

# Section 16 Town Planning Application

## Proposed Petrol Filling Station (EV Charging)

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

## Supplementary Planning Statement



Applicant



Town Planning Consultant



DeSPACE (International) Limited

## **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 Petrol Filling Station (EV Charging) 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 requiring 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 532m<sup>2</sup> gross floor area into 12 EV charging spaces with 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.

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## 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，於申請地點作加油站（電動車充電）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，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 532 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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## TABLE OF CONTENTS

<b>SECTION ONE   INTRODUCTION .....</b>	<b>4</b>
<b>SECTION TWO   SITE CONTEXT AND HISTORY.....</b>	<b>4</b>
2.1 Site Context and Surrounding Land Uses.....	4
2.2 Land Status .....	5
2.3 Accessibility .....	5
<b>SECTION THREE   PLANNING CONTEXT .....</b>	<b>5</b>
3.1 Statutory Planning Context .....	5
3.2 Non-Statutory Planning Context .....	6
3.3 Similar Planning Applications.....	7
<b>SECTION FOUR   THE PROPOSED DEVELOPMENT .....</b>	<b>8</b>
<b>SECTION FIVE   PLANNING AND TECHNICAL JUSTIFICATIONS .....</b>	<b>9</b>
5.1 In Line with Hong Kong’s Carbon Neutrality and EV Promotion Policies .....	9
5.2 Meeting Pressing Demand for EV Charging Facilities.....	10
5.3 In Line with the Planning Intention of the OU(B) Zone.....	10
5.4 Compatible with the Surrounding Land Uses .....	11
5.5 No Insurmountable Traffic Impact .....	11
5.6 No Insurmountable Environmental Impacts.....	11
5.7 No Insurmountable Fire Safety Impact.....	12
<b>SECTION SIX   CONCLUSION.....</b>	<b>12</b>

## LIST OF FIGURES

Figure 1	Location Plan
Figure 2	Site Plan
Figure 3	Layout 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 Petrol Filling Station (EV Charging) 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 gross floor area (“GFA”) of about 532m<sup>2</sup>, 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 which require permission from 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 Petrol Filling Station (EV Charging); (ii) the ancillary Shop and Services; and (iii) a general storage area.

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 buildings”) such as One Portside, Pat Tat Industrial Building, Chin Fat Factory Building and New Tech Plaza, with some Shop and Services uses on G/F, including vehicle repair workshops, real estate agencies, eating places, and banks. A mixture of residential, industrial and commercial

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activities constitutes the existing land use pattern in the locality (See **Figure 1** and **Figure 2**).

## **2.2 Land Status**

The Site falls within New Kowloon Inland Lot Nos. 4440 and 4441 restricted to industrial use, excluding any offensive trades. Upon obtaining planning approval, the Applicant will submit an application to the Lands Department for a temporary waiver to regularise and effect the proposed use.

The Applicant is the tenant of Unit C and not the “current land owner”. The Applicant has therefore fully complied with the Town Planning Board Guidelines TPB PG-No. 31B regarding the owner’s notification requirement under Section 16 of the Town Planning Ordinance. Reasonable steps have been taken to notify the “current land owner.”

## **2.3 Accessibility**

For EVs, the Subject Premises benefits from direct frontage onto Pat Tat Street at its junction with Tai Yau Street. The Subject Premises is also only a 2–3-minute drive from main arterials such as Choi Hung Road and Prince Edward Road East, providing desirable accessibility to the rest of Kowloon East.

Public transport further enhances site accessibility, with franchised buses and public light buses serving stops within 100 metres along Tai Yau Street, complemented by Diamond Hill MTR Station serving the Kwun Tong Line and Tuen Ma Line at a walking distance of approximately 420 metres to the northeast. (See **Figure 1**).

# **SECTION THREE | PLANNING CONTEXT**

## **3.1 Statutory Planning Context**

The Site is zoned as “OU(B)” on the OZP, where the planning intention is to accommodate a mix of general business uses, non-polluting industrial uses, offices and other commercial activities. The “Petrol Filling Station” use is a Column 2 use within this zone and may only be permitted upon application to, and approval by, the TPB (See **Figure 1**).

Although “Green Fuel Station” is not separately specified in the Notes, the “Definition of Terms in Statutory Plans” issued by the TPB defines “Petrol Filling Station / Green Fuel Station” as any place or premises where gasoline, liquefied petroleum gas, oil, grease, electricity, hydrogen and other green fuels, etc. are provided, and that ancillary Shop and Services may be included within this use.

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Alas, according to Schedule II of the Notes for the “OU(B)” zone applicable to IBs or I-O buildings, “Shop and Services” uses are always permitted in the purpose-designed non-industrial portion on the lower floors of an existing building, provided that such uses are separated from the industrial uses above by a buffer floor or floors and that no industrial uses are accommodated within the non-industrial portion.

The TPB Guidelines No. 22D (“TPB PG-No. 22D”) set out limits on the aggregate commercial floor area on the G/F of existing IBs or I-O buildings, subject to the satisfaction of the Fire Services Department (“FSD”). However, the Guidelines expressly state that these limits do not apply to small-scale ancillary uses that serve to support industrial activities and the routine needs of workers in industrial or I-O buildings, such as fast food counters and local provision stores. As the proposed ancillary Shop and Services are modest in scale and function primarily to serve building occupants and EV charging users, they fall outside the purview of TPB PG-No. 22D.

