. Two prime examples that were borne out of this integration for the logistics industry were the distribution centres setup by Cathay Pacific and Hactl in the South China region, for example, the Bestar Logistics Centre in Dongguan. The Bestar Logistics Centre in Dongguan is a pilot scheme facility of the Hong Kong International Airport (HKIA) Logistics Park in Dongguan for the latest development of intermodal cargo transshipment initiative developed by the Airport Authority Hong Kong (AAHK). Under this initiative, cargo security screening, palletisation and airline acceptance for export cargo of GBA can be completed upstream in Dongguan, with all the procedures complying with Hong Kong's air cargo regulations. The cargo will then be shipped by vessel to the airside of HKIA for direct uplift to overseas destinations as transshipments. Vice versa, international shipments can also be imported to Mainland China via HKIA and to this logistics park without the need to enter through warehouses and distribution centres in HK, unlike previously.

This initiative is beneficial and much welcomed by the overall logistics industry as it will shorten the supply chain, making it more convenient, efficient and most importantly, much cheaper. Both Cathay Pacific Cargo Terminal and Hactl have signed agreements to use the facility provided by Bestar Logistics Centre for their customers, who are world-wide airlines and air freight forwarders. This is, however, detrimental to the local distribution centre operators. According to the occupancy forecast, HLC is expected to have increasing vacancy level in 2024 due to shrinking demand, while other fellow Logistics Buildings in KTCT will have vacancy levels between 6% to 60% (ranging from 130,000 sf. to 2,400,000 sf. in floorspace). Worse yet, it is anticipated that the vacancy levels will continue to rise.





### E-commerce Impact on Large Scale Distribution Centre

Before the Covid-19 pandemic, HK used to have a very low E-commerce penetration rate. According to the statistics by Legislative Council Secretariat, it is just about 35.8% of persons aged 15 or above had used online purchasing services for personal matters in 2018. The corresponding figures for China, Japan and South Korea are 59%, 71% and 88% respectively. The outbreak of Covid-19 pandemic has enticed more consumers to shift their shopping habits online with a penetration rate standing at 59.8% and is expecting to rise beyond that in 2023 according to other researches.

Though our economy is under gradual rebound after the Covid-19 pandemic, the emergence of E-commerce has brought a long-term impact on the local distribution centre industry. The E-commerce model of business-to-consumer (B to C) requires distribution centres to be smaller and strategically spread across HK, to be closer to their customer base for effective and efficient delivery of consumer goods. It is of remarkable prominence that the E-commerce era has risen to a point that it is greatly immersed in our lives in HK. For instance, courier businesses like UPS, Fedex, DHL and SF Express have set up kiosks, depots, lockers all around HK, Kowloon, and the New Territories for convenient drop off and pick up of online orders. While HKTV Mall, a popular E-commerce platform, also do not rely on large scale distribution centres in KTCT for their business, but rather to set up own distribution centres of smaller scale in Tseung Kwan O, Kwai Chung and Tuen Mun for their convenient distribution to consumers around HK. These E-commerce activities are expected to continue even as the pandemic subsides because consumers are used to buying online for a cheaper price and efficient delivery.

### Challenge Encountered by the HLC & Distribution Centre Industry

All of the above-mentioned factors and trends are accumulating the pressures on the HK distribution centre industry. HLC and fellow distribution centre operations around HK are all facing with continuing decline of import and export cargo volume due to a weak global economy in the last few years. The decline in volume is further exacerbated by the growing trend of direct export from Mainland China to overseas countries that emerged during Covid-19 when the border between HK and Mainland China was closed. Despite borders were re-opened early this year, the Applicant has noticed that this practice continues. In this regard, the Applicant is planning ahead to meet the coming challenge.

