Attachment 2

Section 16 Town Planning Application

Revised Supplementary Planning Statement

PROPOSED GREEN FUEL STATION (ELECTRIC VEHICLE CHARGING) WITH ANCILLARY SHOP AND SERVICES USE AT WORKSHOPS 7 & 8 ON GROUND FLOOR, METRO CENTRE, 32 LAM HING STREET, KOWLOON BAY, KOWLOON

Applicant:

Sino Express Intelligence Co. Ltd

中匯智能 SINO EXPRESS INTELLIGENCE

Town Planning Consultant:

DeSPACE (International) Limited

DeSPACE (International) Limited

March 2026

EXECUTIVE SUMMARY

This planning application is submitted on behalf of Sino Express Intelligence Co., Limited ("the Applicant") in support of a proposed Green Fuel Station (Electric Vehicle (EV) Charging) with ancillary shop and services use ("the Proposed Use") at Workshops 7 & 8 on Ground Floor, Metro Centre, 32 Lam Hing Street, Kowloon Bay ("the Subject Premises"). The application seeks the Town Planning Board's ("TPB") approval under Section 16 of the Town Planning Ordinance.

The Subject Premises falls within an area zoned "Other Specified Use (Business)" on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34. According to the Notes of the OZP, the use of "Petrol Filling Station" (in which Green Fuel Station is a subsidiary entity) is a Column 2 use that requires planning permission from the TPB.

The Subject Premises is located within two units on the ground floor of Metro Centre. The Applicant proposes to establish a Green Fuel Station (EV Charging) with ancillary shop and services use. A total of 8 EV charging spaces is proposed within the Subject Premises, served with 6 quick chargers and 2 waiting spaces.

The proposal is justified mainly on the following reasons:

- The Proposed Use supports the government's policy directions in actively promoting the wider use of EVs and a full shift from fuel-powered Private Cars by 2035;
- The Proposed Use supports achieving Government's target for quick EV charging facilities;
- The Subject Premises is at a suitable location for meeting the demand of commercial EVs in the locality;
- The Proposed Use is compatible with the surrounding land uses;
- The Proposed Use would not result in insurmountable adverse impacts on the surroundings.

In view of the above justifications, the Applicant sincerely seeks the TPB to give favourable consideration and approve this Planning Application.

行政摘要

此規劃綱領謹代表中匯智能科技有限公司（申請人）為位處九龍九龍灣臨興街 32 號美羅中心地下 7 號及 8 號鋪（申請處所）用作擬議潔淨能源站（電動車充電）及附屬商店及服務行業（擬議用途）的規劃申請而擬備，並希望根據《城市規劃條例》第 16 條得到城市規劃委員會（城規會）的規劃許可。

申請處所位於牛頭角及九龍灣分區計劃大綱核准圖編號 S/K13/34（該大綱核准圖）上的「其他指定用途 （商貿）」地帶。根據該大綱核准圖的《註釋》所述，「加油站」用途（潔淨能源站為此分類的附屬用途）屬於第二欄用途，須先向城規會申請。

申請處所位於美羅中心地下的其中兩個鋪位內。在該擬議用途中，申請處所會設有 8 個電動車充電位，並配以 6 支高速充電樁及 2 個等候位置。

該規劃申請的主要理據如下：

- 擬議用途幫助政府積極推動電動車普及化及在 2035 年或以前停止新登記燃油私家車的政策方向；
- 擬議用途支持政府對增加快速電動充電樁供應的目標；
- 申請處所位於市區內，地理位置適合支援商用電動車；
- 擬議用途與毗鄰土地用途相容；以及
- 該擬議用途不會對周圍環境造成不良影響。

有鑑於以上理據，敬希城規會支持本次的規劃申請。

（內容如與英文版本有任何差異，概以英文版本為準）

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SECTION ONE – INTRODUCTION

1.1. Background information

1.1.1. DeSPACE (International) Limited acts on behalf of the Applicant, namely, Sino Express Intelligence Co. Ltd, to submit this Section 16 Town Planning Application to the Town Planning Board ("TPB"). This application seeks approval for the proposed Green Fuel Station (Electric Vehicle (EV) Charging) with ancillary shop and services use ("the Proposed Use") at Workshops 7 & 8 on Ground Floor, Metro Centre, 32 Lam Hing Street, Kowloon Bay, Kowloon ("the Subject Premises"). Location of the Subject Premises is shown on **Figure 1**.

