

Attachment 2

REVISED TRAFFIC REVIEW

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted 'Information Technology and Telecommunications Industries (Data Centre)' Use at 38 Wing Kei Road, Kwai Chung, New Territories (KCTL 524)
Technical Note on Review of Transport Facilities Provision

1. INTRODUCTION

- 1.1 MVA Hong Kong Limited (MVA) is commissioned as the traffic engineer for the Proposed Data Centre Development at 38 Wing Kei Road, Kwai Chung.
- 1.2 The Subject Site is located at 38 Wing Kei Road, Kwai Chung. The location of the Subject Site is shown in **Figure 1**. It is intended to convert the Subject Development from an industrial building into a data centre building (whereas vast areas will be for data centre use). The development parameter was summarised in **Table 1.1**.

Table 1.1 Development Parameters

Item		Development Parameters
Zone		Industrial
Use		Data Centre cum Workshop
Gross Floor Area	Workshop & Godown use	~698.506 m ²
	Data Centre	15,856.494 m ²
	Total GFA	16,555 m²

- 1.3 The vehicular access of the Subject Site will be located at Wing Kei Road, which is the same as existing. The location of vehicular access is illustrated in **Figure 1**.
- 1.4 A review study on the transport facilities provision for the proposed development has been conducted and the findings are summarised in this Technical Note. This Technical Note in respect to the revised transport provision was submitted on 16 January 2026 and agreed by Transport Department dated 23 April 2026 via email during the Technical Feasibility Study stage. In view of further design refinements to the conversion works for the Existing Building resulting in minor adjustments to the GFA under the Technical Note, minor updates regarding the reconfiguration have been made and submitted as part of this S16 Planning Application. Nonetheless, there is no change to the proposed internal transport provisions per the Traffic Review dated 16 January 2026.

2. REVIEW ON INTERNAL TRANSPORT FACILITIES

2.1 For Industrial Use

Transport Provision Requirements Based on Lease Conditions

- 2.1.1 The existing use of subject development is an industrial building. After the proposed conversion, the development will accommodate different uses such as workshop and godown facilities, control centre, stores, toilets, ancillary office for data centre, essentials and non-essentials plants rooms etc while the proposed Data Centre and its supporting facilities occupy most areas of the whole building.
- 2.1.2 The parking and loading/unloading bay provision for the industrial use (i.e. Workshop & Godown use) after the conversion will be provided according to the current Lease Conditions of the Subject Site. The required provision is summarised in **Table 2.1** and the relevant clauses of the current Lease Conditions are extracted in **Appendix A**.

Table 2.1 Transport Provision Requirements According to the Lease Conditions of the Subject Site (For Industrial Use GFA)

Transport Facilities			Lease Conditions	Required Provision ⁽¹⁾	
Goods Vehicles	LGV	L/UL	Not less than 1 per 700 m ² of GFA ⁽²⁾ ⁽³⁾	1 No.	0 No.
		Parking			1 No.
	HGV	L/UL		0 No.	0 No.
		Parking			0 No.
	Total			1 No.	
Container			No provision of Container is required	Nil	
Private Car			Not less than 1 per 1000 m ² of GFA	1 No.	
Motor Cycle			10% of private car	1 No.	

Notes:

- (1) Based on GFA of max. 698.506 m².
- (2) First 65% of the required spaces shall be for LGV and the remaining 35% shall be for HGV, if the number of spaces to be provided is a decimal number, the same shall be rounded up to the next whole number.
- (3) 50% of the above required spaces shall be for parking purpose and the remaining shall be used for loading/unloading purpose. If the total number of spaces is an odd number, the first odd space shall be used for parking purpose.

2.2 For Data Centre Use

- 2.2.1 Lease modification/wavier application for some special conditions under lease will be carried out to tally with the conversion of development from industrial building to data centre, if required. Review of internal transport provision for the proposed data centre use is conducted.

Transport Provision Requirements Based on Lease Conditions

2.2.2 The required parking and loading/unloading bay provision according to the current Lease Conditions of the Subject Site are summarised in **Table 2.2**.

Table 2.2 Transport Provision Requirements According to the Lease Conditions of the Subject Site (For Data Centre Use GFA)

Transport Facilities		Lease Conditions	Required Provision ⁽¹⁾	
Goods Vehicles	LGV	Not less than 1 per 700 m ² of GFA ^{(2) (3) (4)}	22 - 24 Nos.	15 - 16 Nos.
	HGV			7 - 8 Nos.
Container		No provision of Container is required	Nil	
Private Car		Not less than 1 per 1000 m ² of GFA	16 Nos.	
Motor Cycle		10% of private car	2 Nos.	

Notes:

- (1) Based on GFA of 15,856.494 m².
- (2) First 65% of the required spaces shall be for LGV and the remaining 35% shall be for HGV, if the number of spaces to be provided is a decimal number, the same shall be rounded up to the next whole number.
- (3) 50% of the above required spaces shall be for loading /unloading and parking respectively.
- (4) 5% provision flexibility allowed.

Transport Provision Requirements Based on HKPSG

2.2.3 The required parking and loading/unloading bay provision based on Industrial Use according to the HKPSG are summarised in **Table 2.3**.

