



Date: 16th February 2026

Pages: 2 + Attachments

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

BY HAND & EMAIL
(tpbpd@pland.gov.hk)

Dear Sir/Madam,

**SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED GREEN FUEL STATION (ELECTRIC VEHICLE CHARGING) WITH ANCILLARY
SHOP AND SERVICES USE AT UNIT C ON GROUND FLOOR, PERFECT INDUSTRIAL
BUILDING, 31 TAI YAU STREET, SAN PO KONG, KOWLOON**

Town Planning Application No. A/K11/250 – Supplementary Information

References are made to the telephone and email correspondence dated 13th February 2026 concerning further comments from the Planning Department. Please find below the Applicant's clarifications and amendments for your consideration:

[1] Amendment of Proposed Use

Following discussion with the Planning Department, the proposed use under the subject application has been revised to "Green Fuel Station (Electric Vehicle Charging) with ancillary Shop and Services Use."

[2] Clarification of Uses within the Subject Premises

The Proposed Development includes an ancillary Shop and Services area of about 36m², designated for members only. Membership is open to drivers who use the Applicant's EV charging stations. The ancillary facility will serve as a resting area for members while waiting for the completion of their vehicle charging, and will offer light refreshments for purchase.

In addition, a separate resting area of about 21m², located on the cockloft level, will also be accessible to members only. This area does not form part of the ancillary Shop and Services. A whole storage area of about 65m² is provided exclusively for internal use, primarily for the storage of materials.

[3] Amendment to Floor Area

In view of the inclusion of the cockloft within the Subject Premises as noted in [2], the floor area of the premises has been revised to about 554m².

[4] Clarification of Access Points

All users, including both pedestrians and vehicles, will access the site solely via the ingress/egress fronting Pat Tat Street. All other access points are designated for emergency use only and will not be open to the general public.



DeSPACE (International) Limited

The above revisions and clarifications have been incorporated in the replacement pages of the Application Form (**Attachment 1**) and the Supplementary Planning Statement (**Attachment 2**) for the Department's review.

Should you have any queries with this submission, please feel free to contact Mr. Kenji Wong / Mr. Endy Cheng at 24933626.

Yours faithfully,
FOR AND ON BEHALF OF
DESPACE (INTERNATIONAL) LIMITED



g.l.
p.p. Greg Lam

cc: LEE Ka Kan, Charles (Town Plnr/Kln 5; ckklee2@pland.gov.hk)
LEUNG Ines, Alysha (Town Planning Grad/Kln 3; aileung@pland.gov.hk)

Attachment 1

Replacement Pages of Application
Form

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- 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.tpb.gov.hk/>. 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.tpb.gov.hk/>),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
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
SINO EXPRESS INTELLIGENCE CO. LIMITED

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
DeSPACE (International) Limited

3. Application Site 申請地點	
(a) 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)	Unit C on Ground Floor, Perfect Industrial Building, 31 Tai Yau Street, San Po Kong, Kowloon
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input type="checkbox"/> Site area 地盤面積sq.m 平方米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積..... 554sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) 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

6. Type(s) of Application 申請類別	
<input checked="" type="checkbox"/>	Type (i) Change of use within existing building or part thereof 第(i)類 更改現有建築物或其部分內的用途
<input type="checkbox"/>	Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
<input type="checkbox"/>	Type (iii) Public utility installation / Utility installation for private project 第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
<input type="checkbox"/>	Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
<input type="checkbox"/>	Type (v) Use / development other than (i) to (iii) above 第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.
註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請			
(a) Total floor area involved 涉及的總樓面面積	554 sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	Green Fuel Station (Electric Vehicle Charging) with ancillary Shop and Services use (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)		
(c) Number of storeys involved 涉及層數	1	Number of units involved 涉及單位數目	1
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 sq.m 平方米 <input type="checkbox"/> About 約		
	Non-domestic part 非住用部分 554 sq.m 平方米 <input checked="" type="checkbox"/> About 約		
	Total 總計 554 sq.m 平方米 <input checked="" type="checkbox"/> About 約		
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途
	G/F	Electric vehicle charging station with ancillary shop and services	Green Fuel Station (Electric Vehicle Charging) with ancillary Shop and Services use