1.1.2. The Subject Premises falls within the area zoned "Other Specified Uses (Business)" ("OU(B)") on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34 ("the OZP"). According to the Notes of the OZP, the use of "Petrol Filling Station" (in which Green Fuel Station is a subsidiary entity) is a Column 2 use that requires planning permission from the TPB.

1.1.3. The Subject Premises are situated on the ground floor of Metro Centre , where the Applicant proposes to establish a Green Fuel Station (EV Charging). In addition, the Subject Premises will include ancillary services for members only which are always permitted in the purpose-designed non-industrial portion on the lower floors of the industrial building.

1.1.4. The Applicant was established in 2022 and is now operating 16 branches of EV Charging Stations in Hong Kong. The Applicant envisions to establish up to 300 EV charging stations in the territory with the provision of 1,200 quick chargers by 2029 to support the promotion of electric vehicles and sustainable transportation. The proposed use is part of the Applicant's plan in expanding its EV charging services and contributing to a green society in Hong Kong.

1.2. Policy Initiative

1.2.1. In line with the vision of creating a green, livable, and smart city, the Hong Kong government announced the "Hong Kong Roadmap on Popularization of Electric Vehicles" in 2021. With the mission of achieving "**Zero Carbon Emissions, Clean Air, Smart Mobility**," the roadmap sets out strategic targets to promote the adoption of electric vehicles (EVs) and establish robust charging networks to meet future demand. One of its key goals is to **end the registration of new fuel-powered private cars by 2035** or earlier, **including hybrid vehicles**.

1.2.1. Building on the roadmap, the promotion of green transport and the development of supporting infrastructure have been recurring priorities in the **Policy Address** for **six consecutive years** since 2020. These efforts include offering tax

incentives, subsidies, and the introduction of electric buses and taxis, with the long-term objective of **establishing a territory-wide EV network**. According to data from the Environmental Protection Department, as of November 2025, Hong Kong had approximately 143,000 EVs, accounting for about 15% of the city's total vehicle fleet. Nonetheless, significant efforts are still required to expand the EV charging network to support the growing demand for EVs.

1.2.2. To address the rising demand for EV charging facilities, the government has introduced incentive schemes to encourage the private sector to establish quick-charging stations and explore converting existing petrol filling stations into EV charging stations. As highlighted in the 2024 and 2025 Policy Addresses, the government aims to improve the efficiency of the charging network by **installing 3,000 quick chargers by 2030** and an additional **3,000 fast chargers by the end of 2028**.

1.2.3. To support a full transition from using fuel-powered private cars to EVs for a massive number of users across Hong Kong, the availability of sufficient installation of EV chargers with associated fixed electrical installation in the city is indispensable for achieving this target. In support of the government's target, the Applicant has spared no effort in contributing and now proposes to establish a Green Fuel Station (EV Charging) equipped with quick (<100kW) chargers in the Subject Premises. This proposal will undoubtedly support the promotion of green transportation, contributing to the broader goal of establishing a sustainable and efficient EV charging network in Hong Kong. The Applicant sincerely **anticipates receiving policy support from the Secretary for Environment and Ecology (SEE).**

SECTION TWO – SITE CONTEXT AND HISTORY

2.1. Site Context and Surrounding Land Uses

2.1.1. The Subject Premises comprises two units on the ground floor in Metro Centre. Metro Centre primarily accommodates a variety of non-polluting industrial uses, including workshops, godown and ancillary offices.

2.1.2. The surrounding areas have the following characteristics, including: (**Figure 1**)

a) to the north, an industrial building (i.e. Tonic Industrial Centre Block B) with shops and services on the ground floor;

b) to the east, an educational institution (i.e. HKU SPACE – Kowloon East Campus);

c) to the south, an industrial building (i.e. Kenning Industrial Building); and

d) to the west, an open space (i.e. Kai Cheung Road Sitting-out Area).

2.1.3. It is observed that the surrounding environment has a harmonious mix of industrial and commercial development to serve the needs of the Business Area, along with an ancillary open space.