Table 2.3 Transport Provision Requirements According to HKPSG requirement (For Data Centre Use GFA)

Transport Facilities		HKPSG Requirement	Required Provision ⁽¹⁾	
Goods Vehicles	LGV	1 goods vehicles per 700 - 900 m ² GFA ^{(2) (3)}	18 - 23 Nos.	12 - 15 Nos.
	HGV			6 - 8 Nos.
Container		1 container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.	Nil ⁽⁴⁾	
Private Car		1 per 1000 - 1200 m ² GFA	14 - 16 Nos.	
Motor Cycle		5 to 10% of the total provision for private cars	1 - 2 Nos.	

Notes:

- (1) Based on GFA of 15,856.494 m².
- (2) 65% of the required spaces shall be for LGV and the remaining 35% shall be for HGV.
- (3) 50% of the above required spaces shall be for loading /unloading and parking respectively.
- (4) The dimension of proposed development is less than 45m x 40m, no container vehicle loading/ unloading bay is required.

Loading/Unloading Requirements for Data Centres Based on TD's Departmental Circular

- 2.2.4 As the Subject Development is proposed to be used as a data centre with minimal industrial GFA, the demand for loading/unloading bays is anticipated to be much lower than normal industrial use. With reference to the "Departmental Circular No. 6/2012" published by TD, the required provision for loading/unloading bays are summarised in **Table 2.4**.
- 2.2.5 According to the "Departmental Circular No. 6/2012" for Data Centres, 2 nos. of HGV bay are required for the Proposed Data Centre Development (including the Proposed Conversion). 60% of the required spaces shall be for loading/unloading and the remaining 40% shall be for parking (i.e. 1.2 no. of bay for L/UL and 0.8 no. of bay for parking). In this regard, no HGV parking spaces are proposed. Due to operation need for Data Centre, the demand for goods vehicle (GV) loading/ unloading is expected to be higher than parking. Provision of two loading/ unloading bays allows simultaneous loading and unloading activities which minimizes waiting time for vehicles and ensures smoother on-site operations and operational flexibility. Instead, if the GV bay was occupied for parking, vehicle waiting for loading/ unloading would need to queue and lead to potential tail back of vehicle into Wing Kei Road causing obstruction and congestion. Two L/UL bays provide sufficient capacity to accommodate peak demand. Hence, it is proposed to round up the nearest whole number of loading/ unloading bay to facilitate the anticipated demand (i.e. 2 nos. of bay for L/UL and 0 no. of bay for parking). The proposed provision is summarised in **Table 2.4**.

Table 2.4 Required Provision of GV Bays Requirements According to "Departmental Circular No. 6/2012"

Transport Facilities			Requirements Stipulated	Required Provision ⁽¹⁾			
				Lower Limit		Upper Limit	
Goods Vehicles	LGV	L/UL	For the first 20,000 m ² GFA: 1 GV bay per 3,400 – 3,800 of the GFA;	3 Nos.	2 Nos.	3 Nos.	2 Nos.
		Parking			1 No.		1 No.
	HGV	L/UL	For the floor space above 20,000 m ² GFA: 1 GV bay per 5,500 – 6,100 of the GFA; ⁽²⁾⁽³⁾	2 Nos.	2 Nos.	2 Nos.	2 Nos.
		Parking			0 No.		0 No.
	Total			5 Nos.		5 Nos.	
Container			No provision of Container is required		Nil		

Notes:

- (1) Based on GFA of max. 15,856.494 m².
- (2) 65% of the required spaces shall be for LGV and the remaining 35% shall be for M/HGV. If the number of spaces to be provided is a decimal number, the same will be rounded to the nearest whole number.
- (3) 60% of the above required spaces of respective size shall be for loading /unloading and the remaining 40% shall be for parking. If the number of spaces to be provided is a decimal number, the same will be rounded up to the nearest whole number of loading / unloading bay.

Proposed Transport Provision for Data Centre Use

- 2.2.6 The components, depending on scale, generally include electrical and mechanical facilities for the proposed data centre will be located on 3/F, which is currently the parking area for LGV and private car. The required facilities would occupy the entire outdoor private car park and some of the LGV parking space.
- 2.2.7 Additional E&M rooms/ facilities for uninterruptible power supply, for the data centre is also proposed at the existing HGV loading/unloading bay on G/F to facilitate the proposed conversion of data centre.
- 2.2.8 The Proposed Data Centre Development (including the Proposed Conversion) involves a change of actual building use vastly to a data centre, comprising approximately 90% data centre use, with no more than 10% allocated to ancillary office use for Permitted Data Centre use (data centre's control room/staff room) plus retention of existing workshop for industrial purpose. The data centre part is to be considered an unmanned part for housing computer systems, servers, telecommunications equipment, and associated support components in a secure and controlled environment and managed environment, in which control access is limited to maintenance/operational staff only and no daily habitation will be allowed.
- 2.2.9 Considering that the private car and motorcycle parking space would mainly serve the staff only under Proposed Data Centre Development, it is suggested to adopted the lower limit of required parking provision according to HKPSG for car and motorcycle parking space. Hence, 14 nos. of private car and 1 no. of motorcycle parking space is proposed as illustrated in **Table 2.5**.
- 2.2.10 The GV provision is proposed to follow the upper limit of the requirement of TD's Departmental Circular.
- 2.2.11 Based on HKPSG and the "Departmental Circular No. 6/2012", no provision for container truck bay is required. Therefore, no provision of container truck bay is proposed in this development.
- 2.2.12 In view of the above, the proposed transport facilities provisions for the data centre use of subject development are summarised in **Table 2.5**.

