

## **Section 16 Town Planning Application No. A/K13/334**

**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**

### **Traffic Review Report (Revised)**

**Applicant:** Sino Express Intelligence Co. Limited

**Town Planning Consultant:** DeSPACE (International) Limited

**Prepared By:** DeSPACE (International) Limited

**Date:** May 2026

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## **SECTION 1 – INTRODUCTION**

### **1.1. Background**

1.1.1. DeSPACE (International) Limited acts on behalf of the Applicant, Sino Express Intelligence Co. Limited, to prepare and submit this Traffic Review Report in support of Section 16 Town Planning Application No. A/K13/334 for the proposed Green Fuel Station (Electric Vehicle Charging) with ancillary Shop and Services use at Workshops 7 & 8 on the Ground Floor, Metro Centre, 32 Lam Hing Street, Kowloon Bay (“The Subject Premises”).

1.1.2. The Subject Premises is zoned as “Other Specified Uses (Business)” (“OU(B)”) under 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 a “Petrol Filling Station” (of which Green Fuel Station is a subsidiary entity) is a Column 2 use that requires planning permission from the Town Planning Board.

1.1.3. The Applicant intends to establish a Green Fuel Station (Electric Vehicle Charging) (the Proposed Use) with ancillary Shop and Services use to support the government’s policy of promoting green transport and to further assist commercial EVs in Hong Kong by providing quick chargers at the Subject Premises.

1.1.4. As requested by the Transport Department, a Traffic Review Report is prepared with the following objectives:

- To provide a brief introduction to the Proposed Use;
- To evaluate the likely traffic generation and attraction of the Proposed Use and its potential impacts on the adjacent road network;
- To conduct a swept path analysis;
- To recommend pedestrian safety measures, a traffic management plan, or other mitigation measures, if necessary, to address any foreseeable traffic issues on the road network.

## **SECTION 2 – EXISTING SITUATION**

### **2.1. The Subject Premises**

2.1.1. The Subject Premises occupies two of the ground floor shops in Metro Centre and has a site area of approximately 404 square meters. It is currently used as EV Charging Station and it is directly accessible to/from Lam Lee Street. Please refer to **Figure 1** for the Location Plan.

### **2.2. Vehicular Access**

2.2.1. The Subject Premises has a frontage along Lam Lee Street to the south and includes an existing run-in/run-out for the current use of the site. The relevant section of Lam Lee Street is a one-way, single-lane Local Distributor.

### **2.3. Parking and Loading/Unloading Provisions**

2.3.1. There is no on-site parking available at the Subject Premises. Parking spaces for private cars and goods vehicles are provided at Metro Centre, accessible via the existing run-in/out on Lam Hing Street. The existing developments in the vicinity, such as Kenning Industrial Building are provided with their on-site internal transport facilities for serving their own parking and loading/unloading needs.

2.3.2. Public loading/unloading spaces and motorcycle parking spaces are located outside the proposed run-in/out of the Subject Premises along Lam Lee Street to the south. The potential impacts of the Proposed Use, along with the corresponding mitigation measures, are reviewed in **Section 4** of this Report.

## **SECTION 3 – THE PROPOSED USE**

### **3.1. Development Proposal**

- 3.1.1. The proposed Green Fuel Station (Electric Vehicle Charging) will provide a total of 8 charging spaces (5m x 2.5m) for EVs, along with 2 additional waiting spaces, in accordance with the regulations set out in the Hong Kong Planning Standards and Guidelines (HKPSG). All chargers are classified as quick chargers and will be served by 2 power cabinets. An ancillary service for members only, as always permitted under the OZP, and vending machines will be set up to support the operation of the Green Fuel Station (Electric Vehicle Charging). The key development parameters are summarized in **Table 1**.
- 3.1.2. The proposed run-in/out of the Subject Premises is located on the southern side of the Subject Premises, with a width of approximately 3.45 meters **and a headroom of approximately 2.66 meters**. Please refer to **Figure 2** for the revised layout plan and design of the proposed run-in/out.

**Table 1:** Key development parameters of the Subject Premises

Area of the Subject Premises (Subject to detailed survey)	About 404 square meters
No. of charging spaces	8 nos. (5m x 2.5m) - Served with 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 Charging Space Nos. 1-4): 1 cabinet with a total output power of 520kW - East Side (serving Charging Space Nos. 5-8): 1 cabinet with a total output power of 400kW
Area for ancillary shop and services	About 25 square meters

- 3.1.3. The Applicant will set up two (2) waiting spaces for EVs at the Subject Premises to prevent waiting vehicles from queuing on public roads according to Section 3.9.4 of the Hong Kong Planning Standards and Guidelines Chapter 12 for the establishment of Green Fuel Stations (**Figure 2** refers).

- 3.1.4. The Applicant will utilize the existing loading/unloading bays at the Metro Centre car park for these activities.

## **SECTION 4 – REVIEW OF TRAFFIC IMPACT**

### **4.1. Traffic Generation and Attraction for the Proposed Green Fuel Station (EV Charging)**

- 4.1.1. The Proposed Use primarily serves commercial EVs in the Kowloon Bay Business Area, taxi drivers and other EVs. From the perspective of commercial activities, most drivers in the area work during standard working hours (i.e., 09:00–18:00). The peak usage of the charging facilities is expected to occur after working hours and during lunch breaks, to meet the logistics demand throughout the day. Consequently, the peak traffic generation of the Proposed Use for commercial EVs is anticipated to occur between 13:00–14:00 and 17:00–18:00 on weekdays.
- 4.1.3. Additionally, from the perspective of the taxi trade, drivers typically work in either day shifts (i.e., 05:00–17:00) or night shifts (i.e., 17:00–05:00). The peak usage of the charging facilities is expected to occur before each shift, as drivers aim to hand over a fully charged taxi to the next shift. As a result, the peak traffic generation of the proposed Green Fuel Station for taxi drivers is anticipated to occur between 16:00–17:00 or at midnight daily. However, taxi drivers are less likely to charge during peak hours, as those times coincide with their busiest periods.
- 4.1.4. Based on the above analysis, the traffic generation and attraction of the proposed use has been estimated using past operating data by averages provided by the Applicant from the Subject Premises. All chargers at the Subject Premises are quick chargers with output power of less than 100kW, and the charging time for each EV is about 45-60 minutes. These estimates are summarized in **Table 2** for weekdays and **Table 3** for weekends.