2.2. Land Status

2.2.1. Metro Centre is held under New Kowloon Inland Lot No. 6019. The Applicant is not a registered "current land owner" of the Premises. The Applicant has 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

2.3.1. Located to the south of Metro Centre, the Subject Premises abuts Lam Lee Street with an existing entrance of about 3.45 metres wide. It also situated near Strategic Routes of Hong Kong (i.e. Routes 2, 6 & 7) that enjoys great accessibility for drivers to use the EV Charging Services at the Subject Premises. A proposed ingress/egress for the Premises for vehicular access will be provided (see **Figure 1**).

SECTION THREE – PLANNING CONTEXT

3.1. Statutory Planning Context

3.1.1. The Subject Premises falls within the zoning of "OU (Business)" on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34 ("OZP") (**Figure 2**). This zone is intended for general business uses. According to the Notes for the "OU (Business)" zone, "Petrol Filling Station" use is a Column 2 use which requires planning permission from the Town Planning Board.

3.1.2. According to the Town Planning Board's Definition of Terms, Petrol Filling Station/ Green Fuel Station means any place or premises where gasoline, liquefied petroleum gas, oil, grease, electricity, hydrogen and other green fuels, etc. may be supplied and dispensed at retail. The proposed Green Fuel Station (EV Charging) is subsumed under the use of Petrol Filling Station.

3.1.3. Under the "OU(Business)" zone of the OZP, Shop and Services are always permitted in the purpose-designed non-industrial portion on the lower floors of an existing industrial building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion.

3.2. Planning History

3.2.1. The Subject Premises does not involve any previous planning applications.

3.3. Similar Planning Applications

3.3.1. There is no similar application for Green Fuel Station (EV Charging) use within the "OU (Business)" Zone. Nevertheless, planning applications for providing EV charging facilities were mostly approved by the Town Planning Board. Some recent examples are table hereunder:

Table 1: Similar town planning applications

Case No.	Date Approved	Application	Planning Considerations
A/YL-NSW/318	27/10/2023	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility and Office	• 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;

		for a Period of 5 Years and Associated Filling of Land	• Not incompatible with the surrounding uses • Government departments had no objection/comment on the application;
A/NE-TKLN/82	16/8/2024	Proposed Temporary Eating Place and Petrol Filling Station (Charging Only) for a Period of Three Years	• SEE supports the application from EV charging network point of view since it is in line with the Government's policies and directions of promoting wider use of EVs in Hong Kong.
A/NE-TKL/813	19/12/2025	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	• Meeting the demand for EV charging in the locality and quick charging EV facilities for electric taxis in Hong Kong; • Not incompatible with the surrounding areas; • No queuing of electric taxi outside the Site is anticipated; • Government departments had to objection/comment on the application;
A/NE-LYT/860	19/12/2025	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	• 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 • Government departments had to objection/comment on the application;
A/YL-LFS/588	23/1/2026	Proposed Temporary Electric Vehicle (EV) Charging	• The proposed EV harging station can meet the demand for such facilities from nearby residents and

		Station for a Period of 3 Years	visitors. In this regard, SEE has no adverse comment on the application from EV charging policy perspective. • Approval of the application on a temporary basis for a period of three years would not jeopardise the long-term planning intention of the "REC" zone. • The proposed use is considered generally not incompatible with the surrounding land uses.
A/YL-PH/1086	23/1/2026	Temporary Shop and Services (Convenience Store) and Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities and Associated Filling of Land for a Period of Three Years	• SEE is in support of the application as the applied use of the public vehicle park with EV Charging facilities and proposed setup of battery swapping station which is in line with Government's direction to support the marketing development of the related technologies • C for T also supports the application for addressing the local parking demand

3.3.2. The Proposed Use shares similarities with the above cases in that it is in line with the Government's policies and directions in promoting the wider use of EVs in Hong Kong; will meet the demand for EV charging in the locality and quick charging EV facilities for commercial vehicles in Hong Kong; will not be incompatible with the surrounding areas; and will not incur queuing of vehicles outside the Subject Premises.

SECTION FOUR – THE PROPOSED DEVELOPMENT

4.1. The Subject Premises

4.1.1. The Proposed Green Fuel Station (EV Charging) will provide 8 charging spaces (5m x 2.5m) for EVs served by 6 chargers (see **Figure 3**). 2 power cabinets will be equipped in the Subject Premises to support the Green Fuel Station. The power output of each charger is designed to be adjustable that the total output power of 520kW (on the west side) and 400kW (on the east side) respectively are divided and shared among the chargers based on the charging demand at one time, the charging progress and the resulting distribution of usage. In other words, a low occupancy of the charging spaces will render a higher power output of an individual charger in use. An ancillary service for members only, as always permitted uses under the OZP, and vending machines are set up on the south side of the Subject Premises near the ingress/egress of the Site to support the operation of the Green Fuel Station (EV Charging). 2 waiting spaces are also set up in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) for drivers when the charging spaces are full.