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	Unit C on Ground Floor, Perfect Industrial Building, 31 Tai Yau Street, San Po Kong, Kowloon		
Site area 地盤面積	554	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	Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31		
Zoning 地帶	Other Specified Uses (Business)		
Applied use/ development 申請用途/發展	Proposed Green Fuel Station (Electric Vehicle Charging) with ancillary Shop and Services use		
(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	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	554 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

Attachment 2

Replacement Pages of
Supplementary Planning Statement

Section 16 Town Planning Application

Proposed Green Fuel Station (Electric Vehicle Charging) and Ancillary Shop and Services Use

Unit C, Ground Floor, Perfect Industrial Building,
31 Tai Yau Street, San Po Kong, Kowloon

Supplementary Planning Statement



Applicant



Town Planning Consultant



Executive Summary

The Applicant, Sino Express Intelligence Co., Limited, which is the tenant of Unit C on Ground Floor, Perfect Industrial Building, 31 Tai Yau Street, San Po Kong, Kowloon (the “Subject Premises”), now seeks planning approval from the Town Planning Board (“TPB”) under the Section 16 of the Town Planning Ordinance for a proposed **Green Fuel Station (Electric Vehicle Charging) and ancillary Shop and Services use** at the Subject Premises.

According to the approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 (the “OZP”), the Site falls within the “Other Specified Uses (Business)” (“OU(B)”) zone where “Petrol Filling Station” is a Column 2 use **(in which Green Fuel Station is included in its scope), which requires** planning permission from the TPB.

Given the pressing demand for electric vehicle (“EV”) charging facilities in Hong Kong, the Applicant proposes to develop Unit C of **about 554m² floor area** into 12 EV charging spaces and ancillary Shop and Services. The proposal is justified mainly on the following reasons:

- The Proposed Development is in line with the policy directions in meeting Hong Kong’s carbon neutrality goals and enhancing the provision of EV chargers;
- The Proposed Development can meet the pressing demand for EV chargers in the territory;
- The Proposed Development is in line with the planning intention of the “OU(B)” zone;
- The Proposed Development is compatible with the surrounding land uses, which are predominantly commercial and industrial uses;
- The Proposed Development would not result in insurmountable traffic, environmental, and fire safety impacts on the surroundings.

Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject Application.

行政摘要

申請人中匯智能科技有限公司為九龍新蒲崗大業街 31 號善美工業大廈地下 C 單位（「申請地點」）之現行租戶，現根據《城市規劃條例》第 16 條尋求城市規劃委員會（「城規會」）的批准，於申請地點作擬議潔淨能源站（電動車充電）及附屬商店及服務行業用途。

根據慈雲山、鑽石山及新蒲崗分區計劃大綱核准圖編號 S/K11/31（下稱「大綱核准圖」），申請地點劃作「其他指定用途（商業）」地帶，「加油站」屬第二欄用途（此用途亦包括潔淨能源站），須獲城規會批准。

鑑於香港對電動車充電設施之迫切需求，申請人擬將 C 單位（總樓面面積約 554 平方米）發展為 12 個電動車充電位及附屬商店及服務行業。本申請之主要理據如下：

- 擬議發展切合政府實現香港碳中和目標及增加電動車充電設施之政策方向；
- 擬議發展能舒緩本港對電動車充電設施的龐大需求；
- 擬議發展切合「其他指定用途（商業）」地帶的規劃意向；
- 擬議發展與周邊以商業及工業用途為主的土地用途相容，及；
- 擬議發展不會對周邊環境造成之交通、環境、排污及消防安全影響。

鑑於上述理據，申請人謹請城規會批准本申請。

(內容如與英文版本有任何差異，應以英文版本為準)

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Figure 2	Site Plan
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SECTION ONE | INTRODUCTION

DeSPACE (International) Limited acts on behalf of the Applicant, Sino Express Intelligence Co., Limited, to prepare and submit this Section 16 Town Planning Application to the Town Planning Board (“TPB”) to seek planning permission for a proposed **Green Fuel Station (Electric Vehicle Charging) with ancillary Shop and Services use** at Unit C on Ground Floor, Perfect Industrial Building, 31 Tai Yau Street, San Po Kong, Kowloon (the “Subject Premises”). Please refer to **Figure 1** for the Location Plan.