### Proposed Amendment to "OU(CT)" Zone for HLC

This submitted S12A Application No. Y/KC/16 is the solution proposed by the Applicant to meet the challenge. Via broadening the possible usage of the existing HLC building, HLC could be more resilient when facing possible downturn of the large-scale distribution centre business. The Applicant has no intention to undermine the operation of the KTCT or affect the integrity of the prevailing "Other Specified Uses" annotated "Container Terminal" ["OU(CT)"] zoning for KTCT. Indeed, the "OU(CT)" zone and its former "OU (Container Port)" zone are designed with the flexibility to accommodate compatible uses under Column 2.



'Industrial use' has been introduced to Column 2 of "OU(CT)" / "OU (Container Port)" zone since 1986. The introduction of another compatible modern industrial use, 'Information Technology and Telecommunications Industries' ('IT&T'), as a Column 2 use for HLC is a response to the advancement of 'Industrial use' in these years. There is neither deviation to the planning intention of "OU(CT)" zone, nor adversely impact to the integrity of the "OU(CT)" zone as a whole.

Proposed data centre is an ideal and compatible use to distribution centre as it will attract / generate very limited traffic and hence will not affect the daily operation of the distribution centre. The proposed works will only involve conversion of 6/F of HLC into a data centre without increasing the building bulk. Submitted technical assessments have demonstrated that the proposed data centre will not create adverse traffic, sewerage and noise impacts. With the planning application mechanism in place, the TPB, relevant Government Departments and Bureaux could assess if the scale and arrangement of the proposed data centre are reasonable and whether it would adversely affect the operation of the KTCT under the subsequent S16 Planning Application.

To ease TLB's concern on the integrity of the "OU(CT)" zone, we hereby propose an alternative zoning amendment proposal in **Annex A** for TLB's consideration. Under the alternative proposal, HLC will be designated as a sub-area, instead of a sub-zone, of "OU(CT)" zone and to clearly specify the condition of "partial conversion of existing building" for the proposed 'IT&T' use to guide future S16 Planning Application.

We hereby sincerely request the TPB and TLB to lend your support to the S12A Application. The alternative zoning amendment proposal is in nature similar to the original rezoning proposal and therefore shall not be considered as a "material" change to the S12A Application.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned or Ms Anson Ying at [REDACTED]

Thank you for your kind attention.

Yours faithfully  
For and on behalf of  
KTA Planning Limited

A handwritten signature in blue ink, appearing to read 'David Fok'.