4.1.2. The proposed ingress/egress of the Subject Premises is located on the southern side of the Subject Premises, with a width of approximately 3.45 meters. Please refer to **Figure 3** for the revised layout plan and design of the proposed ingress/egress.

4.1.3. **Table 2** summarizes the key development parameters of the Subject Premises:

Table 2: Key development parameters of the Subject Premises

Premises Area (Subject to detailed survey)	About 404 square meters
No. of charging spaces	8 nos. (5m x 2.5m) - 6 quick chargers (<100kW)
No. of waiting spaces	2 nos. (5m x 2.5m)
No. of power cabinets and total output power	- West Side (serving Charing Space Nos. 1-4): 1 cabinet with a total output power of 520kW - East Side (serving Charing Space Nos. 5-8): 1 cabinet with a total output power of 400kW
Area for ancillary shop and services	About 25 square meters

4.2. Site Operation

4.2.1. Apart from the always permitted service in the other portion of the Premises, the Proposed Use will only provide EV charging services for electric vehicles. The proposed hours of operation at the Subject Premises are 24 hours daily from Mondays to Sundays (including public holidays). The Applicant also confirms that

there will be no repairing, car washing, paint spraying and other workshop activities conducted at the Subject Premises.

4.2.2. An ancillary service for members, along with vending machines, is designed to serve as a convenient breakout space and to provide supporting functions, such as offering light refreshments for drivers to purchase while waiting for their EVs to complete the charging process. Drivers who use the charging services at any branch of the EV charging stations operated by the Applicant are eligible to apply for membership in the Green Fuel Station, allowing them to enjoy the ancillary shop and services at the Subject Premises.

4.2.3. The fee arrangement for the proposed Green Fuel Station (EV Charging) will follow the existing stations operated by the Applicant, in which users will be charged at time basis as they go; a mobile application catered for electric vehicle drivers will be adopted, which will include the payment platform for EV charging; and real-time availability of EV charging spaces will be provided at the entrance of the Green Fuel Station (EV Charging) with a close monitoring and management by the Applicant's staff.

SECTION FIVE – PLANNING AND TECHNICAL JUSTIFICATIONS

5.1. Support the Government Policy Direction in Actively Promoting the Wider Use of EVs and a Full Shift from Fuel-powered Private Cars by 2035

5.1.1. One of the key goal of the Government's roadmap in achieving "Zero Carbon Emissions, Clean Air, Smart Mobility," is to actively promote the adoption of electric vehicles (EVs) and end the registration of new fuel-powered private cars by 2035 or earlier. 1.2.4. To support a full transition from using fuel-powered private cars to EVs for a massive number of users across Hong Kong, the availability of sufficient installation of quick EV chargers with associated fixed electrical installation at different convenient locations of the city is indispensable for achieving this target. However, it is challenging to equip sufficient EV charging facilities particularly in the congested urban space which is often associated with the shortage of parking spaces problems. The subject proposal utilizes vacant premises of an industrial building for proving quick/fast EV charging facilities is an exemplar showcasing a good utilization of land resources in the urban area, in preparation for the gradual transformation from using fuel-powered private cars to EVs across the territory. Therefore, the Proposed Use is undoubtedly supporting the Government's policy directives on green transportations .

5.2. Support Achieving the Government's Target for Quick/Fast EV Charging Facilities

5.2.1. To provide more efficient EV charging facilities for the emerging commercial EVs, the Government has set targets to install 3,000 quick chargers by 2030 and 3,000 fast chargers by the end of 2028, as stated in the Policy Address 2024 and Policy Address 2025. At present, there are only 71 quick chargers within a 500m radius of the Subject Premises, and no fast chargers are available in this area. The Proposed Use will provide fully equipped with quick EV charging spaces. In terms of quantity, it will support the Government's initiatives to enhance the EV charging network in Hong Kong and to provide more efficient charging services which will suit the commercial EVs drivers, such as taxis and logistics. With quick chargers installed, the Subject Premises can achieve a higher turnover rate and reduce waiting times for EVs, supported by a well-established smart mobile application system and platform providing up-to-date information.