The Subject Premises has **a floor area (“GFA”) of about 554m²**, and falls within the “Other Specified Uses (Business)” (“OU(B)”) zone in the approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 (the “OZP”). According to the OZP, the proposed “Petrol Filling Station” use is a Column 2 use **(in which Green Fuel Station is included in its scope), which requires** planning permission from the TPB.

The Applicant, incorporated in Hong Kong in August 2022, operates the “Three Charging” brand specialising in the establishment of an electric vehicle (“EV”) charging network. Since the brand’s establishment, the Applicant has expanded its network across 16 locations in Hong Kong. As the current tenant of the Subject Premises, the Applicant intends to further expand its network by establishing the EV charging facility together with ancillary Shop and Services to serve the growing EV user base in San Po Kong and Kowloon, thereby supporting the government’s initiative for the transition to electric mobility.

SECTION TWO | SITE CONTEXT AND HISTORY

2.1 Site Context and Surrounding Land Uses

The Subject Premises occupy a portion of the ground floor (“G/F”) of Perfect Industrial Building (the “subject IB”), whereas other G/F units are Shop and Services providing banking services. The subject IB is an existing 24-storey industrial building located at the junction of Pat Tat Street and Tai Yau Street in San Po Kong, with car parking spaces provided from G/F to 2/F. There is a lift lobby providing separate access to the upper floors of the subject IB. The Subject Premises front Pat Tat Street and are located immediately next to the ingress/egress of the subject IB (See **Figure 2 – Site Plan**). Internally, the Subject Premises are currently subdivided into three portions by internal partition walls, namely: **(i) the Green Fuel Station (Electric Vehicle Charging); (ii) the ancillary Shop and Services; (iii) a resting area, and; (iv) a storage area for internal use only. Both (ii) and (iii) are dedicated only for the members using the EV charging service.**

The Subject Premises are located within the established San Po Kong Business Area, which is predominantly occupied by industrial buildings (“IBs”) and industrial-office buildings (“I-O

Case No., Approval Date & Location	Applied Use	Planning Considerations
A/NE-LYT/860 (19.12.2025) Lung Yeuk Tau, Fanling	Proposed Temporary Green Fuel Station (Electric Vehicle Charging Station for Electric Taxi), Vehicle Repair Workshop, Shop and Services (Motor Vehicle Showroom) and Eating Place with Ancillary Office for a Period of 5 Years	<ul style="list-style-type: none"> • Meeting the demand for EV charging in the locality and quick charging EV facilities for electric taxis in Hong Kong; • Not entirely incompatible with the surrounding land uses, and; • Government departments had to objection/comment on the application.
A/NE-TKLN/82 (16.08.2024) Lin Ma Hang Road, Ta Kwu Ling North	Proposed Temporary Eating Place and Petrol Filling Station (Charging Only) for a Period of Three Years	<ul style="list-style-type: none"> • Secretary for Environment and Ecology (“SEE”) supports the applicant’s proposal since it is in line with the Government’s policies and directions in promoting the wider use of EVs in Hong Kong, and; • Government departments had to objection/comment on the application.

SECTION FOUR | THE PROPOSED DEVELOPMENT

The Subject Premises, located on the G/F of Perfect Industrial Building, provide approximately 554m² of GFA and comprises of: (i) the Green Fuel Station (Electric Vehicle Charging); (ii) the ancillary Shop and Services; (iii) a resting area, and; (iv) a storage area for internal use only (collectively, the “Proposed Development”). Both (ii) and (iii) are dedicated only for the members using the EV charging service.

The EV charging station will erect 6 user units to support 12 quick-charging spaces for private cars or electric taxis only (each 5 m (L) x 2.5 m (W)). Each space is equipped with a quick EV charger, while the actual output power will be dynamically adjusted according to individual vehicle demand and charging progress. Charging fees will follow the Applicant’s established time-based tariff model, supported by a dedicated mobile application offering real-time space availability and integrated payment for all Applicant-operated stations.

An ancillary Shop and Services area, together with vending machines, is designed to function as a convenient breakout space providing light refreshments and supporting amenities for drivers while their electric vehicles are being charged. Drivers who utilise the Applicant’s EV charging stations at

any branch are eligible to apply for membership in the Green Fuel Station, which grants them access to the Shop and Services facilities at the Subject Premises. Moreover, a comfortable resting area on a cockloft is also provided exclusively for members during the EV charging process.