Table 2.5 Proposed Transport Provision for Data Centre Use

Transport Facilities		Required Provision based on Current Lease Conditions (Table 2.2)		Required Provision based on HKPSG (Table 2.3)		Required Provision Based on Departmental Circular (Table 2.4)		Proposed Provision	
Goods Vehicles	LGV	22 - 24 Nos.	15 - 16 Nos.	18 - 23 Nos.	12 - 15 Nos.	5 Nos.	3 Nos.	5 Nos.	3 Nos.
	HGV		7 - 8 Nos.		6 - 8 Nos.		2 Nos.		2 Nos.
Container		Nil		Nil		Nil		Nil	
Car Parking Spaces		16 Nos.		14 - 16 Nos.		NA		14 Nos.	
Motor Cycle		2 Nos.		1 - 2 Nos.		NA		1 No.	

2.3 Proposed Transport Provision For Whole Development

2.3.1 In summary of **Sections 2.1** and **2.2**, the proposed internal transport provision for the Subject Development is summarised in **Table 2.6**. The existing and proposed layout of car park and loading/ unloading are presented in **Appendix B** and **Appendix C** respectively. Swept path analysis for the proposed layout is also enclosed in **Appendix D**.

Table 2.6 Proposed Transport Provision for the Proposed Development

Transport Facilities			Proposed Provision for Industrial Use (Table 2.1)		Proposed Provision for Data Centre Use (Table 2.5)		Total Provision	
Goods Vehicles	LGV	L/UL	1 No.	0 No.	3 Nos.	2 Nos.	4 Nos.	2 Nos.
		Parking		1 No.		1 No.		2 Nos.
	HGV	L/UL	0 No.	0 No.	2 Nos.	2 Nos.	2 Nos.	2 Nos.
		Parking		0 No.		0 No.		0 No.
Container			Nil		Nil		Nil	
Car Parking Spaces			1 No.		14 Nos.		15 Nos. ⁽¹⁾	
Motor Cycle			1 No.		1 No.		2 Nos.	

Note: (1) 1 no. accessible car parking space included.

2.3.2 In addition to the above, 2 waiting space for LGV is proposed at G/F to facilitate the car lift operation similar to the existing arrangement.

2.3.3 Lease modification/ wavier application would be carried out to suit the proposed conversion of data centre and update of internal transport provision under wavier application.

2.3.4 The proposed data centre development is intended to convert the subject development from an industrial building into a data centre (whereas vast areas will be for data centre use which is unmanned). Therefore, the population for the Permitted Data Centre use is anticipated to be much lower than typical industrial use. Car parking space will be provided in compliance with the HKPSG standard and also considered sufficient for operation need. As such, the demand on public transport service induced by the proposed data centre is expected to be insignificant or even less than the industrial building and hence no adverse impact on public transport services is envisaged.

