

**Section 16 Planning Application**  
**for Proposed Minor Relaxation of Plot Ratio and Building Height**  
**for Information Technology and Telecommunications Industries**  
**(Data Centre) Use at 7-11 Wing Kin Road and adjoining**  
**Government Land at Wing Chong Street, Kwai Chung, New**  
**Territories**

**PLANNING STATEMENT**



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**March 2025**

## EXECUTIVE SUMMARY

### BACKGROUND

This application is submitted on behalf of OXO YW Limited, the registered owner of 7-11 Wing Kin Road, Kwai Chung, to seek the Town Planning Board's permission for the proposed minor relaxation of plot ratio restriction from 9.5 to 11.4 and building height restriction from 105mPD to 109.55mPD for permitted information technology and telecommunications industries (data centre) use at 7-11 Wing Kin Road and adjoining government land at Wing Chong Street, Kwai Chung, New Territories (i.e. the application site).

The application site falls within an area zoned "Industrial" ("I") on the Kwai Chung Outline Zoning Plan ("OZP") no. S/KC/32. According to the Notes for the "I" zone, the proposed information technology and telecommunication industries (data centre) at the application site is under Column 1 use in this "I" zone, which is always permitted. However, the proposed new data centre's proposed plot ratio of 11.4 exceeds the plot ratio restriction under the OZP of 9.5. In addition, the proposed building height of the proposed scheme at 109.55mPD exceeds the height restriction under the OZP of 105mPD. Therefore, planning permission from the Town Planning Board ("the Board") is required.

The application aligns with the SAR Government's intention under the IB Revitalisation Scheme that "IBs located in 'I' zone could be redeveloped into new premises for conventional 'industrial/godown uses' and/or 'modern industrial uses". Further, the proposed relaxation of the maximum non-domestic permissible PR by up to 20% could, in effect, allow owners to recover any GFA loss in meeting present-day building standards, thereby incentivising industrial building redevelopment.

### DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development involves redeveloping an existing industrial building into a new 18-storey building for a permitted data centre. The major development parameters for the proposed development are shown in the table as follows:

Site Area	About 964.2m <sup>2</sup> (including additional land of 35.169m <sup>2</sup> granted by the District Land Conference on 6.10.2021)
Plot Ratio	No more than 11.4
Total Gross Floor Area	About 10,991.88m <sup>2</sup> (non-domestic)
Site Coverage	Not more than 82% (Site coverage permitted under PNAP-132)
No. of Storeys	18 storeys (including 2 levels of basement)
Building Height	109.55mPD (at main roof level)
Proposed Use	Information Technology and Telecommunication Industries (Data Centre)

Parking Spaces	<ul style="list-style-type: none"> <li>• Private cars: 11 nos. (including one no. accessible)</li> <li>• Motorcycle: 2 nos.</li> </ul>
Goods Vehicle Loading / Unloading Bays	<ul style="list-style-type: none"> <li>• Light Goods Vehicle: 3 nos.</li> <li>• Heavy Goods Vehicle: 1 nos.</li> </ul>
Greenery	<p>About 195m<sup>2</sup></p> <ul style="list-style-type: none"> <li>• G/F: 2m<sup>2</sup></li> <li>• 1/F: 11m<sup>2</sup></li> <li>• 2/F: 4m<sup>2</sup></li> <li>• 3/F: 9m<sup>2</sup></li> <li>• Vertical: 169m<sup>2</sup></li> </ul>

## PLANNING JUSTIFICATIONS

The proposed development at the application site is appropriate in planning terms because of the following planning justifications:

- The proposed minor relaxation of plot ratio restriction by 20% aligns with the 2018 Policy Address to incentivise the redevelopment of industrial buildings constructed before 1987.
- The proposed data centre aligns with the planning intention of the "I" zone.
- The proposed development is compatible with the surrounding land use.
- The proposed scheme fully utilises the development potential of the application site with modern-day building standards.
- The proposed minor relaxation of plot ratio and building height will not adversely affect the surrounding areas visually.
- The proposed building setbacks at Wing Chong Street and Wing Kin Road will provide a better streetscape, walking environment and visual permeability.
- The proposed greening, including vertical greening, will enhance the streetscape and improve visual amenity.
- The proposed scheme will be seen as a catalyst and precedent in the gradual transformation of this industrial area.
- The proposed development is considered feasible from a traffic point of view.
- The proposed development would have no adverse environmental impact on air, noise, or the sewerage system.