**Table 2:** Estimated traffic attraction and generation during **weekdays**

<b>Time Period</b>	<b>No. of charging spaces</b>	<b>Attraction of EVs</b>	<b>Generation of EVs</b>	<b>Total</b>
00:01-01:00	8	4	4	<b>8</b>
01:01-02:00	8	2	2	<b>4</b>
02:01-03:00	8	2	2	<b>4</b>
03:01-04:00	8	1	1	<b>2</b>
04:01-05:00	8	1	1	<b>2</b>
05:01-06:00	8	1	1	<b>2</b>
06:01-07:00	8	2	2	<b>4</b>
07:01-08:00	8	4	4	<b>8</b>
08:00-09:00	8	4	4	<b>8</b>
09:01-10:00	8	4	4	<b>8</b>
10:01-11:00	8	4	4	<b>8</b>
11:01-12:00	8	4	4	<b>8</b>
12:01-13:00	8	6	6	<b>12</b>
<b><u>13:01-14:00</u></b>	8	8	8	<b>16</b>
14:01-15:00	8	4	4	<b>8</b>
15:01-16:00	8	6	6	<b>12</b>
<b><u>16:01-17:00</u></b>	8	8	8	<b>16</b>
<b><u>17:01-18:00</u></b>	8	6	6	<b>12</b>
18:01-19:00	8	6	6	<b>12</b>
19:01-20:00	8	6	6	<b>12</b>
20:01-21:00	8	4	4	<b>8</b>
21:01-22:00	8	4	4	<b>8</b>
22:01-23:00	8	4	4	<b>8</b>
23:01-00:00	8	6	6	<b>12</b>

**Table 3:** Estimated traffic attraction and generation during weekends

<b>Time Period</b>	<b>No. of charging spaces</b>	<b>Attraction of EVs</b>	<b>Generation of EVs</b>	<b>Total</b>
00:01-01:00	8	4	4	<b>8</b>
01:01-02:00	8	4	4	<b>8</b>
02:01-03:00	8	2	2	<b>4</b>
03:01-04:00	8	2	2	<b>4</b>
04:01-05:00	8	1	1	<b>2</b>
05:01-06:00	8	1	1	<b>2</b>
06:01-07:00	8	1	1	<b>2</b>
07:01-08:00	8	2	2	<b>4</b>
08:00-09:00	8	2	2	<b>4</b>
09:01-10:00	8	2	2	<b>4</b>
10:01-11:00	8	4	4	<b>8</b>
11:01-12:00	8	4	4	<b>8</b>
12:01-13:00	8	4	4	<b>8</b>
<b><u>13:01-14:00</u></b>	8	2	2	<b>4</b>
14:01-15:00	8	4	4	<b>8</b>
15:01-16:00	8	4	4	<b>8</b>
<b><u>16:01-17:00</u></b>	8	6	6	<b>12</b>
<b><u>17:01-18:00</u></b>	8	6	6	<b>12</b>
18:01-19:00	8	6	6	<b>12</b>
19:01-20:00	8	4	4	<b>8</b>
20:01-21:00	8	4	4	<b>8</b>
21:01-22:00	8	6	6	<b>12</b>
22:01-23:00	8	6	6	<b>12</b>
23:01-00:00	8	4	4	<b>8</b>

4.1.5. As shown in **Table 2 & 3**, the Subject Premises is expected to generate a maximum traffic volume of 16 vehicles per hour. The peak hours are anticipated to occur between 13:00–14:00 and 16:00–17:00. The overall traffic volume suggests a relatively low impact on the surrounding road network, especially during peak hours. The peak usage of the proposed use aligns with lunch hours (13:00–14:00) and taxi drivers' shift changes (16:00–17:00), which do not overlap with the typical peak hours of traffic in the commercial district when the working population comes in the morning and leaves in the evening. Most importantly, the nature of the proposed use as a green fuelling station serves more to fuel up the existing number of EVs in the area than generating net increase in traffic demand for the area.

4.1.6. With the small scale and nature of the development at the Subject Premises serving to fuel up the existing number of EVs in the area rather than generating net increase in traffic demand for the area, together with the implementation of these on-site measures by the Applicant, it is anticipated that the traffic generation and attraction by the Proposed Use will not result in any significant adverse traffic impacts on the surrounding areas.

## 4.2. Swept Path Analysis

4.2.1 The CAD-based swept path analysis program, **Autodesk Vehicle Tracking**, was used to assess the ease of vehicle manoeuvring. The swept path drawings for critical movements are provided in **Appendix A**. The analysis indicates that vehicles can manoeuvre without any issues, and all vehicles can enter and exit the spaces with ease and no waiting vehicles from queuing on public roads anticipated.

4.2.2 Although the traffic generation and attraction by the Proposed Use is insignificant, the Applicant will implement the management measures as detailed in **Section 4.7** below to minimize potential localized traffic impacts by ensuring smooth vehicle flow at the run-in/out of the Subject Premises.

## 4.3. Impact on the existing loading/unloading spaces in Lam Lee Street

4.3.1. There are a total of three existing public lay-bys along Lam Lee Street for pickup/drop-off and loading/unloading (P/D & L/UL) purposes (refer to **Figure 3**):

**LB1** - Outside the proposed run-in/-out of the Subject Premises;

**LB2** - To the south of Hope Sea Industrial Centre; and

**LB3** - To the west of Hope Sea Industrial Centre.

This section reviews the potential impact of the Proposed Use on these lay-bys.

4.3.2. The subject Premises is separated from the existing run-in/run-out of Metro Centre, as shown in **Figure 3**. According to **Appendix B – Extracted General Building Plan of Metro Centre (G/F Plan)**, the northern part of the Subject Premises cannot directly connect to the existing run-in/run-out of the building by any alteration works due to the ramp-up arrangement to the upper floors at the existing run-in/run-out. Due to the use nature demanding vehicular access

into the Premises and the existing building layout, the Applicant has to necessarily propose an additional independent run-in/-out serving the subject Premises.

4.3.3. As shown in **Figure 3**, while the additional run-in/out for the Proposed Use may take up a portion of the existing P/D & L/UL space (LB1), the utilization of the existing P/D & L/UL space is reviewed. The Applicant has conducted a traffic count survey on 26<sup>th</sup> February, 2026, from 07:00 to 20:00, to investigate the occupation rate for LB1. The survey results are summarized in **Table 4** below.

**Table 4:** Traffic Count Survey of LB1 as at 26<sup>th</sup> February 2026

<b>Time Period</b>	<b>No. of Private Car / LGV</b>	<b>No. of MGV / LGV</b>
07:00-08:00	0	0
08:01-09:00	1	0
09:01-10:00	2	0
10:01-11:00	3	0
11:01-12:00	1	0
12:01-13:00	2	0
13:01-14:00	2	1
14:01-15:00	1	0
15:01-16:00	2	0
16:01-17:00	2	0
17:01-18:00	2	0
18:01-19:00	2	0
19:01-20:00	1	0

4.3.3. For LB1, it generally demonstrates a low usage of no more than 3 vehicles within the hourly periods from 07:00 am to 20:00 pm. The vehicles generally stay for a short period of no more than 10 minutes by observation.