David Fok

KT/DF/AY/vy

Encl. Annex A – Alternative Zoning Amendment Proposal

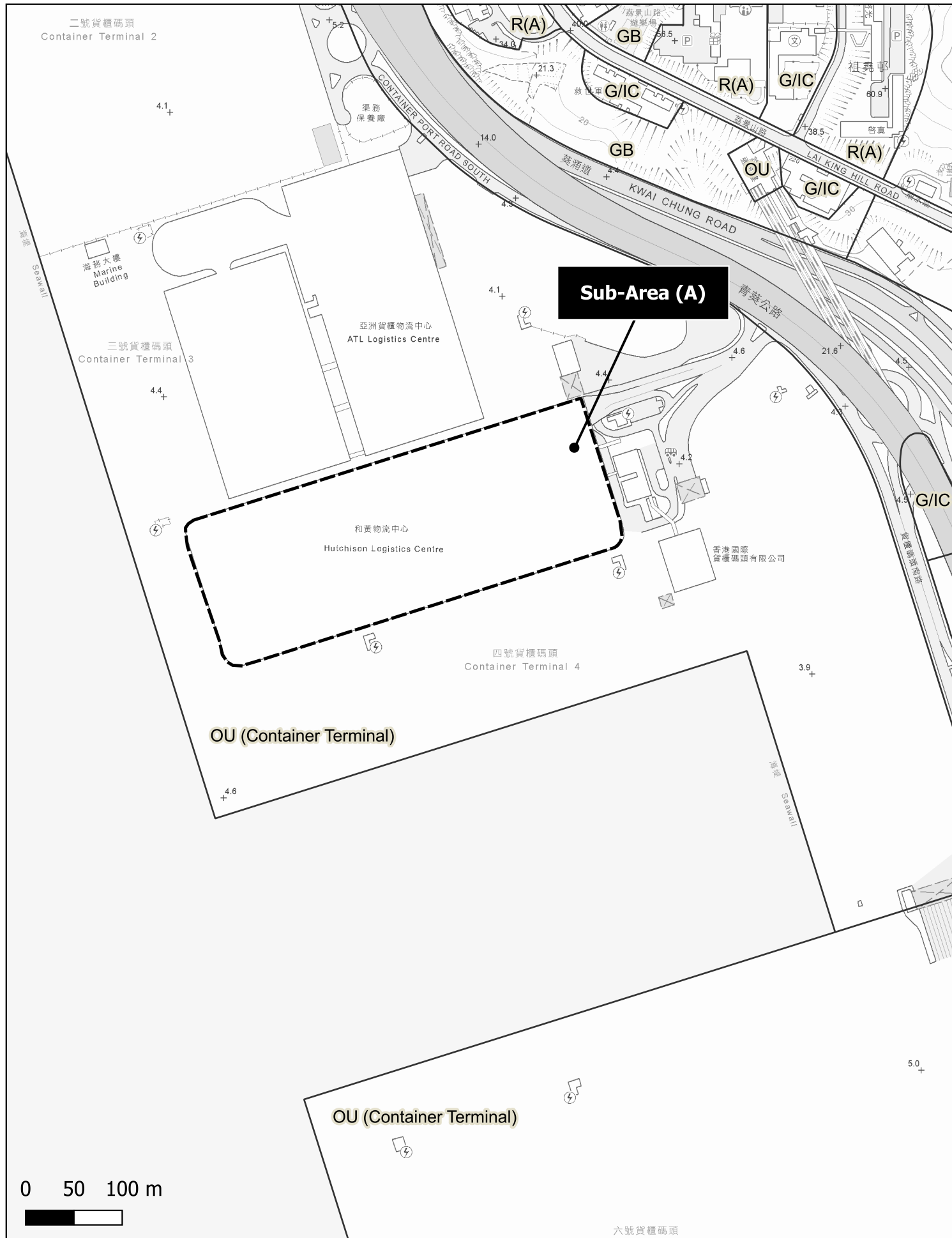
cc. TW&WK DPO, PlanD – Mr W C Lui / Mr Sam Ho

## ***Annex A***

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### **Alternative Zoning Amendment Proposal**





OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Container Terminal" Only</u>	
Cargo Handling and Forwarding Facility Container Storage/Repair Yard Container Vehicle Park/Container Vehicle Repair Yard Eating Place (Canteen, Cooked Food Centre only) Government Refuse Collection Point Government Use (not elsewhere specified) Pier Private Club Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park Shop and Services (Service Traders only) Warehouse (excluding Dangerous Goods Godown)	Ambulance Depot Dangerous Goods Godown Eating Place (not elsewhere specified) Industrial Use Information Technology and Telecommunications Industries (for partial conversion of existing building in sub-area (a) only) Marine Fuelling Station Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Refuse Disposal Installation Shop and Services (not elsewhere specified) Social Welfare Facility Utility Installation for Private Project Vehicle Repair Workshop

Planning Intention

This zone is intended primarily to cater for the development of container terminals and the associated port back-up facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys or metres above Principal Datum as stipulated on the Plan (except container stacks and crane structures), or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

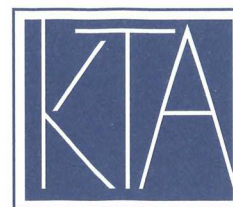
(Please see next page)