## CONCLUSION

Given the abovementioned justifications, the Applicant respectfully requests that the Town Planning Board approve the application.

## 行政摘要

### 引言

是次第 16 條規劃許可申請人安秀耀榮有限公司，為葵涌永建路 7-11 號的註冊擁有人。此規劃報告旨在支持是次根據《城市規劃條例》第 16 條提出的規劃許可申請，擬議申請在葵涌永建路 7-11 號以及位於永創街的毗鄰政府土地（即申請地點）略為放寬地積比率和建築高度限制，以作准許的資訊科技及電訊業用途。

根據葵涌分區計劃大綱圖（圖則編號為 S/KC/32），該申請地點屬於「工業」地帶。根據「工業」地帶的註釋，擬議發展的「資訊科技及電訊業（數據中心）」用途為經常允許的第 1 欄用途。申請人擬議將地積比率限制略為放寬至 11.4 以及建築高度略為放寬至 109.55mPD 超過了葵涌分區計劃大綱草圖中的地積比率和建築高度限制，因此，現按《城市規劃條例》第 16 條向城市規劃委員會提出申請。

是次申請符合特區政府在活化工廈計劃下的意向，即位於「工業」地帶的工廈可重新發展為新處所，作傳統的「工業/倉庫用途」及/或「現代工業用途」。此外，放寬最高核准非住用地積比率，上限為 20%，實際上可以讓業主重獲符合當今建築標準的建築面積損失，從而激勵工廈的重建。

### 擬議項目發展重點

擬議發展計劃涉及將現有工業樓宇重建為 18 層工業樓宇，以用於「貨倉(危險品倉庫除外)」用途。擬議發展方案的主要發展參數如下表所示：

地盤面積	約 964.2 平方米 (包括附加土地約 35.169 平方米)
地積比率	不多於 11.4
總樓面面積	約 10,991.88 平方米 (非住用)
上蓋面積	不多於 82% (PNAP-132 允許的覆蓋率)
層數	18 層 (包括兩層地庫)
建築物高度	109.55mPD
擬議用途	資訊科技及電訊業 (數據中心)
停車位數目	<ul style="list-style-type: none"><li>私家車車位: 11 (包括 1 個殘疾人士泊車位)</li><li>電單車車位: 2</li></ul>

上落客貨車位數目	<ul style="list-style-type: none"> <li>• 輕型貨車上落客貨車位： 3</li> <li>• 重型貨車上落客貨車位： 1</li> </ul>
綠化	<p>約 195平方米</p> <ul style="list-style-type: none"> <li>• G/F: 2 平方米</li> <li>• 1/F: 11 平方米</li> <li>• 2/F: 4 平方米</li> <li>• 3/F: 9 平方米</li> <li>• 垂直綠化: 169 平方米</li> </ul>

## 發展理據

擬議發展計劃在規劃層面上理應視為恰當，以下是是項申請的規劃理據：

- 擬議略為放寬 20%地積比率限制符合政府《2018 年施政報告》的意向，以鼓勵重建1987年以前建造的工業樓宇。
- 擬議發展的「數據中心」用途完全符合「工業」地帶的規劃意向。
- 擬議發展與周圍的土地使用是兼容的。
- 更好地利用申請地點土地的開發潛力並符合最新的建築條例的建築設計。
- 擬議略為放寬地積比率和建築物高度並不會在視覺上影響周邊地區。
- 擬議將永創街和永建路的樓宇後移，提供更好的街景和步行環境。
- 擬議的綠化包括垂直綠化在內將增強街景和改善視覺舒適度。
- 擬議計劃將被視為該工業區逐步轉型的催化劑和先例。
- 擬議發展從交通角度考慮是可行的。
- 擬議發展不會對空氣,噪音和污水收集系統產生負面影響。