4.3.4. Besides the traffic count survey, the Applicant also made photo records of all three lay-bys at the following hourly sections to further understand and analyze the general usage (refer to **Table 5**):

**Table 5:** Index for Photo Records

<b>Lay-by</b>	<b>Date of Record</b>	<b>Weekday/ Weekend</b>	<b>Time Period and Frequency</b>	<b>Documentation in:</b>
<b>LB1</b>	26 <sup>th</sup> February 2026	Weekday	09:00-17:00; 20:00 Every 2/3 hours	<b>Appendix C1</b>
	8 <sup>th</sup> March 2026	Weekend	08:00-20:00 Every Hour	<b>Appendix C2</b>
	9 <sup>th</sup> March 2026	Weekday	08:00-20:00 Every Hour	<b>Appendix C3</b>
<b>LB2</b>	26 <sup>th</sup> February 2026	Weekday	09:00-17:00 Every 2 hours	<b>Appendix D1</b>
	8 <sup>th</sup> March 2026	Weekend	08:00-20:00 Every Hour	<b>Appendix D2</b>
	9 <sup>th</sup> March 2026	Weekday	08:00-20:00 Every Hour	<b>Appendix D3</b>
<b>LB3</b>	8 <sup>th</sup> March 2026	Weekend	08:00-20:00 Every Hour	<b>Appendix E1</b>
	9 <sup>th</sup> March 2026	Weekday	08:00-20:00 Every Hour	<b>Appendix E2</b>

4.3.5. The photo records generally align with the traffic count survey conducted by the Applicant and demonstrate low usage of these lay-bys, with vacant spaces still available among the three lay-bys as shown in the photo records. Drivers can still flexibly utilize other available lay-bys along Lam Lee Street within a reasonable distance for loading and unloading activities in case of full occupation of one lay-by.

4.3.6. It is proposed to add an area with a length of around 6.45 meters with “KEEP CLEAR” signage for the proposed run-in/-out of the Subject Premises to avoid any potential conflict in traffic. Considering the additional run-in/out serving the Proposed Green Fuel Station, the residual length of the 17m lay-by outside the Subject Premises will be about 10.5 meters, which is considered sufficient to cater for the P/D & L/UL demand as revealed from the survey and will not result in significant adverse traffic impact. The Applicant will formally apply to the Transport Department and other relevant government departments for approval of the additional run-in/run-out at the post-planning approval stage. Please refer to **Figure 4** for the Proposed Rearrangement Plan and **Figure 5** for the comparison between the existing and new arrangements.

4.3.7. To ensure road safety and to alert drivers, the Applicant will undertake sufficient traffic management measures as detailed in **Section 4.7** below.

#### **4.4. Impact on the existing motorcycle spaces outside the Subject Premises in Lam Lee Street**

4.4.1. Besides the P/D and L/UL lay-bys, the proposed run-in/-out for the Subject Premises is also in proximity to the existing public motorcycle spaces to its west (**Figure 3**).

4.4.2. **Figure 4** shows that the proposed run-in/-out at the Subject Premises has a distance of approximately 5.1 meters from the closest motorcycle parking space to the west. The Applicant has conducted a swept path analysis as shown in **Appendix A** to demonstrate the paths entering and leaving through the proposed run-in/out. It demonstrates that the swept paths remain a sufficient distance from the motorcycle parking spaces and it is anticipated that no adverse impacts will be caused to the motorcycle users. To further ensure road safety and to alert drivers, the Applicant will undertake sufficient traffic management measures as detailed in **Section 4.7** below.

#### **4.5. Review of the existing disabled parking space in Lam Lee Street**

4.5.1. This section reviews the impact of the Proposed Use on the existing public disabled parking space on Lam Lee Street to the east side of the P/D and L/UL bay outside the Subject Premises (**Figure 3**). It is approximately 10.5 meters from the proposed run-in/out for the Subject Premises. This complies with the relevant guideline requiring a distance of at least 10 meters from the proposed run-in/-out as set out in Volume 7 of the Traffic Planning and Design Manual (TPDM).

4.5.2. In addition, the existing disabled parking space is provided a hatched area of 1.2 x 2.5 meters reserved at the back of the space to facilitate wheelchair access, in accordance with Volume 6 of the TPDM. Therefore, based on the proposed layout design in **Figure 4**, it is anticipated that safety of the wheelchair users of the disabled parking space will be maintained and will not be affected by the proposed run-in/out.

#### **4.6. Review of the existing Run-in/out at Kenning Industrial Building**

4.6.1. The existing run-in/-out of Kenning Industrial Building on the southern side of Lam Lee Street is located opposite the proposed run-in/-out of the Subject Premises. This section reviews the traffic flow and analyzes the potential impact of traffic from the Proposed Use.

4.6.2. To understand the existing traffic for the run-in/-out of Kenning Industrial Building, the Applicant conducted a traffic count survey on 26<sup>th</sup> February 2026, from 07:00 to 20:00, to assess the flow rate of this run-in/-out. The results of the survey are summarized in **Table 6** below.

**Table 6:** Traffic Count Survey for the existing run-in/out at Kenning Industrial Building as at 26<sup>th</sup> February 2026

Date: 26/2/2026	Private Car / LGV		MGV / HGV	
	Entering the Premises	Leaving the Premises	Entering the Premises	Leaving the Premises
07:01-08:00	2	0	0	0
08:01-09:00	3	0	0	0
09:01-10:00	2	0	0	0
10:01-11:00	0	0	1	3
11:01-12:00	3	1	2	0
12:01-13:00	3	1	3	2
13:01-14:00	1	1	0	0
14:01-15:00	1	0	1	1
15:01-16:00	1	1	0	0
16:01-17:00	1	1	1	1
17:01-18:00	1	1	3	3
18:01-19:00	0	4	0	0
19:01-20:00	0	4	0	0

4.6.3. Based on **Table 6**, the traffic flow rate at the run-in/-out of Kenning Industrial Building remains low, with no more than 10 vehicles entering or leaving the Premises within the hourly sections. For this flow rate, the chance of conflicting with the estimated vehicular traffic using the proposed run-in/out of the Subject Premises is low. Additionally, the periods before lunch hours (12:00-13:00) and the end of the working day (17:00-18:00) are identified as the peak hours for this run-in/-out. These peak hours do not overlap with the peak usage of the Proposed Green Fuel Station, as indicated in **Table 2 & 3**. It is therefore considered that the proposed run-in/out will not generate a significant adverse impact on traffic flow on Lam Lee Street.