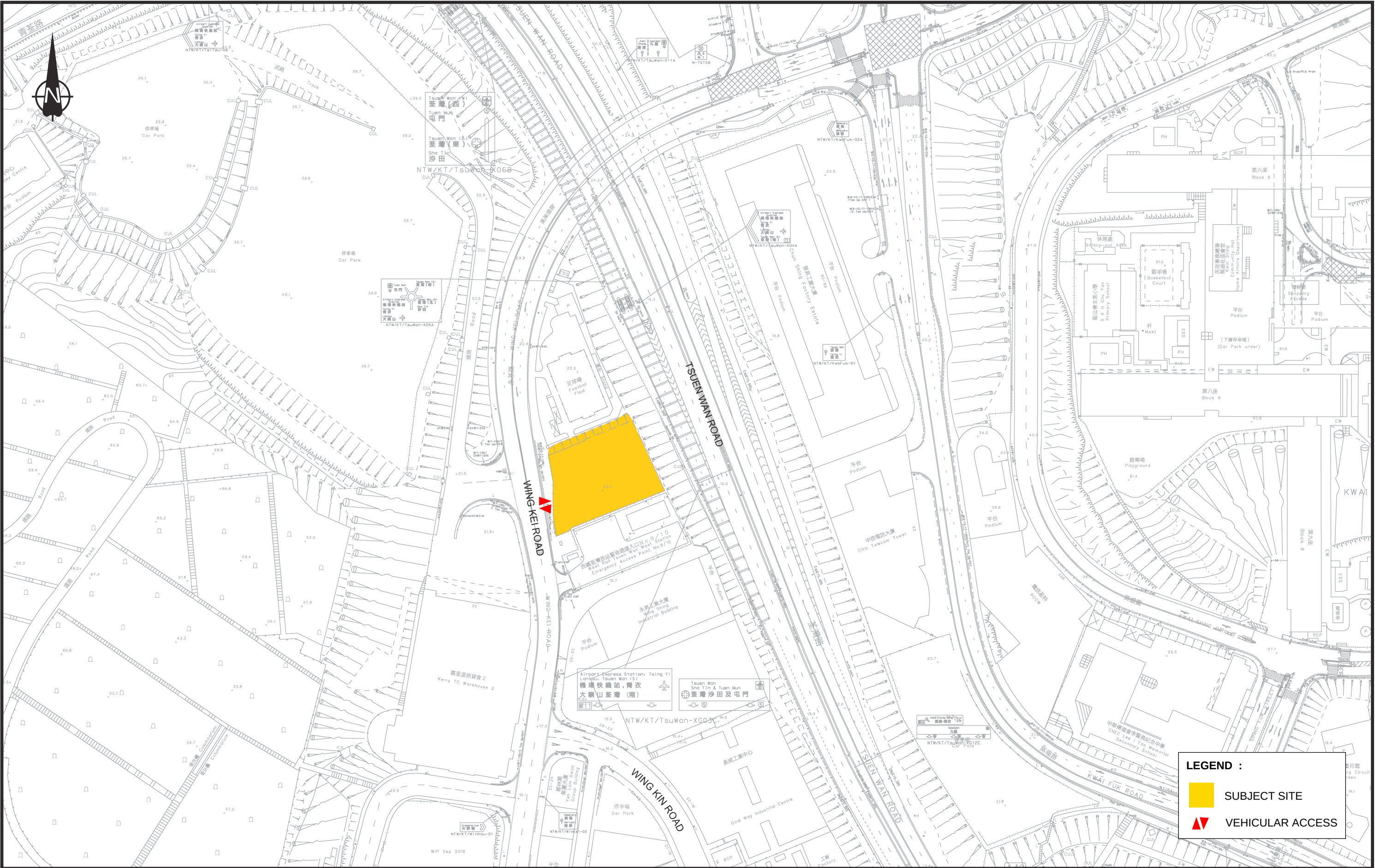
3. CONCLUSION

3.1 With the analysis above, the proposed internal transport provision for the Subject Development with size is summarised in **Table 3.1**.

Table 3.1 Summary of Transport Provision

Transport Facilities			Proposed Provision		Size ⁽¹⁾
GV Bays	LGV	L/UL	4 Nos.	2 Nos.	7.0m x 3.5m x 3.6m
		Parking		2 Nos.	
	HGV	L/UL	2 Nos.	2 Nos.	11.0m x 3.5m x 4.7m
		Parking		0 No.	
Car Parking Spaces		PV	14 Nos.		5.0m x 2.5m x 2.4m
		Accessible	1 No.		5.0m x 3.5m x 2.4m
Motor Cycle			2 Nos.		2.4m x 1.0m x 2.4m

Note: (1) Size of Parking Spaces and GV bays follow the dimensions stated in the HKPSG.



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A	TD COMMENTS INCORPORATED	LMS	SEPT26
Rev.	Description	Checked	Date

Project Title

PROPOSED MINOR RELAXATION OF
PLOT RATIO RESTRICTION FOR PERMITTED
'INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS
INDUSTRIES (DATA CENTRE)' USE AT 38 WING KEI ROAD,
KWAI CHUNG, NEW TERRITORIES (KCTL 524)

Drawing Title

SITE LOCATION

Designed	CHH	Checked	LMS	Scale	NTS	Date	JUL 2026	Drawing No.	1	Rev.	A
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Appendix A

Lease Condition (Extract)

Parking requirements

(17) (a) Spaces shall be provided within the lot to the satisfaction of the Director for the parking of motor vehicles at the rate of one space for every 1,000 square metres or part thereof of the gross floor area of the building or buildings erected or to be erected on the lot unless the Director consents to another lesser rate. Except for the spaces for the parking of motor vehicles by the disabled persons referred to in sub-clause (c)(i) of this Special Condition, each of these spaces shall measure 2.5 metres in width and 5.0 metres in length with a minimum headroom of 2.4 metres.

Spaces for goods vehicles (excluding goods vehicles with trailer)

- (b) (i) Spaces shall be provided within the lot to the satisfaction of the Director for parking, loading and unloading of goods vehicles (excluding goods vehicles with trailer with their prime movers attached) at the rate of one space for every 700 square metres or part thereof of the total gross floor area of the building or buildings erected or to be erected on the lot unless the Director consents to other rate.
- (ii) Out of the spaces provided under sub-clause (b)(i) of this Special Condition (as may be varied under sub-clause (i) of this Special Condition), the first 65% shall measure 3.5 metres in width and 7.0 metres in length with a minimum headroom of 3.6 metres and the remaining spaces shall measure 3.5 metres in width and 11.0 metres in length with a minimum headroom of 4.7 metres provided that if the number of spaces to be provided is a decimal number, the same shall be rounded up to the next whole number.
- (iii) One half of the total number of spaces provided under sub-clause (b)(i) of this Special Condition (as may be varied under sub-clause (i) of this Special Condition) shall be used for parking and the remaining half of the total number of spaces shall be used for loading and unloading provided that if the total number of spaces to be provided under sub-clause (b)(i) of this Special Condition is an odd number, the first odd space shall be used for parking purpose.