5.3. Not Incompatible with Surrounding Land Uses

5.3.1. The Proposed Use is considered not incompatible with surrounding land uses. Situated in a commercial area dominated by industrial-office buildings, the surrounding area mainly comprises workshops, non-polluting industrial uses, ancillary offices, and some ground floor shops to serve the workers in the nearby area. With the intention to serve the commercial EVs, the Proposed Use will

exist with surrounding land uses in a complementary way without inducing any environmental conflicts.

5.4. At a suitable location for meeting the demand of commercial EVs in the locality

5.4.1. The Subject Premises is a strategic location for the expansion of the Applicant's services, offering excellent accessibility due to its proximity to key road networks in Hong Kong and its location within the major commercial areas of Kowloon Bay. While the driving demand of commercial vehicles is high in the central business district and parking spaces are in shortage, the Subject Premises allowing commercial EVs to conveniently access to EV charging facilities, recharge, and seamlessly continue their operations within the urban areas is of paramount importance in promoting the shift to EVs usage for commercial vehicles under the Government policy.

5.5. No Adverse Traffic Impact

5.5.1. The design of the proposed Green Fuel Station has taken into account the manoeuvring and vehicular circulation within the Premises to ensure no vehicles is expected to queue or wait outside the Subject Premises together with the display of real-time availability of EV charging spaces at the entrance of the Premises. The ingress/egress of the Subject Premises is more than 20m from the nearest junction, to which any adverse impact is expected to be minimal. Drivers can also refer to the mobile application to gather the real-time availability of the charging spaces onsite, and they can be diverted to other stations operated by the Applicant once the spaces on the Subject Premises are full with the interactive and informative features of the mobile apps. Therefore, the Proposed Use will not induce significant traffic impact to the surrounding areas.

5.6. No Adverse Fire Safety Impact

5.6.1. Fire safety requirements will be strictly adhered to within the Subject Premises to ensure a safe and secure environment for all drivers. Appropriate fire safety measures will be implemented to safeguard all users. A Fireman's Emergency Switch is installed on the Subject Premises as stated in the regulation by the Fire Services Department. The fire detection system will also be installed to cover all the charging spaces. Fire extinguishers and hose reels will also be provided onsite. All other existing facilities will be reviewed and upgraded to comply with the latest regulations and codes of practice as per Fire Service Department's advice.

5.6.2. In addition to compliance with the fire safety requirements, it is noted that the Subject Premises is not located near any Licensed Dangerous Goods Stores under the Dangerous Goods License (Cap. 295), according to the records of the Fire Services Department.