By Email

Our Ref: S3012/18CPRS/22/013Lg

11 September 2023

Secretary, Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point  
Hong Kong



PLANNING LIMITED

規劃顧問有限公司

UNIT K, 16/F, MG TOWER  
133 HOI BUN ROAD, KWUN TONG  
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電話TEL (852) 3426 0451

傳真FAX (852) 3426 9737

電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Container Terminal” Zone to “Other Specified Uses” annotated “Container Terminal (1)” Zone for Data Centre Development at Hutchison Logistics Centre,  
18 Container Port Road South, Kwai Chung  
(Planning Application No. Y/KC/16)  
- S12A Amendment of Plan Application -**

**- Further Clarification on Further Information No. 4 -**

We refer to the captioned S12A Amendment of Plan Application (S12A Application) submitted to the Town Planning Board (“TPB”) on 29 July 2022 and the Further Information (“FI”) No. 4 submitted to the TPB on 5 September 2023 that supplemented further on the background and the need of our rezoning proposal for your consideration.

Regarding the alternative zoning amendment proposal proposed in the submitted FI No. 4, the Applicant would like to clarify that it does not intend to supersede the current rezoning amendment proposal but to serve as an alternative scenario for the TPB’s and the Transport and Logistics Bureau’s consideration, should it be deemed appropriate and necessary. In this connection, considering the similar nature between the original rezoning proposal and the alternative zoning amendment proposal, it shall not be considered as a “material” change to the S12A Application.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned or Ms Anson Ying at [REDACTED]

Thank you for your kind attention.

Yours faithfully  
For and on behalf of  
KTA Planning Limited

David Fok

KT/DF/AY/vy

cc. TW&WK DPO, PlanD – Mr W C Lui / Mr Sam Ho



FS 579819



~~S/KC/30~~**OTHER SPECIFIED USES** (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Container Terminal” Only</u>	
Cargo Handling and Forwarding Facility Container Storage/Repair Yard Container Vehicle Park/Container Vehicle Repair Yard Eating Place (Canteen, Cooked Food Centre only) Government Refuse Collection Point Government Use (not elsewhere specified) Pier Private Club Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park Shop and Services (Service Trades only) Warehouse (excluding Dangerous Goods Godown)	Ambulance Depot Dangerous Goods Godown Eating Place (not elsewhere specified) Industrial Use <b>Information Technology and            Telecommunications Industries (on land            designated "Container Terminal (1)" only)</b> Marine Fuelling Station Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Refuse Disposal Installation Shop and Services (not elsewhere specified) Social Welfare Facility Utility Installation for Private Project Vehicle Repair Workshop

**Planning Intention**

This zone is intended primarily to cater for the development of container terminals and the associated port back-up facilities.

**OTHER SPECIFIED USES** (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<b><u>For “Container Terminal” Only</u></b>	
Cargo Handling and Forwarding Facility	Ambulance Depot
Container Storage/Repair Yard	Dangerous Goods Godown
Container Vehicle Park/Container Vehicle Repair Yard	Eating Place (not elsewhere specified)
Eating Place (Canteen, Cooked Food Centre only)	Industrial Use
Government Refuse Collection Point	<b>Information Technology and Telecommunications Industries (for partial conversion of existing building in sub-area (a) only)</b>
Government Use (not elsewhere specified)	Marine Fuelling Station
Pier	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Private Club	Petrol Filling Station
Public Convenience	Place of Recreation, Sports or Culture Public Clinic
Public Transport Terminus or Station	Refuse Disposal Installation
Public Utility Installation	Shop and Services (not elsewhere specified)
Public Vehicle Park	Social Welfare Facility
Shop and Services (Service Traders only)	Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)	Vehicle Repair Workshop

**Planning Intention**

This zone is intended primarily to cater for the development of container terminals and the associated port back-up facilities.