Parking Spaces for Disabled Persons

- (c) (i) Out of the spaces provided under sub-clause (a) of this Special Condition (as may be varied under sub-clause (i) of this Special Condition), the Purchaser shall reserve and designate such number of spaces for the parking of motor vehicles by disabled persons as defined in the Road Traffic Ordinance, any regulations made thereunder and any amending legislation (which spaces to be so reserved and designated are hereinafter referred to as "the Parking Spaces for Disabled Persons") as the Building Authority may require and approve provided that a minimum of one space shall be so reserved and designated out of the spaces provided under sub-clause (a) of this Special Condition (as may be varied under sub-clause (i) of this Special Condition).

- (ii) The Parking Spaces for Disabled Persons shall not be used for any purpose other than for the parking of motor vehicles by disabled person as defined in the Road Traffic Ordinance, any regulations made thereunder and any amending legislation, and belonging to the owners or occupiers of the building or buildings erected or to be erected on the lot and their bona fide guests, visitors or invitees and in particular the said spaces shall not be used for the storage, display or exhibiting of motor vehicles for sale or otherwise or for the provision of car cleaning and beauty services.
- (iii) The dimension of each of the Parking Spaces for Disabled Persons shall be as the Building Authority may require and approve.
- (iv) The Parking Spaces for Disabled Persons shall be located at such position and level as the Building Authority may require and approve.

Common Areas

- (v) The Parking Spaces for Disabled Persons shall be designated as and form part of the common areas designated as such in any deed of mutual covenant in respect of the lot or any similar documents governing the rights and obligations of the owners of the lot or where appropriate, any section thereof.

Spaces for motor cycles

- (d) (i) Spaces shall be provided within the lot to the satisfaction of the Director for the parking of motor cycles at a rate of 10% of the total number of spaces provided under sub-clause (a) of this Special Condition unless the Director consents to another rate provided that if the number of spaces to be provided is a decimal number, the same shall be rounded up to the next whole number.

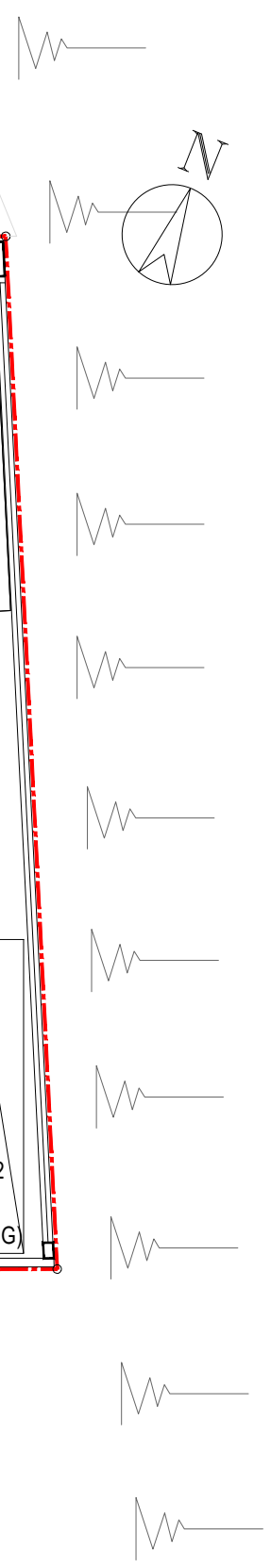
- (ii) Each of the spaces provided under sub-clause (d)(i) of this Special Condition (as may be varied under sub-clause (i) of this Special Condition) shall measure 1.0 metre in width and 2.4 metres in length with a minimum headroom of 2.4 metres or such other minimum headroom as may be approved by the Director.

(e) For the purpose of calculating the number of spaces to be provided under sub-clauses (a) and (b)(i) of this Special Condition, any floor area to be used for parking, loading and unloading purposes shall be excluded.

(f) The spaces provided under sub-clauses (a), (b), (c) and (d) of this Special Condition shall not be used for any purpose other than for the parking or loading and unloading of the respective types of motor vehicles licensed under the Road Traffic Ordinance, any regulations made thereunder and any amending legislation in accordance with the said sub-clauses, and belonging to the owners or occupiers of the building or buildings erected or to be erected on the lot and their bona fide visitors or invitees and in particular the said spaces shall not be used for the storage, display or exhibiting of motor vehicles for sale