5.7. No Environmental Impact

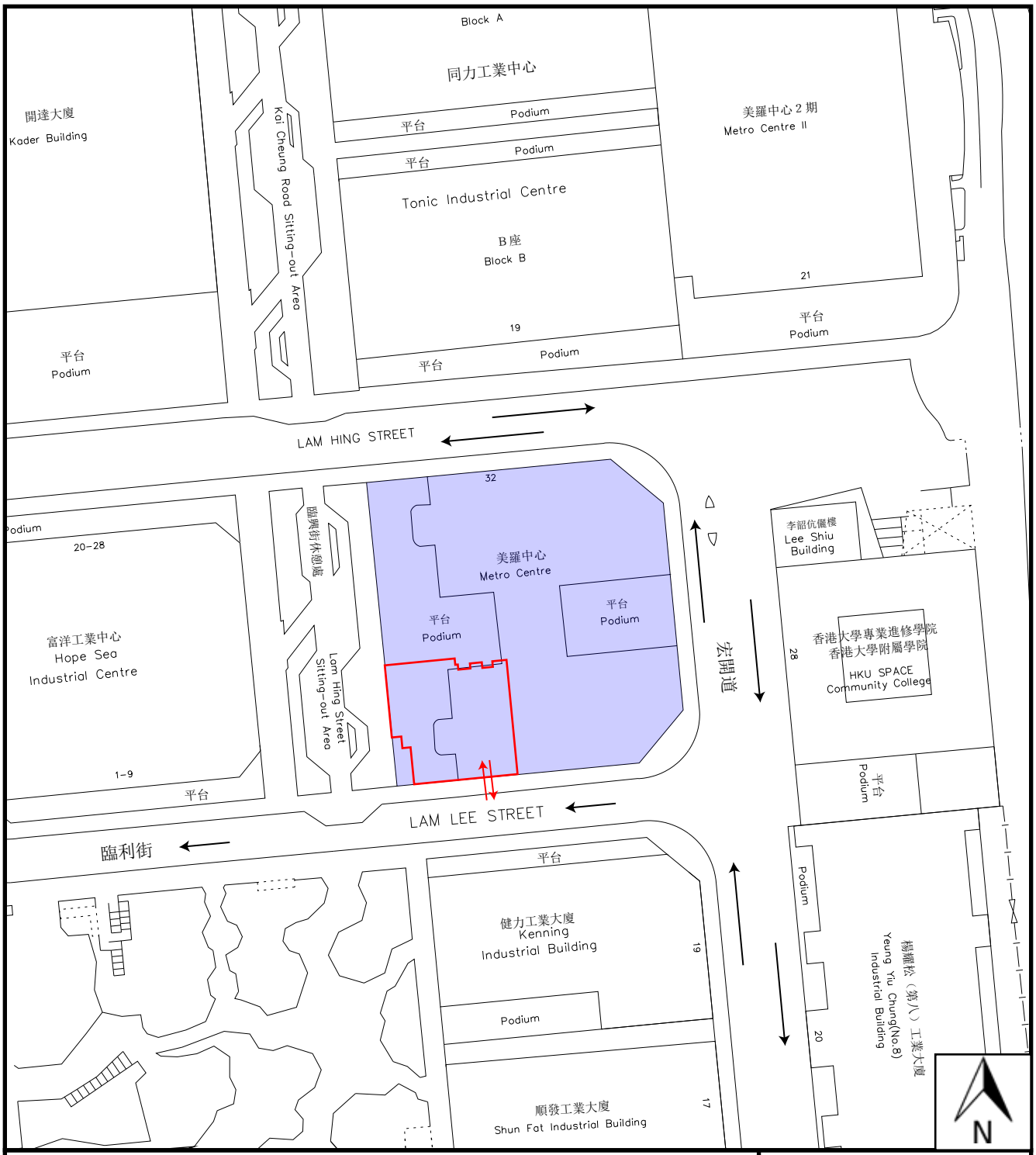
5.7.1. The Proposed Use is a non-polluting activity that includes only the charging service for electric vehicles while electricity is considered a clean energy resource. No repairing, car washing, car beautification (including paint spraying), or other workshop activities will be carried out on the Subject Premises. There are no environmentally sensitive receivers within the Proposed Use and in the vicinity. This aligns with the intention of non-polluting commercial use within the "OU (Business)" Zone as stated in Town Planning Board Guideline No. TPB PG-No. 22D. Therefore, the Proposed Use as a Green Fuel Station (EV Charging) will not generate any pollution or adverse environmental impacts on the surrounding areas.

SECTION SIX – CONCLUSION

This Planning Statement is submitted to the Town Planning Board in support of the application for a Proposed Green Fuel Station (EV Charging) with ancillary shop and services use at the Subject Premises. This Planning Statement has demonstrated the general background of the Subject Premises, the development proposal and the planning justifications.

The Town Planning Board is cordially invited to give a favourable consideration to approve the current application with the following grounds:

- The Proposed Use supports the government's policy directions in actively promoting the wider use of EVs and a full shift from fuel-powered Private Cars by 2035;
- The Proposed Use supports achieving Government's Target for quick/fast EV charging facilities;
- The Subject Premises is at a suitable location for meeting the demand of commercial EVs in the locality;
- The Proposed Use is compatible with the surrounding land uses;
- The Proposed Use would not result in insurmountable adverse impacts on the surroundings.