## 總結

綜觀上述理由，申請人謹請城規會批准是次申請。

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## 1. Introduction

### 1.1. Background

- 1.1.1 This application is submitted on behalf of OXO YW Limited, the registered owner of 7-11 Wing Kin Road, Kwai Chung, to seek the Town Planning Board's permission for the proposed minor relaxation of plot ratio restriction from 9.5 to 11.4 and building height restriction from 105mPD to 109.55mPD for permitted data centre use at 7-11 Wing Kin Road, Kwai Chung, New Territories (i.e., the application site).
- 1.1.2 The application site falls within an area zoned "Industrial" ("I") on the Kwai Chung Outline Zoning Plan ("OZP") no. S/KC/32 (**Figure 1.1** refers). According to the Notes for the "I" zone, the proposed use at the application site for the data centre is Column 1 use in this "I" zone, which is always permitted. However, the proposed plot ratio of 11.4 exceeds the plot ratio restriction under the OZP of 9.5, and the proposed building height of 109.55mPD exceeds the height restriction by 4.55m (about 4.3%) under the OZP of 105mPD. Therefore, planning permission from the Town Planning Board ("the Board") is required.
- 1.1.3 The gross area of the application site is about 964.2m<sup>2</sup>.

### 1.2 Purpose of this application

- 1.2.1 The Applicant wishes to state the purposes of this planning application as follows:
- To apply for a proposed minor relaxation of plot ratio and building height for permitted data centre use at the application site.
  - To redevelop the existing 2-storey industrial building into a new 18-storey industrial building for permitted 'data centre' use.
  - To align with the SAR Government's intention under the IB Revitalisation Scheme that "IBs located in 'I' zone could be redeveloped into new premises for conventional 'industrial/godown uses' and/or 'modern industrial uses. In particular after the Government has extended the application deadline to October 2024.
  - To better utilise the application site's potential with modern-day and better safety standards by redeveloping the existing industrial building in Kwai Chung Town Lot 145 that was constructed before 1987 ("pre-1987 IB").
  - To allow the Applicant (landowner) to recover the GFA loss in meeting present-day building standards through the proposed relaxation of the maximum non-domestic permissible PR by up to 20%, incentivising industrial building redevelopment.



## **2. Development Context**

### **2.1. Site context**

- 2.1.1. The application site is at No. 7-11 Wing Kin Road and adjoining government land at Wing Chong Street. The existing industrial building was constructed before 1987 ("pre-1987 IB").
- 2.1.2. The application site abuts Wing Kin Road and Wing Chong Street to the east and west, respectively. The application site can be accessed from Wing Kin Road and Wing Chong Street. (**Figures 2.1** refers)

### **2.2. Surrounding land use**

- 2.2.1. The application site is surrounded by industrial and industrial/office buildings at Wing Kin Road, Wing Chong Street and Wing Kei Road, which are in active use. It is located southwest of the Kwai Chung industrial area and is accessible by public transport, such as the green minibuses along Wing Kei Road.
- 2.2.2. The Tsuen Wan Chinese Permanent Cemetery is west of the application site and across Wing Hau Road. Kwai Chung Park is located south of the application site across Kwai Hei Street.

### **2.3. Statutory planning requirements**

- 2.3.1. The application site falls within an area zoned "Industrial" ("I") on the Kwai Chung Outline Zoning Plan (OZP) no. S/KC/32.
- 2.3.2. According to the Notes for the "I" zone, the proposed 'information technology and telecommunications industries (data centre)' at the application site is under Column 1 uses in this "I" zone, which is always permitted. However, firstly, the proposed plot ratio of 11.4 exceeds the plot ratio restriction under the OZP of 9.5. Secondly, the proposed building height of 109.5mPD exceeds the height restriction under the OZP of 105mPD. Therefore, planning permission from the Board is required.
- 2.3.3. The Notes of the OZP stated that the "I" zone is primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries, offices related to industrial use, and selected uses akin to industrial production that would not compromise building and fire safety are always permitted in this zone. The proposed 'information technology and telecommunications (data centre)' is under Column 1, which is always allowed. Thus, the proposed use aligns with the planning intention of the "I" zone.
- 2.3.4. The Board may consider a minor relaxation of plot ratio/building height on application under section 16 of the Ordinance based on the individual merits of the development or redevelopment proposal.