Appendix B

Existing Car Park and Loading/ Unloading Layout



B.D. REF. NO. 2-3/9111/17			
F.S.D. REF. NO. --			
NOTE:			
LEGEND: LOT BOUNDARY ADDITIONAL NON-DOMESTIC GFA UNDER THE S16 PLANNING APPLICATION			
INDICATIVE ONLY			
DATE	REV.	REMARK	BY CHK
CLIENT			
LEAD CONSULTANT			
ARCHITECT & STRUCTURAL ENGINEER			
思源顧問有限公司 CONSULTANCY LIMITED Workshop 1, 2/F Shun Fat Industrial Building, No.17 Wang Ho Road, Kwailoon Bay, Kwailoon TEL: +852 2540 9806 FAX: +852 2541 8579			
PROJECT PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PERMITTED "INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS INDUSTRIES (DATA CENTRE)" USE AT 38 WING KEI ROAD, KWAI CHUNG, N.T. K.C.T.L. 524			
TITLE G/F PLAN (GBP SCHEME)			
PROJECT NO.	DWG. NO.	REV. NO.	
DRAWN CT	CHECK CT	SCALE 1:250 @A3	DATE

LOT BOUNDARY

ADDITIONAL NON-DOMESTIC GFA UNDER
THE S16 PLANNING APPLICATION

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CLIENT

LEAD CONSULTANT

ARCHITECT & STRUCTURAL ENGINEER

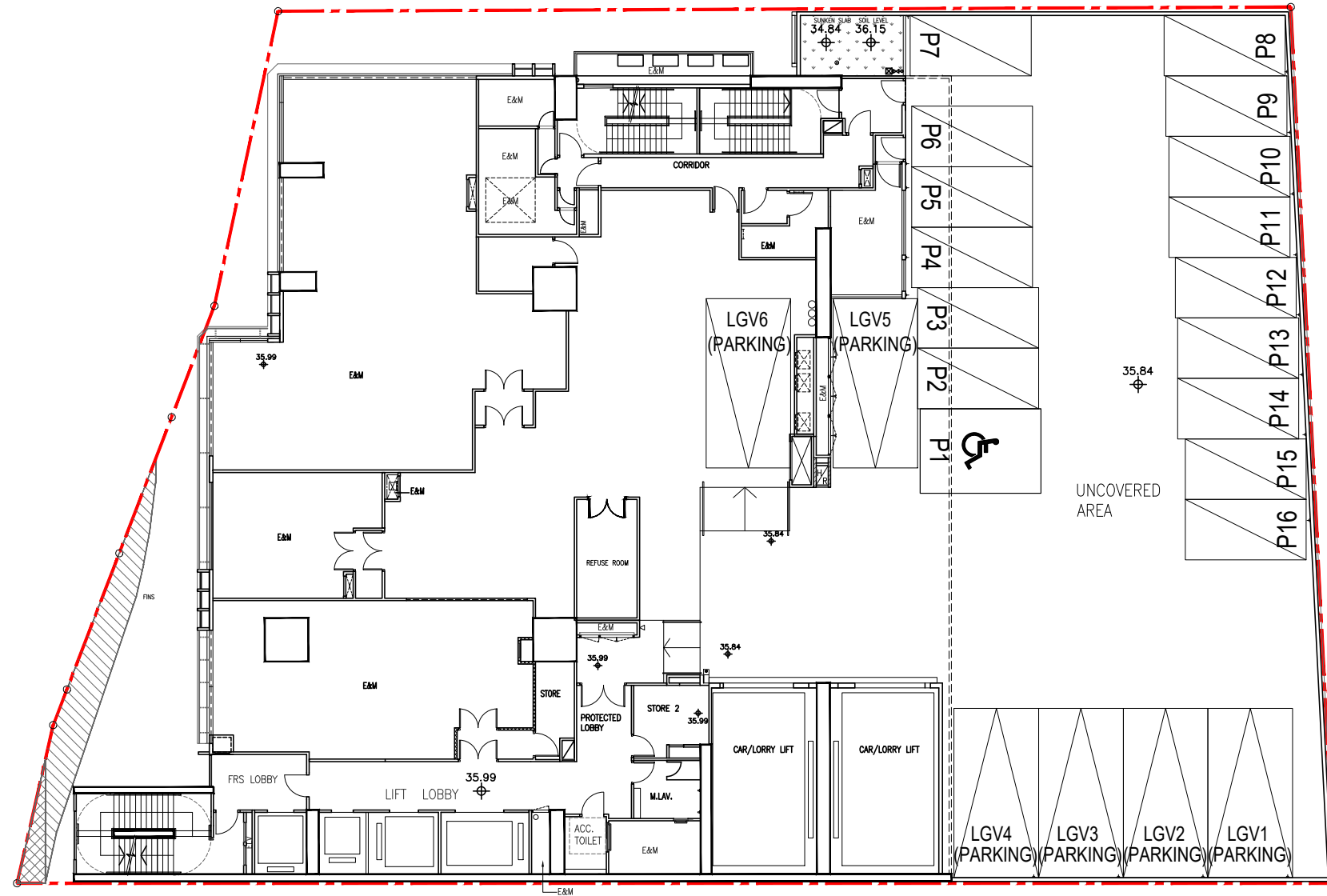


PROJECT
PROPOSED MINOR RELAXATION OF PLOT RATIO
RESTRICTION FOR PERMITTED "INFORMATION
TECHNOLOGY AND TELECOMMUNICATIONS
INDUSTRIES (DATA CENTRE)" USE AT
8 WING KEI ROAD, KWAI CHUNG, N.T. K.C.T.L. 524