Please refer to **Figure 3** for the indicative layout plan and **Table 2** for the major development parameters.

Table 2: Major Development Parameters

Floor Area (“GFA”, about)	<ul style="list-style-type: none"> • EV Charging Station: 432m² • Shop and Services (For Members Only): 36m² • Resting Area (For Members Only): 21m² • Storage Area (For Internal Use Only): 65m² • Total: 554 m²
No. of EV Charging Spaces	12 spaces served by 6 quick chargers (each <100kW)
Operation Hours	<ul style="list-style-type: none"> • EV Charging Station, Shop and Services and Resting Area: 24 hours daily, including public holidays

Unit C features a portal providing direct ingress/egress to Pat Tat Street with an approximate width of about 5.7m. To minimise dwell time of EV charging and to prevent vehicle overflow onto Pat Tat Street, a penalty system will apply to idle vehicles remaining over 10 minutes post full-charge, encouraging prompt departure from the Subject Premises. The Subject Premises would not be operated as a car park.

Loading and unloading for the Shop and Services will utilise the existing loading/unloading bays within the G/F internal driveway of the subject IB. However, frequent loading/unloading is not anticipated.

SECTION FIVE | PLANNING AND TECHNICAL JUSTIFICATIONS

5.1 In Line with Hong Kong’s Carbon Neutrality and EV Promotion Policies

The Proposed Development provides quick EV charging services that directly align with the Government's strategic initiatives to expand the territory-wide charging network, as articulated in the EV Roadmap. The Proposed Development contributes substantively to Hong Kong's net-zero emissions target before 2050 under the Climate Action Plan 2050, helping to alleviate range anxiety for existing and prospective EV users while facilitating the broader transition to green transport. In this manner, the Proposed Development supports the Government's policy direction to accelerate EV adoption, reduce vehicular emissions, and embed sustainable mobility infrastructure within high-demand urban business areas.

The Proposed Development would also form part of the future e-taxi charging network, offering strategic support to the electrification of the taxi fleet and directly aligning with the Government's long-term decarbonisation and green transport policies. As highlighted in section 3.3, this alignment is evidenced by recent TPB approvals for similar EV charging facilities, where precedents exist showing that the Secretary for Environment and Ecology (SEE) has recognised such developments as supportive of wider EV adoption across Hong Kong.

5.2 Meeting Pressing Demand for EV Charging Facilities

The rapid uptake of EVs in Hong Kong underscores an urgent need for expanded fast-charging infrastructure. The percentage of electric private cars among newly registered private cars has surged from 6.3% in 2019 to 70.6% in August 2025, meaning approximately 7 out of every 10 new private cars are now electric – positioning Hong Kong among global leaders in EV growth. By end-August 2025, Hong Kong's total EV population exceeded 131,000, with around 129,000 private cars, representing a nine-fold increase over six years and accounting for 20% of the total private car population³.

Despite this growth, charging infrastructure remains a critical bottleneck. While approximately 120,000 parking spaces currently feature charging facilities – including over 14,500 public chargers, of which only about 2,300 are quick or fast chargers – the network struggles to keep pace with demand, particularly for quick or fast charging that minimises dwell times³. Within a 500-metre radius of the Subject Premises, only 85 quick EV chargers are available (out of a total of 147 chargers), highlighting a local capacity constraint for rapid charging in this high-density business district⁵.

The Proposed Development addresses this pressing gap by delivering 12 dedicated EV charging spaces equipped with quick chargers, directly alleviating congestion at existing slow chargers and strengthening Kowloon East's EV ecosystem. Since electric taxis rely primarily on rapid top-ups during short operational breaks⁴, these high-capacity bays will meet the demand from both private vehicles and commercial electric taxi fleets.

5.3 In Line with the Planning Intention of the OU(B) Zone

The proposed **Green Fuel Station (Electric Vehicle Charging)** with ancillary Shop and Services fully align with the planning intention of the OU(B) zone, which accommodates a diverse mix of general business, non-polluting industrial, office and commercial uses to drive the transformation and modernisation of traditional industrial area of San Po Kong. By delivering zero-emission EV charging infrastructure complemented by modest customer-facing amenities, the Proposed

⁵ Environmental Protection Department. (2025). *Hong Kong Major Public EV Chargers Reference Database*.

https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/locations_ev_chargers.html

Development contributes to elevating the San Po Kong Business Area into a sustainable, future-oriented commercial precinct.