4.6.4. With a direct street frontage, drivers inside the Subject Premises will have a clear sightline towards the existing run-in/out at Kenning Industrial Building as it is located directly opposite of Lam Lee Street. Nevertheless, to ensure road safety and to alert drivers, the Applicant will undertake sufficient traffic management measures as detailed in **Section 4.7** below.

#### **4.7 Proposed Traffic Management Measures**

4.7.1. To further ensure road safety for all road users, the Applicant proposes to implement the following traffic management measures:

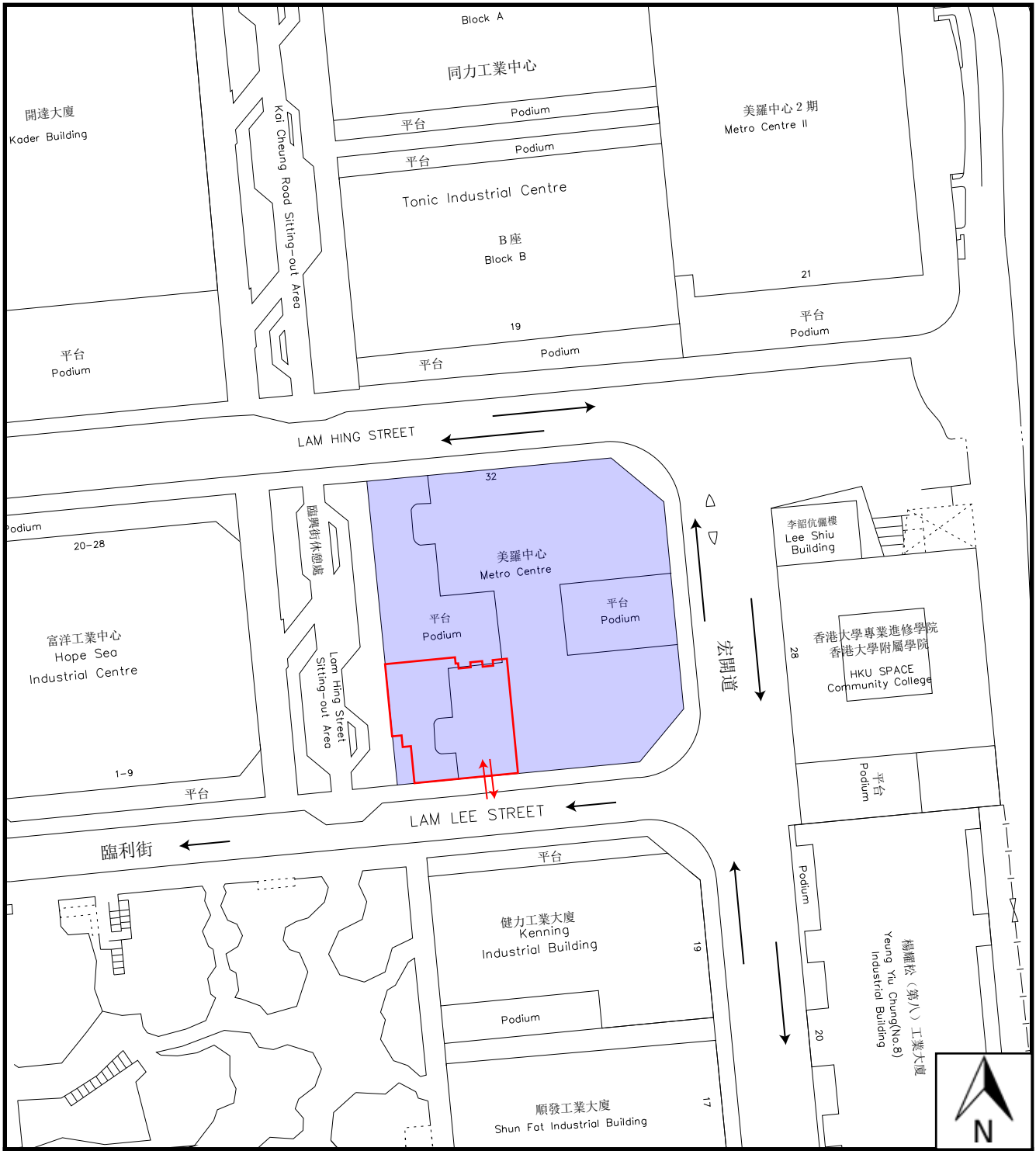
- a) A speed limit will be set within the Subject Premises to ensure the vehicles are moving at a low speed when they enter or leave the Green Fuel Station. Clear Signage indicating the speed limit will be installed;
- b) Signages such as “BEWARE OF VEHICLES” and “BEWARE AND PEDESTRIANS” will also be installed near and at the run-in/out point to remind both drivers and pedestrians for road safety (refer to **Figure 6**);
- c) Convex mirrors will be installed at the run-in/out point to provide clear sightlines for drivers when they enter or leave the charging spaces;
- d) Warning lights and buzzers will be installed at the Subject Premises to enhance visibility for both pedestrians and drivers. The system will operate and alert pedestrians when vehicles enter or depart the Subject Premises;
- e) Traffic cylinder posts along the hatched area adjacent to the motorcycle parking spaces to physically separate the motorcycle parking spaces from the vehicular traffic through the proposed run-in/-out (refer to **Figure 6**);
- f) The Applicant will install a vacancy display panel showing the real-time availability of charging spaces at the prominent location of the run-in/out to display the availability of EV charge entrance of the Subject Premises.
- g) The Applicant has developed a mobile application that integrates all EV Charging Stations operated by the Applicant. The app includes a payment platform for EV charging and displays the real-time availability of EV charging spaces at different stations operated by the Applicant. In the app, drivers are encouraged to check the availability of the Green Fuel Stations first before arriving at the Subject Premises;
- h) The charging station imposes an additional charge on vehicles that do not depart from the charging spaces within 10 minutes after completing the charging process; and
- i) **On-site staff will be present during 09:00-18:00 on Mondays to Sundays to manage traffic, ensure smooth and safe operations especially at the proposed run-in/-out,** and remind drivers to depart once they have finished charging. Drivers will not be allowed to queue or wait outside the





Subject Premises once the waiting spaces are in use and will be directed to leave the area.