**Remarks**

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys or metres above Principal Datum as stipulated on the Plan (except container stacks and crane structures), or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)



**Details of the Proposed Reconfigurations on Transport Facilities Provision on  
M1/F and R/F under the Indicative Scheme**

Transport Facilities Provision					
	Provision for the Proposed Data Centre on 6/F		Total Provision for the Subject Building (including existing provision)	Existing Provision	Proposed Changes
	HKPSG Requirements	Proposed Provision			
Parking Spaces					
– Private Car	80-100	100	255	179	+76
– Motorcycle	4-10	10	10	0	+10
– Light Goods Vehicle (LGV)	2-4	4	4	0	+4
– Medium/Heavy Goods Vehicle (M/HGV)	2	2	2	0	+2
– Container Vehicle	Nil	0	617	743	-126
– Coach	Nil	0	4	4	0
L/UL Spaces					
– LGV	5	5	5	0	+5
– M/HGV	3	3	395	471	-76

**Detailed Departmental Comments**

1. Comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW&KT, LandsD):

- (a) the Site is within Kwai Chung Lot No. 4 and Extension thereto (“the Lot”) held under New Grant No. 5381 by way of private treaty grant as varied by 5 modification letters (collectively “the Lease”) for the purpose of (i) a terminal for the loading, unloading and storage of containers and container cargoes carried or intended for carriage by sea; (ii) godown or godowns for the warehousing and handling of general goods whether containerized or not and whether intended for carriage by sea or otherwise only to such extent as not to interfere with or inhibit the use of (i) above. There are also 4 waivers granted to Omaha Investment Limited for the use of telephone exchange at 2nd, 3rd, 7th and 8th floors for a total floor area of about 4,687.4m<sup>2</sup> within the Site;
- (b) there is no restriction on maximum GFA under lease. In addition, please also note the following restrictions under the Lease:
  - (i) non-alienation restriction on assignment, mortgage, underletting, etc., except with the prior written consent of the Secretary for the New Territories (“the Secretary”)<sup>1</sup>;
  - (ii) no building shall be erected on the Lot except warehouses, packing sheds, offices and other ancillary buildings and such staff quarters as may in the opinion of the Secretary be essential to the operation safety and security of the Terminal;
  - (iii) no plant or equipment or use of any fuel that might in any circumstances produce smoke without the prior written consent of the Commissioner of Labour;
  - (iv) design, disposition and height of any building to be erected subject to the approval of the Secretary;
  - (v) space shall be provided within the Lot to the satisfaction of the Secretary for the parking, loading and unloading of motor vehicles;
  - (vi) no alteration of the nature of the buildings showing on the general layout and development plan as approved by the Secretary (under the New Grant No. 5381) or the Director of Buildings and Lands (under the Extension Letter dated 16.1.1989) without prior approval of the authority as aforesaid. According to the approved general and development layout plan under the Lease, the Site is used for the purpose of “Container Freight Station and Distribution Centre”;

---

<sup>1</sup> Before December 1981, the then Secretary for the New Territories was the land authority in the New Territories. With the re-organisation of the Government Secretariat in December 1981, the then Secretary for City and New Territories Administration became the land authority. Since its establishment in April 1982, LandsD has been responsible for all land administration matters.

- (vii) no alteration of the layout plan for parking, L/UL spaces as approved by the Building Authority and registered by the grantee in District Lands Office except with prior written consent of the Secretary;
- (c) according to the records in the Land Registry, two owners are holding 21000/100000 shares and 79000/100000 shares of the Lot respectively. You may wish to confirm whether all owners have been notified for the re-zoning application affecting the Lot;
- (d) the use of data centre and provision of such ancillary facilities, including parking, L/UL spaces, fuel tank, power station, etc., within the Site or within the premises are not permissible under the Lease and will require amendments to the approved general layout and development plan as well as the layout plan for parking, L/UL spaces as mentioned above. If the application under section 12A of the Ordinance is accepted or partially accepted by the Board with a set of clear development parameters (including but not limited to the proposed user, GFA and car parking provisions, as appropriate) defined/firmed up and further submission to the Board (including application(s) for permission under section 16 of the Ordinance after the corresponding amendment to the OZP has been made) is not required, the land owner(s) may submit request for streamlined processing of waiver application to permit the use of the proposed data centre under the Lease. Depending on the circumstances of each case, LandsD at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) by the land owner(s), commence the streamlined processing of the waiver application on a without prejudice and non-committal basis; and
- (e) the land owner(s) are reminded that once the accepted or partially accepted proposal is reflected in the OZP and approved under section 9 of the TPO, a formal application for waiver by land owner(s) to LandsD is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and subject to any comments from the Transport and Logistic Bureau (TLB), there is no guarantee that the waiver application will eventually be approved by LandsD. If the application for waiver is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of waiver fee and administrative fee.