TITLE
3/F PLAN (GBP SCHEME)

PROJECT NO.	DWG. NO.	REV. NO.
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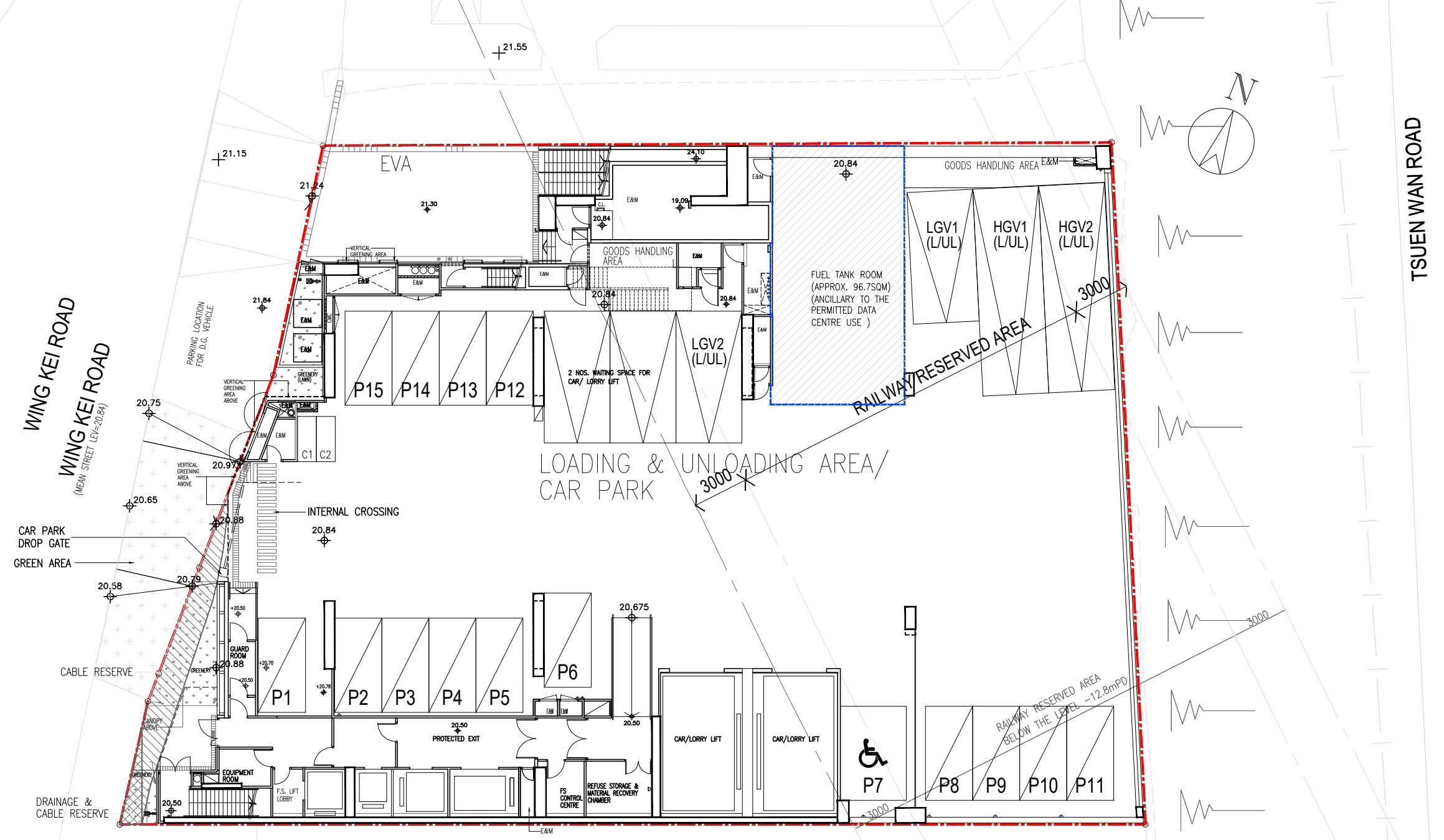
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Appendix C

Proposed Car Park and Loading/ Unloading Layout

WING KEI ROAD 5-a-SIDE SOCCER PITCH



WEST RAIL RELATED FACILITIES

WEST RAIL TSUEN WAN
WEST STATION EMERG.
ACCESS POINT NO.9/10

B.D. REF. NO. 2-3/911/17

F.S.D. REF. NO. --

NOTE:

LEGEND:

LOT BOUNDARY

ADDITIONAL NON-DOMESTIC GFA UNDER THE S16 PLANNING APPLICATION

INDICATIVE ONLY

08/2026	A	PLANNING SUBMISSION			
06/2026	-	PLANNING SUBMISSION			
DATE	REV.	REMARK	BY	CHK	

CLIENT

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PROJECT
PROPOSED MINOR RELAXATION OF PLOT RATIO
RESTRICTION FOR PERMITTED "INFORMATION
TECHNOLOGY AND TELECOMMUNICATIONS
INDUSTRIES (DATA CENTRE)" USE AT
38 WING KEI ROAD, KWAI CHUNG, N.T. K.C.T.L. 524

