

2.3.4 The development proposal is intended to convert the subject building from an industrial building into a predominately permitted data centre use (comprising approximately 90% Permitted Data Centre use, with no more than 10% allocated to ancillary office use for Permitted Data Centre use (data centre's control room/staff room) plus retention of existing workshop for industrial purpose). The data centre portion is intended to operate as an unmanned facility for the accommodation of computer systems, servers, telecommunications equipment and associated supporting installations in a secure, controlled and managed environment. Access will be limited to maintenance staff only (expected to be less than 10 staffs), and no daily habitation will be permitted. The traffic demand generated by the proposed data centre is therefore anticipated to be substantially lower than that of a typical industrial use.

2.3.5 In addition, the Site is well-served by various public transport modes within a 300m catchment area, including bus services (73P) and minibus services (404M, 406, 407, 87, 87K, 91, 93, 93A and 98). It is envisaged that these existing routes can easily accommodate the public transport demand without causing any adverse impact.

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.