

Planning Application No. A/K13/334

Attachment 1

**Attachment 1: Response-to-Comment Table (Departmental Comments)**

| <i>Departmental Comments</i>   | <i>Response</i>   |
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| <b>Transport Department</b> received on 23.02.2026 by email  |   |
| 1. The Applicant should <u>conduct a traffic review</u> to support their captioned planning application including but not limited to assess if adverse traffic impacts might arise from the development and operation of the EV charging station, and recommendations for mitigation measures, improvement works and other measures and works.   | Noted. Please refer to <b>Attachment 3</b> for the Traffic Review Report and proposed traffic management measures to ensure road safety. The report concludes that the proposed development is not result in any insurmountable adverse traffic impact on the surroundings.   |
| 2. The Applicant should <u>substantiate on why a new vehicular access is essential</u> and unavoidable for the proposed EV charging station, but not adopting the existing vehicular access of Metro Centre.   | According to <b>Appendix B of Attachment 3</b> , the Subject Premises cannot connect directly to the existing run-in/out of Metro Centre to the north of the Premises due to the presence of a ramp linking up to the car park on the upper floors. Therefore, the Applicant unavoidably has to set up an additional run-in/out on Lam Lee Street for the Proposed Green Fuel Station.  |
| 3. The Applicant should <u>provide the swept path analyses</u> for the vehicles entering/leaving the EV charging spaces and the new vehicular access.  | Please refer to <b>Appendix A of Attachment 3</b> for the swept path analysis. Vehicles can generally enter and leave the charging spaces with ease and no waiting vehicles queuing on public roads anticipated.  |
| 4. As referring to the Hong Kong Planning Standards and Guidance requirements, a <u>minimum of 2 waiting spaces</u> should be provided for the EV charging to avoid the awaiting vehicles to queue on public roads. <u>Signage(s)/indicator(s) should be erected</u> at the prominent location of the ingress to display the availability of EV charger(s). Please advise the proposed provisions. | Noted with thanks. The Applicant has revised the layout plan for the Proposed Green Fuel Station to incorporate the waiting spaces. It will now provide a total of 8 EV Charging Spaces with 2 waiting spaces, while the number of power cabinets and chargers remain unchanged. Please refer to the <b>Attachment 2</b> for the revised Supplementary Planning Statement, and <b>Figure 6 of Attachment 3</b> for the erection of relevant signages and display panels at a prominent location of the ingress of the Subject Premises. |

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

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| 5. It is noted that the new vehicular access of the proposed EV charging station would affect the existing general lay-by at Lam Lee Street. Please review its impact on the <u>current loading and unloading activities in the vicinity</u> , including but not limited to the occupation rates of the other general lay-by at the concerned location would arise potential illegal loading and unloading activities in the vicinity.  | Noted. The Applicant has conducted a traffic count survey and made photo records for lay-bys along Lam Lee Street. Please refer to <b>Attachment 3</b> for the assessment and records. |
| 6. It is noted that the <u>existing on-street motorcycle parking spaces and a disabled parking space</u> are located adjacent to the new vehicular access. Please review the impact of the new vehicular access on the public using such facilities in terms of road safety perspective.  | Please refer to <b>Appendix 3</b> for the review and safety measures proposed by the Applicant.  |
| 7. <u>The new vehicular access</u> would be located directly opposite to the existing vehicular access of Kenning Industrial Building. Please review and provide mitigation measures to minimize the road safety hazard of the road users for such arrangement.   | Please refer to <b>Appendix 3</b> for the review and safety measures proposed by the Applicant.  |
| 8. The new vehicular access should be designed in accordance with TPDM requirements and constructed up to Highways Standard and to the satisfaction of our office and Highways Department. <u>The cost and time incurred arising from the design and construction of the new vehicular access shall be borne by the applicant.</u> The applicant should also <u>review and assess if any existing traffic facilities being affected.</u> Any amendment of the existing traffic facilities should obtain the agreement of this office and Highways Department. | Noted with thanks.   |
| 9. Please be reminded that for <u>works affecting public roads</u> , the applicant should separately <u>submit temporary traffic arrangement</u> to this office and Police for agreement before commencement of such works.   | Noted with thanks.   |
| <b>Lands Department</b> received on 05.03.2026 by email   |  |
| 1. The Premises falls within the Lot which is held under the Conditions of Sale No. 12057 dated 28.3.1989 as varied or modified by a  | Noted with thanks.   |