## 2. Comments of the Commissioner for Transport:

- (a) the following comments on the TIA shall be addressed in future s.16 application:
  - (i) despite that the traffic generation and attraction will be reduced after the proposed development and traffic assessment is considered not necessary, paragraphs shall be included in the TIA report regarding junction, road links and pedestrian assessment; and

- (ii) r-to-c item no. 5 refers. The date when the traffic data was collected was prior to the re-opening of border to mainland China. Please review the traffic data.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



**Y/KC/16 HCL 18 Container Port Road South, Kwai Chung**  
08/02/2023 02:09

From: [REDACTED]  
To: tpbpd <tpbpd@pland.gov.hk>  
File Ref:

Y/KC/16

Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung

Site area: About 69,421sq.m

Zoning: "Other Specified Uses" annotated "Container Terminal"

Proposed Amendment : Rezone to "Other Specified Uses" annotated "Container Terminal (1)" / 892 Parking Spaces / 400 Loading Spaces

Dear TPB Members,

Cheung Kong cashing in again. This is a transformation of land use by stealth. A Data Centre is not consistent with Container Terminal Use.

While our ports business is shrinking, a piecemeal approach to the transformation of the container port is not desirable. What is required is an holistic plan to reduce and shrink the footprint of the terminals to release land for other uses.

Developments like this could get in the way of a more desirable outcome for the transformation of the district.

Mary Mulvihill



Seg 4

2

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

230925-222813-66757

提交限期

Deadline for submission:

13/10/2023

提交日期及時間

Date and time of submission:

25/09/2023 22:28:13

有關的規劃申請編號

The application no. to which the comment relates:

Y/KC/16

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ray

意見詳情

Details of the Comment :

不好係荃灣公園、破壞環境

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230925-222558-26136

**提交限期****Deadline for submission:**

13/10/2023

**提交日期及時間****Date and time of submission:**

25/09/2023 22:25:58

**有關的規劃申請編號****The application no. to which the comment relates:**

Y/KC/16

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Chris

**意見詳情****Details of the Comment :****應該在環宇海灣的停車場附近建設**

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&pul



**Re: Y/KC/16 HCL 18 Container Port Road South, Kwai Chung**  
13/10/2023 02:16

From:

To:

File Ref:

tpbpd <tpbpd@pland.gov.hk>

Dear TPB Members,

The applicant submitted further information on 5.9.2023 and 12.9.2023 which includes responses to departmental comments **with an alternative proposal**.

No details provided so how this can be justified as a PUBLIC CONSULTATION is risible.

New proposal should be a new application complete with details and data.

Members should reject this application. It is unacceptable that one of the largest and deep pocketed developers in the city does not provide material that would allow members of the community to make intelligent comment.

Mary Mulvihill

**From:**

**To:** tpbpd <tpbpd@pland.gov.hk>

**Date:** Wednesday, 8 February 2023 2:09 AM CST

**Subject:** Y/KC/16 HCL 18 Container Port Road South, Kwai Chung

Y/KC/16

Hutchison Logistics Centre, 18 Container Port Road South, Kwai Chung

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