### **2.4 Planning history**

- 2.4.1 There were previously approved planning applications (application no. A/KC/457 and A/KC/496) on the subject site. A/KC/457 was approved by the Board on 17.3.2020 with

conditions for proposed offensive trade (lard boiling factory) with conditions. A/KC/496 was approved by the Board on 14.7.2023 for proposed warehouse use (excluding Dangerous Goods Godown) with conditions. The Applicant has complied with conditions (a) and (c).

- 2.4.2 The Board has also approved similar industrial building redevelopment applications for minor relaxation of plot ratio and/or height relaxation for data centres in the Kwai Chung District. The similar approved data centre cases are summarised in Table 2.1 below.

Table 2.1: Similar approved data centre cases

Planning Application No.	Address	Proposed Uses	TPB Approval Date
A/KC/502	Cargo Consolidation Complex, 43 Container Port Road, Kwai Chung	Data Centre (relaxation of PR from 9.5 to 10.263)	11/8/2023
A/KC/491	13-17 Wah Sing Street, Kwai Chung	Data Centre (relaxation of PR from 9.5 to 11.4)	26/8/2022
A/KC/488	11-19 Wing Yip Street, Kwai Chung	Data Centre (relaxation of PR from 9.5 to 10.19)	15/7/2022
A/KC/480	45-51 Tai Lin Pai Road, Kwai Chung	Data Centre (relaxation of PR from 9.5 to 11.4 and height from 120mPD to 129mPD)	24/12/2021
A/KC/454	Cargo Consolidation Complex, 43 Container Port Road, Kwai Chung	Data Centre (relaxation of PR from 9.5 to 10.269)	1/2/2019

## 2.5 Land administrative matters

- 2.5.1 The application site is located in Kwai Chung Town Lot 145 and no. 7-11 Wing Kin Road, Kwai Chung, under proposed New Grant No. 4708 ('the New Grant') of 8.1.1970. The lease modification application is in progress, and the Lands Department issued the draft basic terms of the offer for the conditions of exchange served to the registered landowners on 24.11.2024. The Applicant has replied to the Lands Department to accept the draft basic terms of the offer on 4.12.2024. Once the new land grant is executed, the new grant site will be known as Kwai Chung Town Lot 534.
- 2.5.2 Under the existing Government lease, there is no restriction on building height or GFA for redevelopment. The building was completed in 1972 with a GFA of about 941m<sup>2</sup>. The previous industrial activity was suspended several years ago, in 2018. The dangerous goods store license for the existing building, once held under its occupation permit, has expired and has not been renewed.

### 3. Description of Proposed Development

#### 3.1. Proposed development

- 3.1.1. The proposed development involves redeveloping an existing industrial building into an 18-storey data centre. The industrial building was constructed before 1987 ("pre-1987 IB").
- 3.1.2. The proposed design scheme for the new data centre incorporates various landscape treatments, including planting areas and vertical greening features, which have been offered to enhance the area's streetscape and improve the proposed development's visual amenity. A 4.3m wide non-building area facing Wing Kin Road is reserved as a maintenance area for the underground fuel tanks at basement 1 level.
- 3.1.3. The floor layout and section plans are provided in **Figures 3.1A to 3.1N**.
- 3.1.4. Although the site area is less than 1,000m<sup>2</sup> and no site coverage of greenery is required under the Sustainable Building Design Guidelines (SBDG), the proposed scheme provides a total of 195m<sup>2</sup> greenery (including 169m<sup>2</sup> vertical greenery). In addition, various landscape treatments, including planting areas and vertical green wall, are proposed to enhance the area's streetscape and improve the visual amenity of the proposed development.