TITLE
G/F PLAN (PROPOSED SCHEME)

PROJECT NO.	DWG. NO.	REV. NO.
DRAWN CT	CHECK CT	SCALE 1:250 @A3
		DATE

G/F

LOT BOUNDARY

ADDITIONAL NON-DOMESTIC GFA UNDER
THE S16 PLANNING APPLICATION

08/2026	A	PLANNING SUBMISSION			
06/2026	-	PLANNING SUBMISSION			
DATE	REV.	REMARK		BY	CHK

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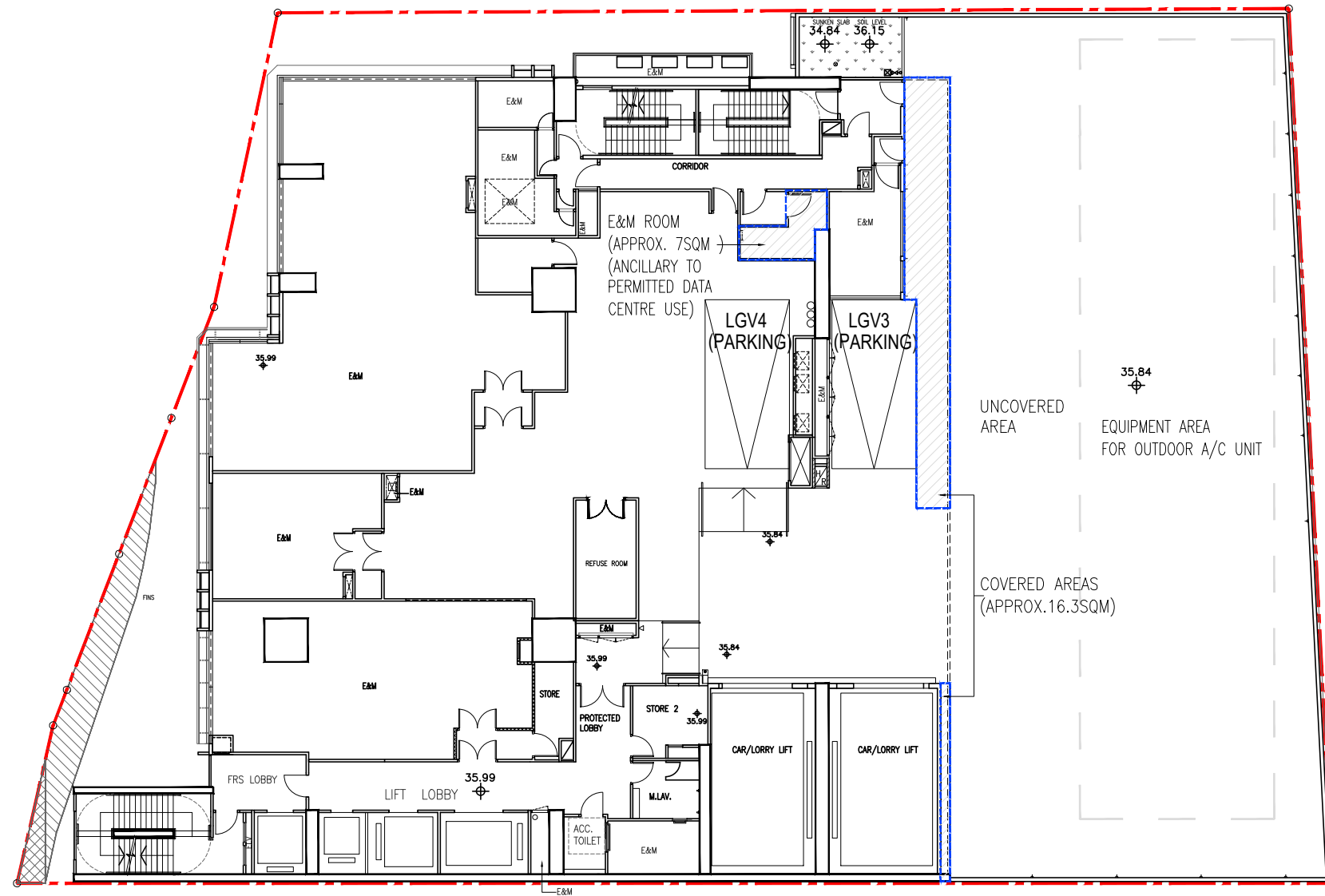
ARCHITECT & STRUCTURAL ENGINEER



PROJECT
PROPOSED MINOR RELAXATION OF PLOT RATIO
RESTRICTION FOR PERMITTED "INFORMATION
TECHNOLOGY AND TELECOMMUNICATIONS
INDUSTRIES (DATA CENTRE)" USE AT
88 WING KEI ROAD, KWAI CHUNG, N.T. K.C.T.L. 524

TITLE
3/F PLAN (PROPOSED SCHEME)

PROJECT NO.	DWG. NO.		REV. NO.
DRAWN CT	CHECK CT	SCALE 1:250 @A3	DATE



Appendix D

Swept Path Analysis for LGV3 and LGV4