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| <p>Modification Letter dated 31.5.1991 (“the Conditions”) subject to a lease term expiring on 30.6.2047. The Lot is restricted for industrial and/or godown purposes excluding offensive trade under the Public Health and Municipal Services Ordinance. Moreover, it is stipulated under Special Condition No. 13(a) of the Conditions that the Lot owner shall have no right of ingress or egress to or from the Lot for the passage of motor vehicles except between the points X and Y through Z shown and marked on the plan annexed to the Conditions (“the lease plan”), which is attached for reference (Annex I).</p>  |  |
| <p>2. Owing to the facts that (i) the proposed “green fuel station (electric vehicle charging) with ancillary shop and services” is currently in use according to the applicant; (ii) such proposed/existing use would contravene the abovementioned user restriction; and (iii) the proposed/existing ingress/egress is not located between the points X and Y through Z shown and marked on the lease plan, subject to investigation, there seems to be existing breaches of the Conditions. In this connection, all rights are hereby reserved by this office to take lease enforcement actions against the abovementioned breaches as appropriate.</p>                      | <p>Noted. The Applicant will proceed with the necessary lands application after getting the town planning approval. The Applicant shall continue the use after obtaining the relevant approval from the District Lands Office and other relevant government departments.</p> |
| <p>3. If the planning application is approved by the Town Planning Board, the owner of the Premises has to apply to Lands Department for a lease modification/temporary waiver. However, there is no guarantee that the lease modification/temporary waiver application will be approved. Such application, if received by Lands Department, will be considered by Lands Department acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium/waiver fee and administrative fee as may be imposed by Lands Department.</p> | <p>Noted with thanks. The Applicant will proceed with the necessary lands application after the town planning stage.</p>   |

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| <b>Highways Department</b> received on 05.03.2026 by email   |  |
| 1. For the proposed vehicular access, the applicant shall be reminded that the proposed run-in and out shall be constructed to the relevant standard. The applicant shall submit the construction of run-in and out to this Office for review and approval prior to the commencement of works.   | Noted with thanks. The applicant shall submit the construction of run-in and out to the Highway Department for review and approval prior to the commencement of works.                 |
| <b>Buildings Department</b> received on 05.03.2026 by email  |  |
| 1. Before any new building works are carried out, prior approval and consent from the Building Authority (BA) under Buildings Ordinance (BO) should be obtained, unless the works fall within the scope of designated minor works that can be carried out under the simplified requirements specified in the Building (Minor Works) Regulation or such works are exempted works. | Noted with thanks.   |
| 2. For unauthorized building works (UBW) erected on private land/buildings, enforcement action may be taken by the Building Authority to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any UBW on the application site under the BO.      | Noted with thanks.   |
| 3. If the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.   | Noted with thanks.   |
| 4. Detailed comments under the BO will be given at the building plans submission stage.  | Noted with thanks.   |
| <b>Planning Department</b> received on 05.03.2026 and 09.03.2026 by email  |  |
| 1. Please supplement the type of EV charging vehicles served by the proposed green fuel station.   | The type of EV charging vehicles served will be private cars. Most of which are expected to be commercial vehicles, such as taxis.   |
| 2. Please clarify whether the proposed target user(s) of the charging spaces is limited to member only.  | The charging spaces welcome all drivers to enjoy the services. First-time users would be invited to complete the member registration process through the mobile application managed by |

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|   | the Applicant to facilitate the charging procedures onsite. The onsite staff at the Subject Premises will also assist new members with the use of the EV chargers.  |
| 3. It is observed from the site photo ( <b>Annex II</b> ) taken on 13.2.2026 that a seating area is located within the proposed ancillary shop and service area, please clarify if this seating area is used as a waiting area for the driver during the charging period.   | The seating area is used as a resting and waiting area for drivers during the charging period.  |
| 4. Please advise the number of staff/traffic controllers to be stationed in the subject premises. As the proposed operation hours is 24 hours daily, please also advise the working hours of the staff/traffic controllers.   | One staff member will be stationed at the Subject Premises. The working hours for staff are from 09:00 to 18:00, Mondays to Sundays.  |
| 5. According to Para. 4.2.2 of the planning statement stated that the ancillary shop and services is exclusively for members' only. Please also elaborate on whether there is any verification system (either by on-site staff or electronic means) at the subject premises before using the ancillary shop and services or charging service. | The on-site staff will require visitors to verify their membership by showing the information on the mobile application managed by the Applicant. The Green Fuel Station has also installed 24-hour CCTV for monitoring purposes to ensure that only members can access the ancillary shop, services, or charging facilities.   |
| 6. In Para. 4.2.3 of the planning statement stated that the users will be charged at time basis as they go, please advise any action will be taken up by the Applicant's staff if the vehicle does not leave the premise after completion of charging.  | The on-site staff will remind drivers to vacate the charging space once the vehicle has completed the charging process. The Green Fuel Station has also installed 24-hour CCTV for monitoring purposes by the customer service team. Drivers will receive notifications through a mobile application developed by the Applicant or via phone calls if they continue to occupy the charging space after their vehicle has finished charging. |
| 7. Please advise the floor-to-floor height of the subject premises.   | The floor-to-floor height of the Subject Premises is 2.66m.   |
| 8. Please confirm whether the information of real-time availability on charging spaces will be provided at the entrance of the Premises and on mobile application as stated in Paras. 4.2.2 and 5.5.1 of the planning statement.  | Please be confirmed that the Applicant has developed a mobile application as a payment platform, which contains information of a list of charging stations operated by the Applicant, including the subject EV charging station, showing the real-time availability of charging spaces. Please be confirmed that the Applicant will install a vacancy display panel at the entrance of the Premises to                                      |