The GFA allocated to the ancillary Shop and Services fall comfortably within acceptable limits for ground floor commercial uses in existing industrial buildings under TPB PG-No. 22D, particularly given the presence of comparable banking services in other ground floor units in the subject IB that serve industrial support functions. These ancillary facilities qualify for exemption from the guidelines' commercial floor area restrictions, being small-scale provisions only intended to serve the registered members of the EV charging service. As a non-polluting industrial use in its own right, the Proposed Development conforms fully with TPB PG-No. 22D.

5.4 Compatible with the Surrounding Land Uses

The Proposed Development is fully compatible with the established land use character of the San Po Kong Business Area, where IBs and I-O buildings predominate alongside ground floor Shop and Services. This established mix of residential, industrial and commercial activities provides an ideal context for the Proposed Development's low-profile EV charging infrastructure.

The EV charging station complements existing vehicle-related uses like vehicle repair workshops by providing modern, clean-energy refuelling services, thereby enhancing rather than competing with San Po Kong's operational fabric. Meanwhile, the ancillary Shop and Services would only meet the users of the EV charging station without generating additional footfall or visual intrusion. The Proposed Development therefore integrates seamlessly into the street-level activity pattern while maintaining functional harmony with the surrounding mixed-use environment.

5.5 No Insurmountable Traffic Impact

The Proposed Development will generate no insurmountable traffic impacts on the surrounding road network. Unit C benefits from a wide portal providing direct ingress/egress to Pat Tat Street. The quick-charging capability together with the post-charge penalty system for idle vehicles will ensure short dwell times per session, resulting in manageable peak hourly turnover of vehicles that poses no material strain on Pat Tat Street or the adjacent junction.

Ancillary Shop and Services are small-scale and only serves the users of the EV charging station, with all goods loading/unloading accommodated via the existing G/F driveway bays – ensuring no additional vehicular and pedestrian demand on the public road network. The Subject Premises' strategic location within 500m of major arterials such as Prince Edward Road East and Choi Hung Road further disperses any incidental traffic effectively, maintaining compatibility with the locality's industrial traffic patterns.

5.6 No Insurmountable Environmental Impacts

The Proposed Development will generate no insurmountable environmental impacts on the surrounding areas. It is a non-polluting use that includes only the charging service for electric vehicles. No repairing, car washing, car beautification (including paint spraying), or other workshop activities will be carried out on the Subject Premises.

Given the unmanned nature of the EV charging station and modest scale of ancillary Shop and Services, no adverse air quality, noise, water discharge or waste impacts are anticipated. The operation of the Proposed Development should not cause any environmental nuisances and/or hygiene problems at the Subject Premises and its vicinities.