- j) 24-hour CCTV system is installed at the Subject Premises, which linked to the control centre managed by the Applicant for the operation of the proposed Green Fuel Station when there is no staff stationed at the Premises. The Applicant will also deploy patrol vehicles to monitor the stations and these vehicles will coordinate with the control centre and arrive at the Subject Premises to address any potential issues regarding illegal parking or queuing on public roads when no staff are stationed onsite.

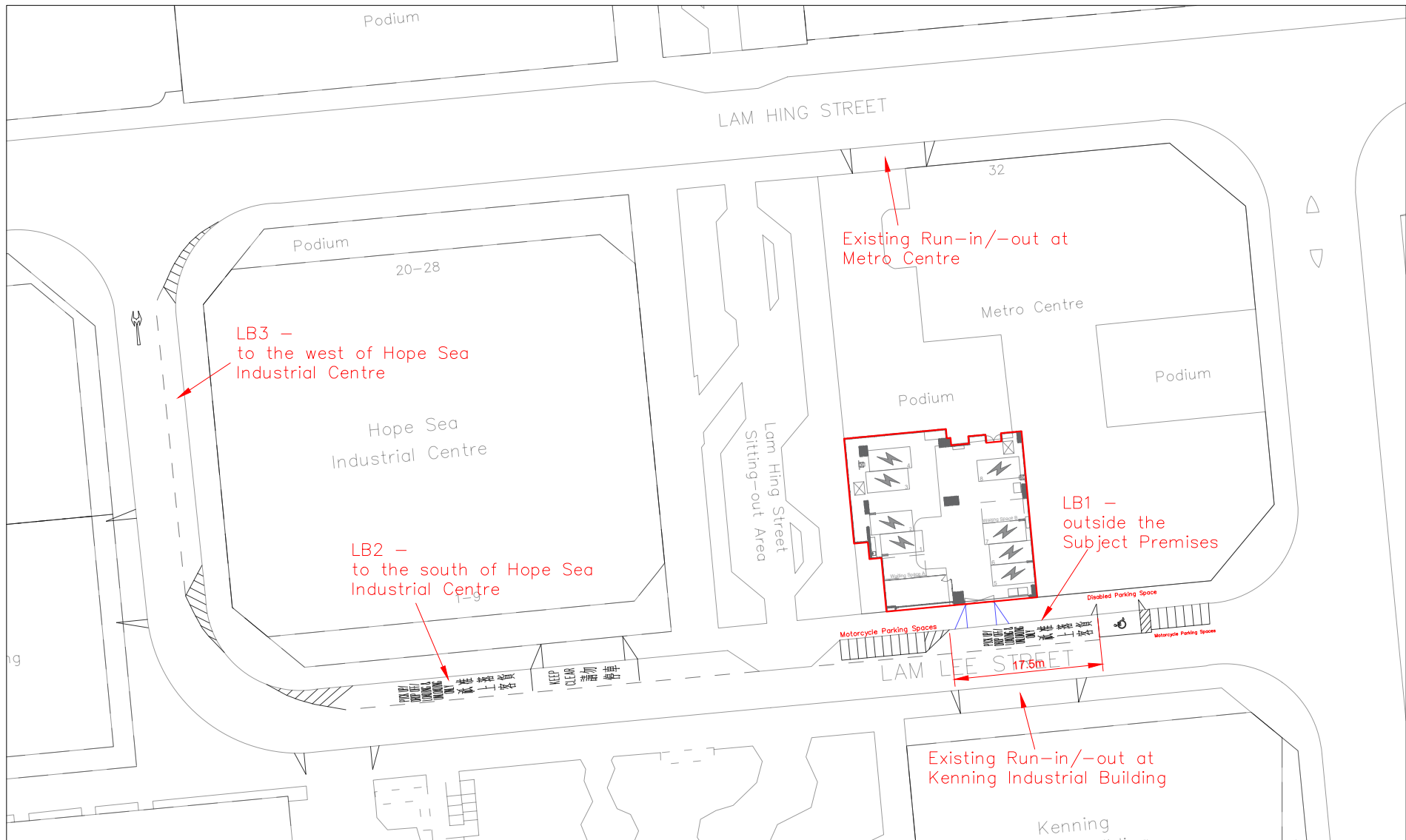
## **SECTION 5 – CONCLUSION**

- 5.1.1. The Applicant has proposed to develop a Green Fuel Station (Electric Vehicle Charging) at Workshops 7 & 8 on the Ground Floor of Metro Centre, 32 Lam Hing Street, Kowloon Bay, Kowloon, to provide charging services for electric vehicles.
- 5.1.2. This report has reviewed the traffic generation and attraction of the Proposed Use in respect of the estimated traffic impact on the surrounding network. It is considered that the scale of the Proposed Use is small and the nature of the proposed use as a green fuelling station serves more to fuel up the existing number of EVs in the area than generating net increase in traffic demand for the area. Based on the past operation data by averages provided by the Applicant, it is noted that the peak hours of usage of the Proposed Use do not overlap with the typical peak hours of traffic of the working population in the commercial district.
- 5.1.3. In terms of localised traffic, a Swept Path Analysis has been conducted which demonstrates that all vehicles can enter and exit the charging spaces with ease and no waiting vehicles from queuing on public roads anticipated. This report has also reviewed the anticipated traffic impact of the proposed run-in/out at the Subject Premises on the existing loading/unloading spaces, the existing motorcycle spaces, the existing disabled parking space and the existing Run-in/out at Kenning Industrial Building on Lam Lee Street supported by recent traffic count surveys and photo records where appropriate. With the proposed traffic management measures as detailed in Section 4.7 above and Figure 6 to further ensure road safety for all road users, it is concluded that no insurmountable traffic impact is anticipated by the Proposed Use and the proposed run in/out.