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|   | show real-time availability for drivers.  |
| <p>9. In accordance with the Para. 4.6 of Town Planning Board Guidelines No. 22D, the aggregate commercial floor areas (CFA) on the ground floor of an existing industrial/I-O building with and without sprinkler systems should as a general principle not exceed 460m<sup>2</sup> and 230m<sup>2</sup> respectively and such limits do not apply to uses which are ancillary to or for the purposes of supporting the industrial activities and the routine activities of the workers in the industrial or I-O building. Detailed uses are specified in the same paragraph of TPB PG No. 22D. Please clarify which ancillary use does the proposed ancillary shop and services (about 25m<sup>2</sup>) belong to.</p>  | <p>Please be clarified that the proposed ancillary shop and services will serve as a local provision store, providing light refreshments to supplement the operation of the Green Fuel Station for drivers (who are members of the station) to take rest, which aligns with the relevant specification in TPB PG No. 22D. Moreover, a sprinkler system has been installed in the local provision store at the Subject Premises to ensure fire safety.</p>   |
| <p><b>Environment and Ecology Bureau</b> received on 09.03.2026 by email</p>  |   |
| <p>1. EEB has no comment on the proposed s.16 application provided that those relevant statutory requirements and procedures (such as land lease, traffic and safety requirements) are fulfilled.</p>   | <p>Noted with thanks.</p>   |
| <p>2. The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3 000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the operations of electric taxis and achieve the aforesaid target. In addition, the Government announced the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles in February 2026, which states that the Government will leverage market forces in the future to build a public charging network with fast chargers as the backbone. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the subject site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis, electric light goods vehicles.</p> | <p>Noted. Due to power supply restrictions at the Subject Premises, and depending on other factors such as the occupancy rate of charging spaces and the charging progress of each EV which share the power, the actual output power for EVs may be less than 100kW. Nonetheless, with the adjustable power output of each charger, all chargers installed at the Subject Premises are equipped with a rated output power of more than 100kW. The Applicant will explore opportunities in future to install more fast chargers with a rated output power of 100kW or higher at the subject site or, if not feasible, on other feasible sites.</p> |
| <p>3. The applicant is also suggested to consider arranging some of the</p>   | <p>Noted. The Applicant will consider to install some chargers in</p>   |

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| chargers to also be compatible with Guobiao charging standard to support southbound vehicles.   | compliance with the Guobiao charging standard to support southbound vehicles at a later stage.   |
| 4. It is recommended that the applicant provide charger information, including the real-time availability data of each charger, through the government designated mobile applications such as “HKeMobility” of the TD. For any queries, please contact the EPD’s EV Hotline at 3757-6222 or email to ev@epd.gov.hk.                       | Noted. The Applicant will consider providing such information for the government databases at a later stage.   |
| <b>Fire Services Department</b> received on 09.03.2026 by email   |  |
| 1. Please be informed that I have no specific comment on the captioned application subject to water supplies for firefighting and fire services installations being provided to the satisfaction of the Director of Fire Services.  | Noted with thanks. The Applicant shall comply with the provisions of firefighting facilities as per FSD’s comments.  |
| 2. Detailed fire safety requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority.   | Noted.   |
| <b>Commissioner of Police</b> received on 09.03.2026 by email   |  |
| 1. A potential traffic congestion at Lam Hing Street, Lam Lee Street and Wang Hoi Road is found in the vicinity of the proposed Green Fuel Station. The applicant should provide a queuing plan or other mitigation measures to demonstrate the proposed development would not cause serious traffic congestion to the surrounding areas. | A Traffic Review (see <b>Attachment 3</b> ) is prepared for agreement by TD which has evaluated the potential traffic impact in the vicinity of the proposed Green Fuel Station, including a swept path analysis, traffic count surveys and photo records where appropriate. As the proposed development is small in scale, the overall impact on the surrounding area is generally insignificant. The Applicant has also proposed a comprehensive traffic management plan (see Section 4.7 of the Traffic Review Report) to provide real-time information for drivers and on-site traffic management measures. Waiting spaces will be provided within the Subject Premises, and drivers will not be allowed to wait elsewhere or queue outside the Subject Premises, ensuring minimal traffic impact on the surrounding areas. Drivers can also |

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|   | access real-time availability of charging spaces through the vacancy display panel at the entrance or via the mobile application managed by the Applicant. |
| The following government departments have no objection/adverse comment on the subject application:  |  |
| <ul style="list-style-type: none"> <li>• Water Supplies Department</li> <li>• Environmental Protection Department</li> <li>• Director of Electrical and Mechanical Services</li> <li>• CE/Mainland South, Drainage Services Department</li> </ul> | Noted with thanks.   |