#### Building Setback at Wing Kin Road and Wing Chong Street

- 3.1.5. According to the draft basic terms of offer issued by the Lands Department in November 2024, the Highways Department requires a setback of 3.7m from the existing lot boundary abutting Wing Kin Road. Given that the current width of Wing Kin Road is about 15.84m wide and is a one-way street without traffic congestion, the proposed 3.7m building setback is considered sufficient.
- 3.1.6. Under the Buildings Ordinance, the voluntary ground floor setback would not be granted any bonus plot ratio by the Buildings Department. However, such an arrangement could provide a better streetscape and good quality street-level urban space along Wing Kin Street.
- 3.1.7. As mentioned above, in addition to the building setback from the application boundary abutting Wing Kin Road, a further building setback (subject to detailed design) from 6/F and above facing Wing Chong Street has been incorporated into the proposed scheme to provide a wider separation from buildings on the opposite side of Wing Chong Street to enhance air ventilation and visual permeability (see **Figure 3.1O** and **Figure 3.1P**).

#### Greening Proposals

- 3.1.8. The proposed design scheme incorporates various greenery proposals, including planters facing Wing Kin Road and vertical greening at the facades facing Wing Kin Road and Wing Chong Street, respectively, to provide a pleasant external building design. A total of 169m<sup>2</sup> of vertical greening is proposed in the primary zone as per PNAP APP-152.

Reduction of Building Height at the Main Roof Level

3.1.9. The proposed building height has been reduced by about 5% from 115.2mPD to 109.55mPD compared to the previously approved scheme (A/KC/496); the vertical greening and greenery provision at certain levels on the façade of the new building fronting Wing Kin Road and Wing Chong Street could reduce any potential visual impact on the surrounding area.

All-Weather Protection Canopy

3.1.10. Given the need to allow a buffer for fire safety reasons for the fuel tank below ground, providing a full-length canopy along the Wing Kin Road frontage is not allowable. The Applicant proposes a full-length canopy along the building frontage facing Wing Chong Street for weather protection for pedestrians. A non-full-length canopy on the Wing Kin Road frontage is also proposed. (Note: The canopy design is subject to departmental comments in the detailed design stage.)

3.1.11. Despite the site constraints, the proposed development has contributed to the gradual gentrification of this old industrial building into a modern-day industrial building with good-quality design and safety standards.

3.1.12. In summary, the proposed scheme incorporates setbacks, canopies on both building frontages, greenery proposals and a reduction in the building height at the main roof level. These measures may improve the streetscape by softening the building edge, promoting visual interest, and promoting pedestrian comfort.

3.1.13. Pertinent design features and illustrations/photomontages for the proposed development are shown in **Figures 3.10 to 3.1P**.

3.1.14. The major development parameters of the proposed development are summarised in **Table 3.1** and **Table 3.2** below.

**Table 3.1:** Major development parameters for the proposed development

Site Area	About 964.2m <sup>2</sup> (including additional land of 35.169m <sup>2</sup> granted by the District Land Conference on 6.10.2021)
Plot Ratio	No more than 11.4
Total Gross Floor Area	About 10,991.88m <sup>2</sup> (non-domestic)
Site Coverage	Not more than 82%
No. of Storeys	18 storeys (including and 2 levels of basement)
Building Height	109.55mPD (at main roof level)
Proposed Use	Information Technology and Telecommunication Industries (Data Centre)

Parking Spaces	<ul style="list-style-type: none"> <li>Private cars: 11 nos. (including one no. accessible)</li> <li>Motorcycle: 2 nos.</li> </ul>
Goods Vehicle Loading / Unloading Bays	<ul style="list-style-type: none"> <li>Light Goods Vehicle: 3 nos.</li> <li>Heavy Goods Vehicle: 1 nos.</li> </ul>
Greenery	<p>About 195m<sup>2</sup></p> <ul style="list-style-type: none"> <li>G/F: 2m<sup>2</sup></li> <li>1/F: 11m<sup>2</sup></li> <li>2/F: 4m<sup>2</sup></li> <li>3/F: 9m<sup>2</sup></li> <li>Vertical: 169m<sup>2</sup></li> </ul>

**Table 3.2:** The main uses of the floor of the proposed development

Floor	Main Uses
B/F2 B/F1	Sprinkler Water Tank / M&E facilities Parking for private cars, motorcycles, light goods vehicles, car lifts, the main lift lobby, fuel tanks, and M&E facilities.
G/F	Parking for heavy and light goods vehicles, car lift, main lift lobby and M&E facilities
1/F-3/F	CLP cable facilities and M&E facilities
6/F, 10/F, 14/F	M&E facilities
4-5/F, 7-9/F, 11/F-13/F, 15/F-16/F	Data Centre
Roof Floor	M&E facilities
Upper Roof Floor	AC water tank and lift machine room

3.1.15 The changes made to the previously approved scheme (A/KC/496) mainly involve changing industrial use to data centre use. Some design changes are proposed, such as reducing the building height and leaving most of the basement 2 level unexcavated. Details of changes between the previously approved scheme and the current scheme are summarised in Table 3.3 below.