<b>Legend</b>	
	Application Boundary
	Metro Centre (美羅中心)
	Proposed Ingress/Egress
	Driving Direction
<b>Title</b>	Location Plan

<b>Date</b>	JAN 2026
<b>Scale</b>	1 : 1000 at A4
<b>Figure No.</b>	1
<b>Prepared By:</b>	 DeSPACE (International) Limited



Prepared By:



DeSPACE (International) Limited

Figure

3

Title

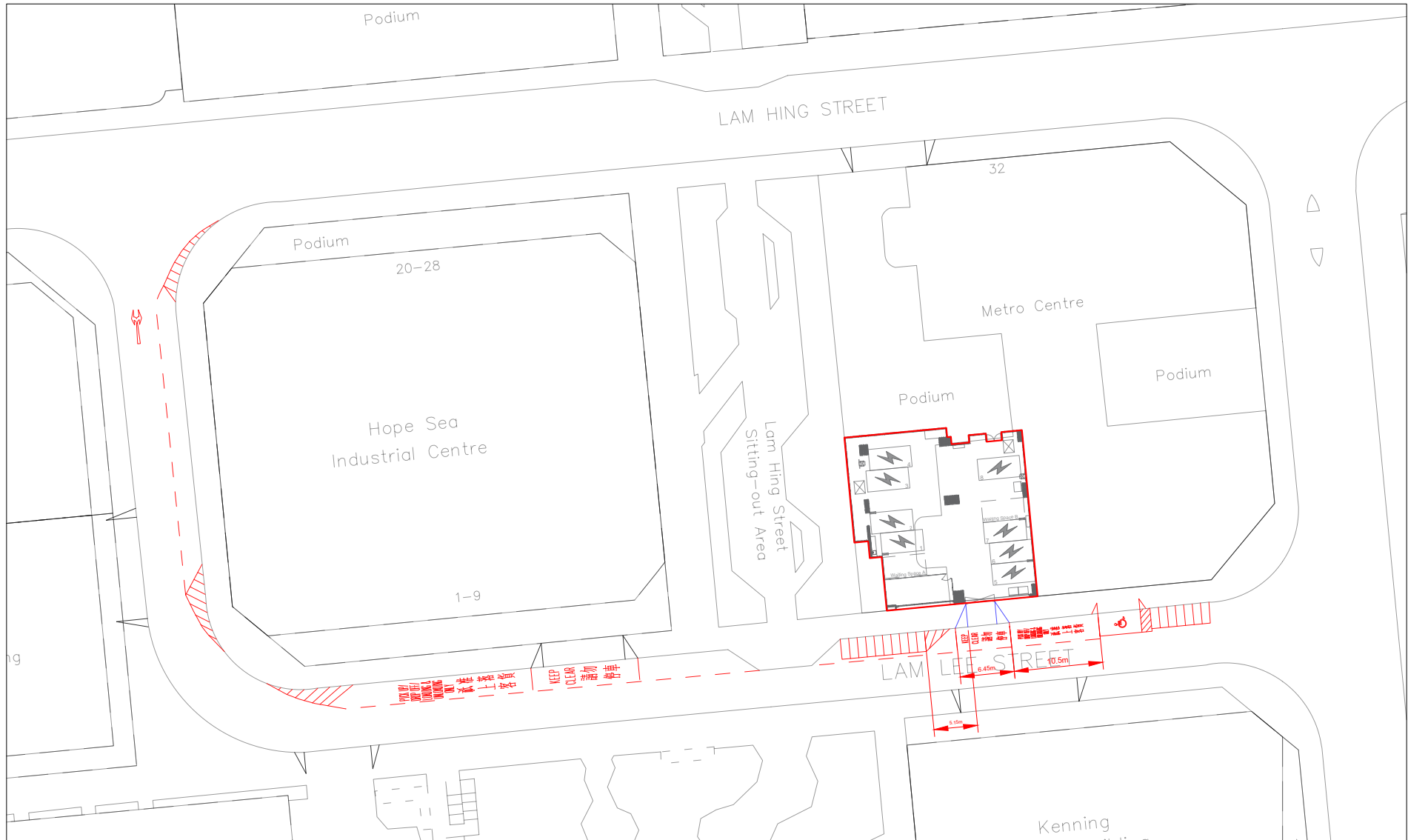
Existing Lay-by and parking spaces along Lam Lee Street

Date

March 2026

Scale

1:625 in A4



Prepared By:



Figure

4

Date

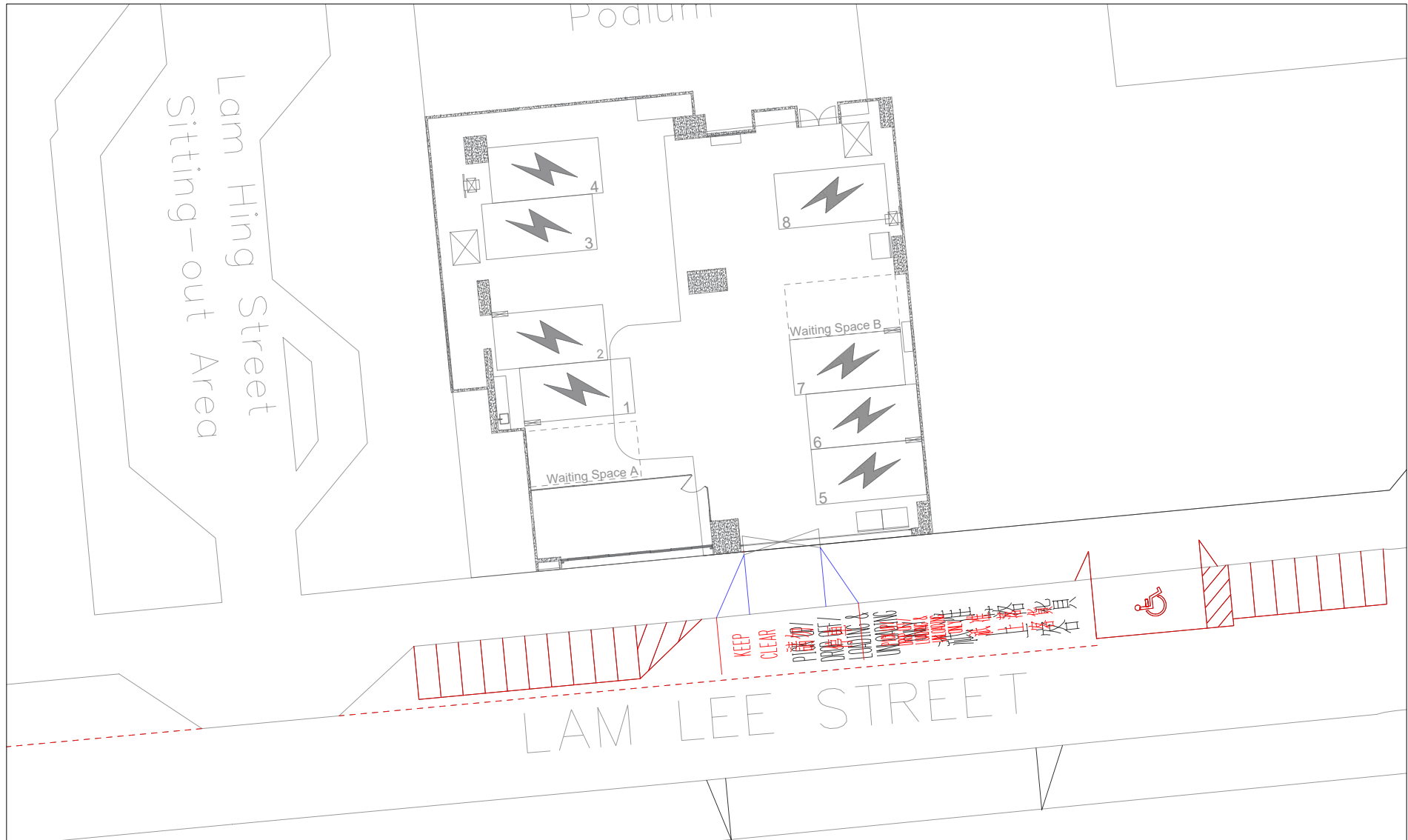
March 2026

Title

Proposed Lay-by Rearrangement Plan

Scale

1:625 in A4



Prepared By:



Figure

5

Date

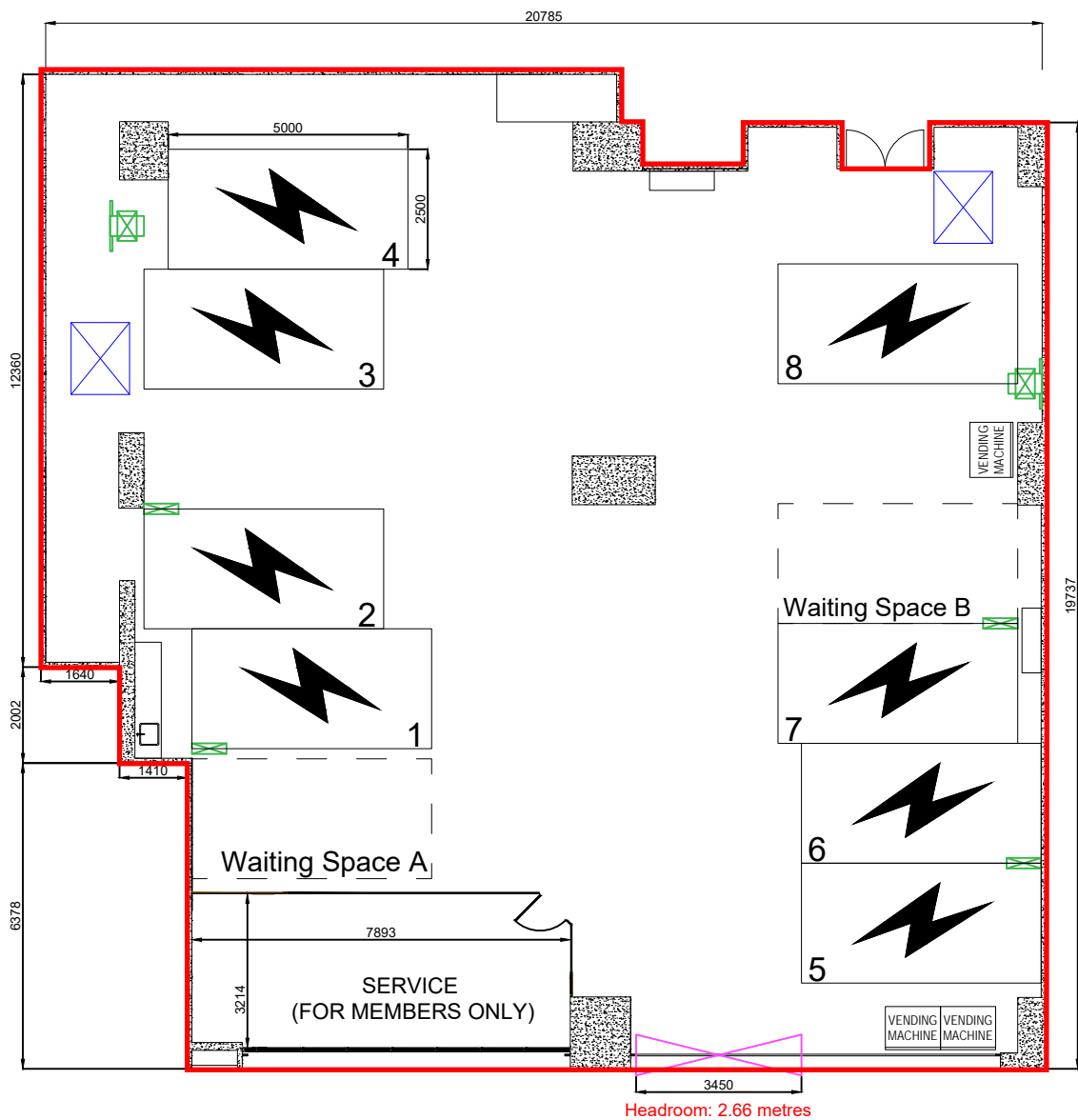
March 2026

Title









Comparison between the existing lay-by and new arrangement outside the Subject Premises