5.7 No Insurmountable Fire Safety Impact

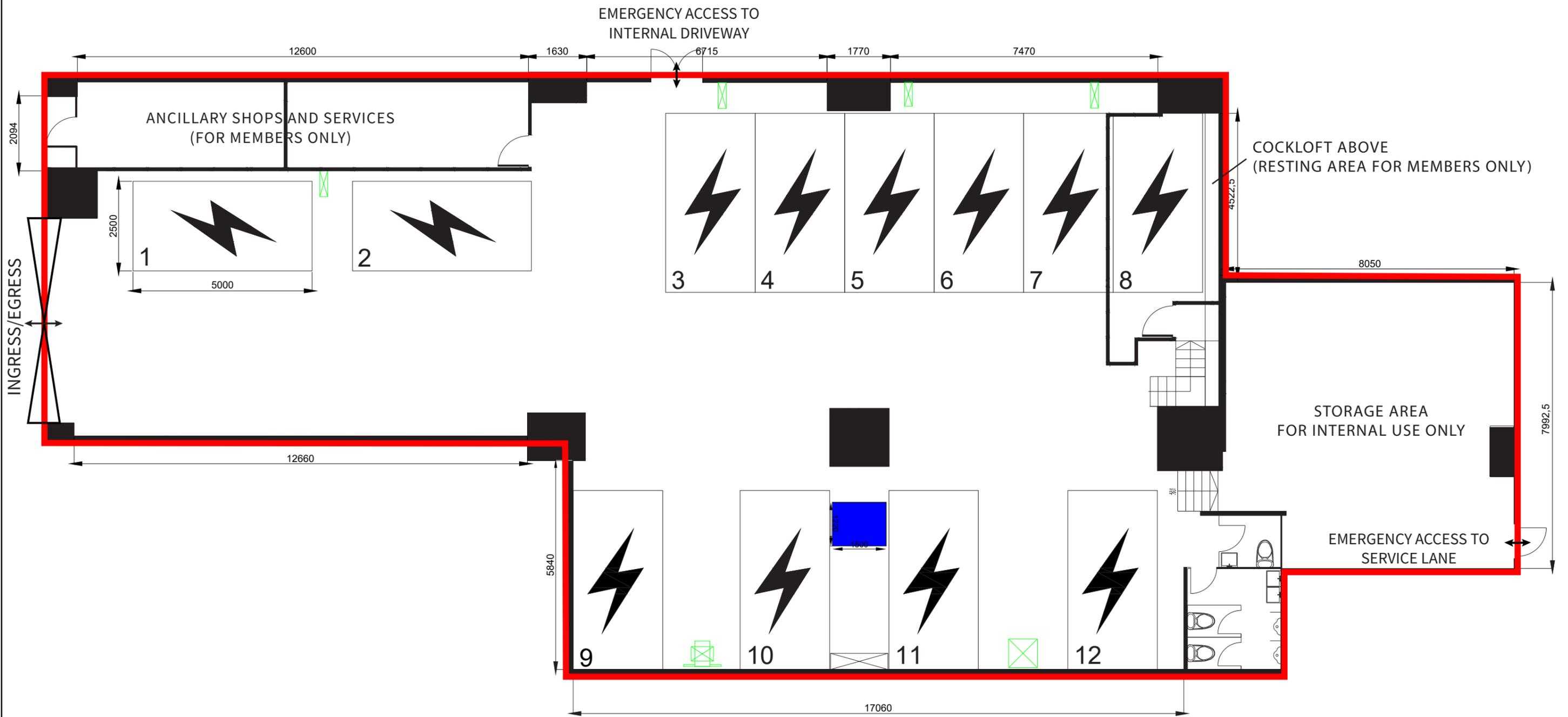
The Applicant will provide sufficient fire services installations requirements within the Subject Premises to ensure a safe and secure environment for all users of the Proposed Development. All existing facilities will be reviewed and upgraded to comply with the latest regulations and codes of practice as per Fire Service Department's advice.

SECTION SIX | CONCLUSION

This section 16 planning application is submitted to seek planning permission for **the proposed Green Fuel Station (Electric Vehicle Charging) and ancillary Shop and Services use** at the Subject Premises. The proposal is fully justified on the following grounds:

- The Proposed Development is in line with the policy directions in meeting Hong Kong's carbon neutrality goals and enhancing the provision of EV chargers;
- The Proposed Development can meet the pressing demand for EV chargers in the territory;
- The Proposed Development is in line with the planning intention of the "OU(B)" zone;
- The Proposed Development is compatible with the surrounding land uses, which are predominantly commercial and industrial uses;
- The Proposed Development would not result in insurmountable traffic, environmental, sewerage, and fire safety impacts on the surroundings.

Given these compelling planning justifications and the Proposed Development's direct contribution to the Environment and Ecology Bureau's strategic priorities for accelerating EV infrastructure deployment and green transport transformation across Hong Kong, the Applicant respectfully request the TPB to grant favourable consideration and approval to this application, and further invites the SEE's explicit support in recognition of its alignment with Government decarbonisation objectives.



DRAWING TITLE:
LAYOUT PLAN

DRAWING NO.:
FIGURE 3

LEGEND:

-  APPLICATION BOUNDARY
-  /  /  EV CHARGERS (NATURAL-COOLING / LIQUID-COOLING / REGULAR)
-  1200A POWER CABINET FOR EV CHARGERS

SCALE:
NOT TO SCALE

DATE:
FEBRUARY 2026

PREPARED BY:

 DeSPACE (International) Limited

 中匯智能
SINO EXPRESS
INTELLIGENCE