Table 3.3: Comparison between the approved scheme (A/KC/496) and the current scheme

Parameters	Approved Application (A/KC/496)	Current Scheme	Remarks
Site Area	About 964.2m <sup>2</sup>	About 964.2m <sup>2</sup>	No Change
Proposed Use	Warehouse (excluding DG Godowns)	Information Technology and telecommunication industries (Data Centre)	No Change
Plot ratio	11.4	11.4	No Change
Total GFA	10,991.88m <sup>2</sup>	10,991.88m <sup>2</sup>	No Change
Maximum Building Height (at main roof level)	115.2mPD	109.55mPD	- 5.65m (reduced by about 5%)
No of Storeys	22 (including three basement levels + one refuge floor)	18 (including two basement levels)	- 4 storeys (reduced by 18%)
Site Coverage (SC)	not more than 80%	not more than 82%	Increase by 2% (per PNAP-132)
Building setback at Wing Kin Road	About 4.1m from the site boundary	About 3.7m from the site boundary	Changes as per draft basic terms of Conditions of Exchange
Building setback at Wing Chong Street per SBDG	About 7.5m from the centre of Wing Chong Street	There is no setback at Wing Chong Street	Changes to cater for data centre use.
Floor Height (about)	<ul style="list-style-type: none"> <li>• G/F: 6m</li> <li>• 1/F: 6.2m</li> <li>• 2/F- 18/F: 5.5m to 5.6m</li> </ul>	<ul style="list-style-type: none"> <li>• G/F: 11m</li> <li>• 1/F-3/F: 6m</li> <li>• 4/F - 18/F: 5.5m</li> </ul>	Design changes to cater for data centre use
Greenery provisions	About 20% (195m <sup>2</sup> )	About 20% (195m <sup>2</sup> )	No Change
Car parking and loading & unloading spaces	Private car = 11 (including 1 accessible parking space) Motorcycle = 4 L&UL for LGV = 12 L&UL for HGV = 4	Private car = 11 (including 1 accessible parking space) Motorcycle = 2 L&UL for LGV = 3 L&UL for HGV = 1	Change of parking and L&UL spaces provision due to the change of use to data centre use.
Anticipated completion year	2028	2029	

### 3.2. Traffic consideration

- 3.2.1. The proposed data centre is expected to be completed by 2029, and the design year adopted in the Traffic Impact Assessment (TIA) for the capacity analysis is 2032, i.e., approximately three years after its completion.
- 3.2.2. The 2032 traffic flows used for the junction analysis are produced regarding the following:
- (1) 2031 traffic flows derived with reference to the Base District Traffic Model ("BDTM");
  - (2) The estimated traffic growth from 2031 to 2032 is based on the higher of the (a) 2019-based Territorial Population and Employment Data Matrix ("TPEDM") data produced by the Planning Department ("PlanD") for Kwai Chung District, (b) Hong Kong Population Projections 2022 – 2046 published by Census and Statistics Department ("C&SD"), or (c) historic Annual Average Daily Traffic Growth ("AADT") produced by Transport Department ("TD");
  - (3) The traffic generated by the proposed data centre.
- 3.2.3. The traffic consultant conducted manual classified counts at the critical junctions near the proposed data centre to establish the peak-hour traffic flows. The key junctions operate with capacities during the AM and PM peak hours.
- 3.2.4. The internal transport facilities are provided per the requirement of the draft Provisional Basic Terms Offer ("draft PBTO"). A light goods vehicle lift is provided to access B1/F and B2/F from G/F. All vehicles can quickly enter and leave the proposed data centre and their respective space/bay.
- 3.2.5. The proposed data centre is expected to be completed by 2029, and the junction capacity analysis is undertaken for 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the proposed data centre (refer to Section 4 of the Traffic Impact Assessment in Appendix I).
- 3.2.6. The TIA concludes, therefore, that the proposed data centre will have no adverse traffic impact to the surrounding road network, which is acceptable from the traffic engineering point of view.
- 3.2.7. Please refer to the Traffic Impact Assessment in **Appendix I** for details.