### **3.2 Non-Statutory Planning Context**

Hong Kong is committed to achieving carbon neutrality before 2050, with the Government explicitly targeting “zero vehicular emissions and zero carbon emissions in the transport sector before 2050” through large-scale vehicle electrification and the development of new-energy transport infrastructure<sup>1</sup>. To support this direction, the Hong Kong Roadmap on Popularisation of Electric Vehicles (the “EV Roadmap”) released in March 2021 sets a long-term policy framework for zero vehicular emissions by 2050, including the provision of about 150,000 private charging facilities by 2025 and the development of a territory-wide quick charging network, and clearly identifies electric taxis as a key component of this transition by stating that e-taxi trials will be proactively promoted with a concrete timetable for wider adoption to be formulated around 2025<sup>2</sup>.

To accelerate the build-out of a fast charging network and enhance EV convenience, the 2024 Policy Address earmarks HK\$300 million for a Fast Charger Incentive Scheme to encourage the private sector to install 3,000 fast chargers by end-2028, supporting around 160,000 additional EVs, with 181 fast chargers already in place across Hong Kong as of September 2025 and scheduled to commence operation progressively<sup>3</sup>. The Green Transformation Roadmap of Public Buses and Taxis further set a medium-term target of introducing about 3,000 electric taxis and to subsidise e-taxi purchases and to roll out at least 500 fast chargers territory-wide by the end of 2027, reinforcing that expanded fast-charging infrastructure is essential to the planned electrification of

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<sup>1</sup> HKSAR Government (2021). *Government announces Hong Kong's Climate Action Plan 2050 (with photos)*.  
<https://www.info.gov.hk/gia/general/202110/08/P2021100800588.htm>

<sup>2</sup> Environment Bureau. (2021). *Hong Kong Roadmap on Popularisation of Electric Vehicles*.  
[https://www.evhomecharging.gov.hk/downloads/ev\\_booklet\\_en.pdf](https://www.evhomecharging.gov.hk/downloads/ev_booklet_en.pdf)

<sup>3</sup> Legislative Council Panel on Environmental Affairs (2025). *Electric Vehicle Charging Network*.  
<https://www.legco.gov.hk/yr2025/english/panels/ea/papers/ea20250929cb1-1394-4-e.pdf>

the taxi fleet<sup>4</sup>.

### 3.3 Similar Planning Applications

There are no similar applications for Green Fuel Station use within the “OU (B)” Zone. Nevertheless, planning applications for Petrol Filling Station / Green Fuel Station were mostly approved by the TPB. Some recent examples are list in **Table 1** hereunder:

**Table 1: Similar Town Planning Applications for Petrol Filling Station / Green Fuel Station**

Case No., Approval Date & Location	Applied Use	Planning Considerations
A/YL-LFS/588 (23.01.2026) Lau Fau Shan, Yuen Long	Proposed Temporary Electric Vehicle Charging Station for a Period of 3 Years	<ul style="list-style-type: none"> <li>• Meeting the demand for EV charging in the locality;</li> <li>• Not incompatible with the surrounding areas, and;</li> <li>• Government departments had to objection/comment on the application.</li> </ul>
A/NE-TKL/813 (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"> <li>• Meeting the demand for EV charging in the locality and quick charging EV facilities for electric taxis in Hong Kong;</li> <li>• Not incompatible with the surrounding areas;</li> <li>• No queuing of electric taxi outside the Site is anticipated, and;</li> <li>• Government departments had to objection/comment on the application.</li> </ul>

<sup>4</sup> Legislative Council Panel on Environmental Affairs and Panel on Transport (2024). *Green Transformation Roadmap of Public Buses and Taxis*. <https://www.legco.gov.hk/yr2024/english/panels/ea/papers/eatp20241216cb1-1665-1-e.pdf>

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"> <li>• Meeting the demand for EV charging in the locality and quick charging EV facilities for electric taxis in Hong Kong;</li> <li>• Not entirely incompatible with the surrounding land uses, and;</li> <li>• Government departments had to objection/comment on the application.</li> </ul>
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"> <li>• 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;</li> <li>• Government departments had to objection/comment on the application.</li> </ul>

## SECTION FOUR | THE PROPOSED DEVELOPMENT

The Subject Premises, located on the G/F of Perfect Industrial Building, provide approximately 532m<sup>2</sup> of GFA and comprises of: (i) an EV charging station; (ii) ancillary Shop and Services, and; (iii) a general storage area (collectively, the “Proposed Development”).

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. The ancillary Shop and Services will provide refreshments exclusively for registered EV charging users on a membership basis, ensuring convenient amenities for customers during charging sessions without attracting unrelated footfall. Please refer to **Figure 3** for the indicative layout plan and **Table 2** for the major development parameters.

**Table 2: Major Development Parameters**

Gross Floor Area (“GFA”, about)	<ul style="list-style-type: none"><li>• EV Charging Station: 432m<sup>2</sup></li><li>• Shop and Services: 36m<sup>2</sup></li><li>• General Storage Area: 65m<sup>2</sup></li><li>• Total: 532 m<sup>2</sup></li></ul>
No. of EV Charging Spaces	12 spaces served by 6 quick chargers (each <100kW)
Operation Hours	<ul style="list-style-type: none"><li>• EV Charging Station and Shop and Services: 24 hours daily, including public holidays</li></ul>

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 population<sup>3</sup>.

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 times<sup>3</sup>. 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 district<sup>5</sup>.

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 breaks<sup>4</sup>, 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 Petrol Filling Station (EV 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 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

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<sup>5</sup> 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](https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/locations_ev_chargers.html)

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.

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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 a Proposed Petrol Filling Station (EV Charging) 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.

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