Legend

- Application Boundary
- Metro Centre (美羅中心)
- Proposed Ingress/Egress
- Driving Direction

Date JAN 2026

Scale 1 : 1000 at A4

Figure No. 1

Title Location Plan

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DeSPACE (International) Limited

Legend

Application Boundary

Date JAN 2026

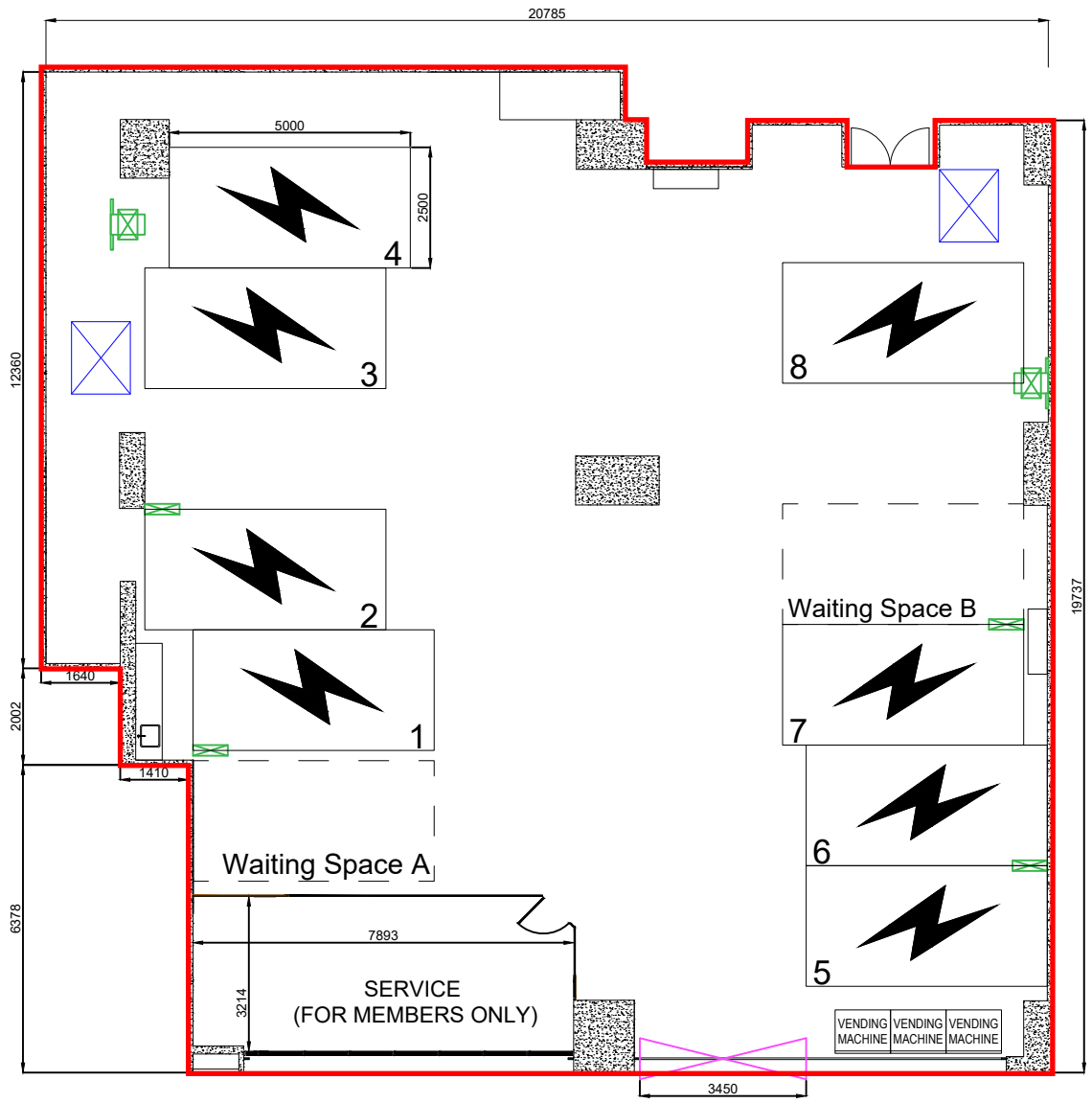
Scale 1 : 1000 at A4

Figure No. **2**

Title Outline Zoning Plan (No. S/K13/34)

Prepared By:

DeSPACE (International) Limited



LAM LEE STREET

Legend

- Application Boundary
- EV Charging Space (5m x 2.5m) (8 nos.)
- Waiting Space (5m x 2.5m) (2 nos.)
- Proposed Ingress/Egress (3.45m)
- EV Chargers (Natural-cooling/Liquid-cooling)
- Power Cabinets for EV Chargers (1.5m x 1.22m)

Date MAR 2026

Scale N. T. S.

Figure No. 3

Title Layout Plan

Prepared By:

DeSPACE (International) Limited

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