### 3.3. Air Quality consideration

- 3.3.1. An air quality Impact Assessment (AQIA) has been prepared to address the air quality impact of the proposed development's construction on the surrounding area and the impact of the surrounding area on the proposed development.
- 3.3.2. With the implementation of dust suppression measures as outlined in the Air Pollution Control (Construction Dust) Regulation and adherence to good site practices, no adverse air quality impacts associated with the construction works are expected.

- 3.3.3. The proposed development is not considered an air pollution source during its operation. A qualitative assessment indicates that vehicular and industrial emissions are not expected to constrain the proposed development, provided that the locations of the fresh air intakes are carefully designed.
- 3.3.4. Therefore, no air quality impact arising from the proposed development is expected. Please refer to the Air Quality Impact Assessment in **Appendix II**.

### **3.4 Noise consideration**

- 3.4.1 A Noise Impact Assessment (NIA) has been prepared to address the potential noise impacts from the construction and operation of the proposed development.
- 3.4.2 The overall noise impact during the construction phase is considered insignificant. Depending on the detailed site work arrangements, mitigation measures will be implemented as necessary and applicable, per ProPECC PN 1/24, to minimise construction noise impacts on nearby NSRs.
- 3.4.3 The provision of openable windows for ventilation is not anticipated. Therefore, potential impacts of road traffic and existing fixed noise sources on the proposed development are not expected.
- 3.4.4 The planned fixed noise sources of the proposed development should not cause any adverse noise impacts if the maximum allowable sound power levels (SWLs) are properly implemented. Thus, no planned fixed noise impacts are anticipated.
- 3.4.5 Therefore, no noise impact arising from the proposed development is expected. Please refer to the Noise Impact Assessment in Appendix III.

### **3.5 Sewerage consideration**

- 3.5.1 A Sewage Impact Assessment (SIA) has been prepared to address all the potential adverse sewerage impacts from the proposed development and recommend mitigation measures, improvement works, and other measures and works if required.
- 3.5.2 The estimated daily sewage discharge from the Project is 38.7 m<sup>3</sup>/day. Sewage from the Project will be collected by the new terminal sewage manhole FTMH01 and discharged to the existing sewer manhole FMH4022807 via a proposed 225mm PE sewer with a slope of 1:100. The actual layout and invert levels of the proposed sewer are subject to detailed design.
- 3.5.3 The sewage network is considered to have sufficient capacities to cater for the expected sewage flows from the proposed development and the surrounding catchments. Therefore, no adverse sewerage impact on the public sewage system is expected from the proposed development. Please refer to the Sewerage Impact Assessment in Appendix IV.

### **3.6 Visual Impact Consideration**

- 3.6.1 A total of 7 VPs are selected for visual impact assessment. Based on the comparison between the existing condition and the proposed scenario, two cause a slightly adverse visual impact by the proposed development, two cause partly enhanced/partly adverse, one has negligible to slightly adverse, and two have a negligible visual impact. The overall visual impact is therefore envisaged to be negligible to slightly adverse.



- 3.6.2 The massing and disposition of the proposed development will not create a significant visual blockage or cause significant visible changes for public viewers. In addition, the proposed building height has been reduced by about 5% from 115.2 to 109.55 mPD compared to the previously approved scheme (A/KC/496). The proposed development's scale and height are visually compatible with the surrounding industrial developments. Vertical greening and planters are proposed at the lower levels of the building façade to minimise the likely visual impact and soften the proposed building structure. The area's street environment and visual amenities will be enhanced by replacing the old industrial building with a modern-day development and greening provision. Please refer to the Visual Impact Assessment in Appendix V for details.

## **4 Justifications for the Proposed Development**

### **4.1 The proposed minor relaxation of plot ratio restriction by 20% aligns with the 2018 Policy Address to incentivise the redevelopment of industrial buildings constructed before 1987**

- 4.1.1 The Chief Executive's 2018 Policy Address announced a new scheme for revitalising industrial buildings to encourage owners to redevelop industrial buildings constructed before 1987. The planning policy aims to increase the maximum permissible domestic plot ratio within specific "Residential" ("R") zones to allow relaxation of the maximum allowable non-domestic plot ratio by up to 20% for redevelopment projects of these pre-1987 industrial buildings located outside "R" zones in Main Urban Areas and New Towns. Individual applications must be made to the TPB within three years from 10.10.2018, and the modified lease should be executed within three years after the planning permission is granted.
- 4.1.2 The existing industrial building is an eligible industrial building constructed before 1987, and the Occupation Permit ("OP") was issued on 15.6.1972. Therefore, the proposed minor relaxation of plot ratio restriction by 20% aligns with the 2018 Policy Address to incentivise the redevelopment of industrial buildings constructed before 1987.
- 4.1.3 As mentioned above, the application also aligns with the SAR Government's intention that "IBs located in 'I' zone could be redeveloped into new premises for conventional 'industrial/godown uses' and/or 'modern industrial uses'. Further, the proposed relaxation of the maximum non-domestic permissible PR by up to 20% could allow owners to recover any GFA loss in meeting present-day building standards, thereby incentivising industrial building redevelopment."

### **4.2 The proposed Data Centre aligns with the planning intention of the "I" zone**

- 4.2.1 The proposed use fits the purpose and planning intention of the "I" zone. Information technology and telecommunications industries, offices related to industrial use, and selected uses akin to industrial production that would not compromise building and fire safety are always permitted in this zone.
- 4.2.2 The proposed information technology and telecommunication industries (data centre) use is under Column 1, which is always permitted. The proposed use aligns with the "I" zone's planning intention.

### **4.3 The proposed development is compatible with the surrounding land use**

- 4.3.1 The application site is located within a predominantly industrial area, surrounded mainly by the "I" zone, with industrial/office buildings in the immediate vicinity.
- 4.3.2 The proposed redevelopment of an existing industrial building into an 18-storey data centre is compatible with the surrounding land use. Therefore, the proposed use would not cause any environmental impacts on the surrounding areas.

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

4.4.1 The application site contains an industrial building completed in 1972 with a GFA of about 941m<sup>2</sup>. The existing building has been left mainly vacant since its previous industrial use was suspended in 2018.

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

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

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

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

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

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

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

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

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

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

**4.9 The proposed development is considered feasible from a traffic point of view**

4.9.1 Based on the calculations and findings in the Traffic Impact Assessment (TIA) in **Appendix I**, it is concluded that the proposed development is acceptable from a traffic engineering viewpoint.

**4.10 The proposed development would have no adverse impact on air, noise and the sewerage system**

4.10.1 Based on the Air Quality Impact Assessment, Noise Impact Assessment and Sewerage Impact Assessment in Appendix II, III and IV, respectively, it is concluded that the proposed development will not cause any adverse impact in terms of air, noise and sewerage to the neighbourhood.

## **5 Conclusion**

- 5.1 The application is submitted on behalf of the Applicant, OXO YW Limited, to seek the Town Planning Board's permission for the proposed minor relaxation of plot ratio restriction from 9.5 to 11.4 and height relaxation from 105mPD to 109.55mPD for permitted information technology and telecommunications industries (data centre) use at the application site.
- 5.2 The proposed minor relaxation of plot ratio restriction by 20% aligns with the 2018 Policy Address to incentivise the redevelopment of industrial buildings constructed before 1987. The proposed relaxation of the building height conforms with the surrounding industrial buildings of similar height in the area. The technical impact assessments concluded that the proposed development would not cause any adverse visual impact, traffic impact, air, noise, or sewerage impact on the neighbourhood. The proposed planters and vertical greening on the façade will soften the building edges and enhance the streetscape.
- 5.3 For the above reasons, the Board is earnestly requested to consider and grant approval to this application.

## Figures