Scale

1:250 in A4



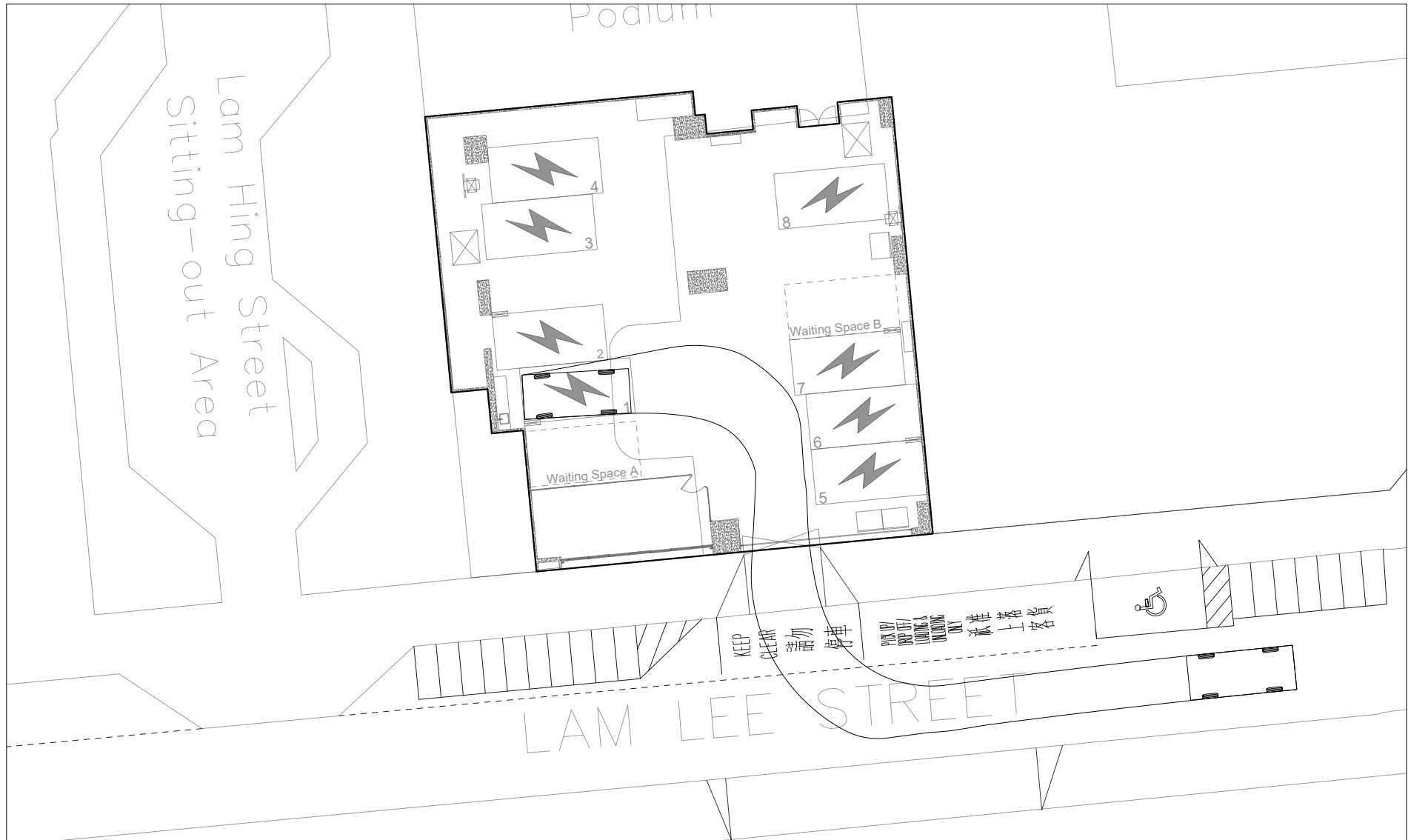
**LAM LEE STREET**

<b>Legend</b>  Application Boundary  EV Charging Space (5m x 2.5m) (8 nos.)  Waiting Space (5m x 2.5m) (2 nos.)  Proposed Ingress/Egress (Width: 3.45m) (Headroom: 2.66m)  EV Chargers (Natural-cooling/Liquid-cooling)  Power Cabinets for EV Chargers (1.5m x 1.22m)	<b>Date</b> APR 2026
	<b>Scale</b> N. T. S.
	<b>Figure No.</b> 2
<b>Title</b> Layout Plan	<b>Prepared By:</b>  



## **Appendix A**

### **Swept Path Analysis**



Prepared By:



Figure

1

Date

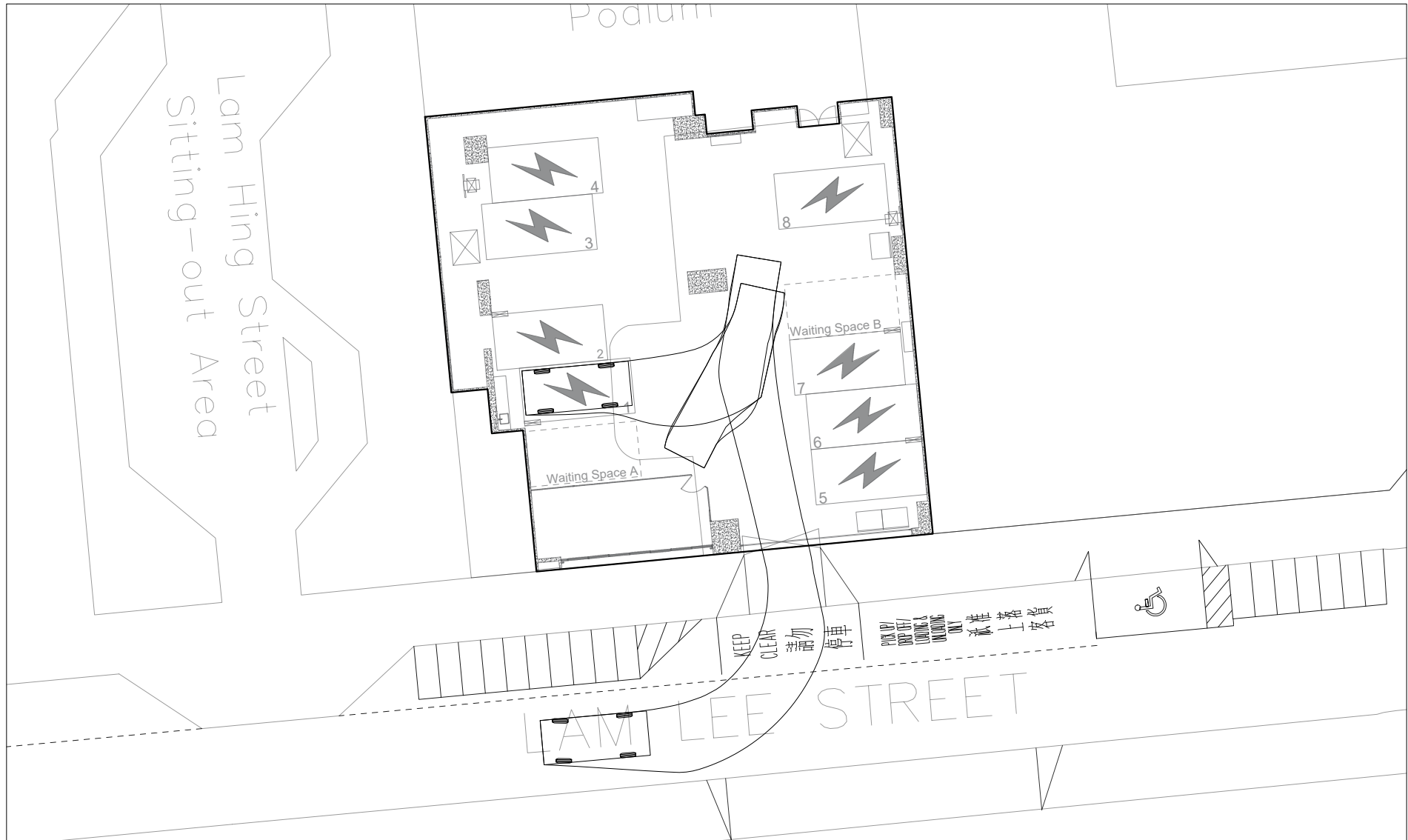
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 1

Scale

1:250 in A4



Prepared By:



Figure

2

Date

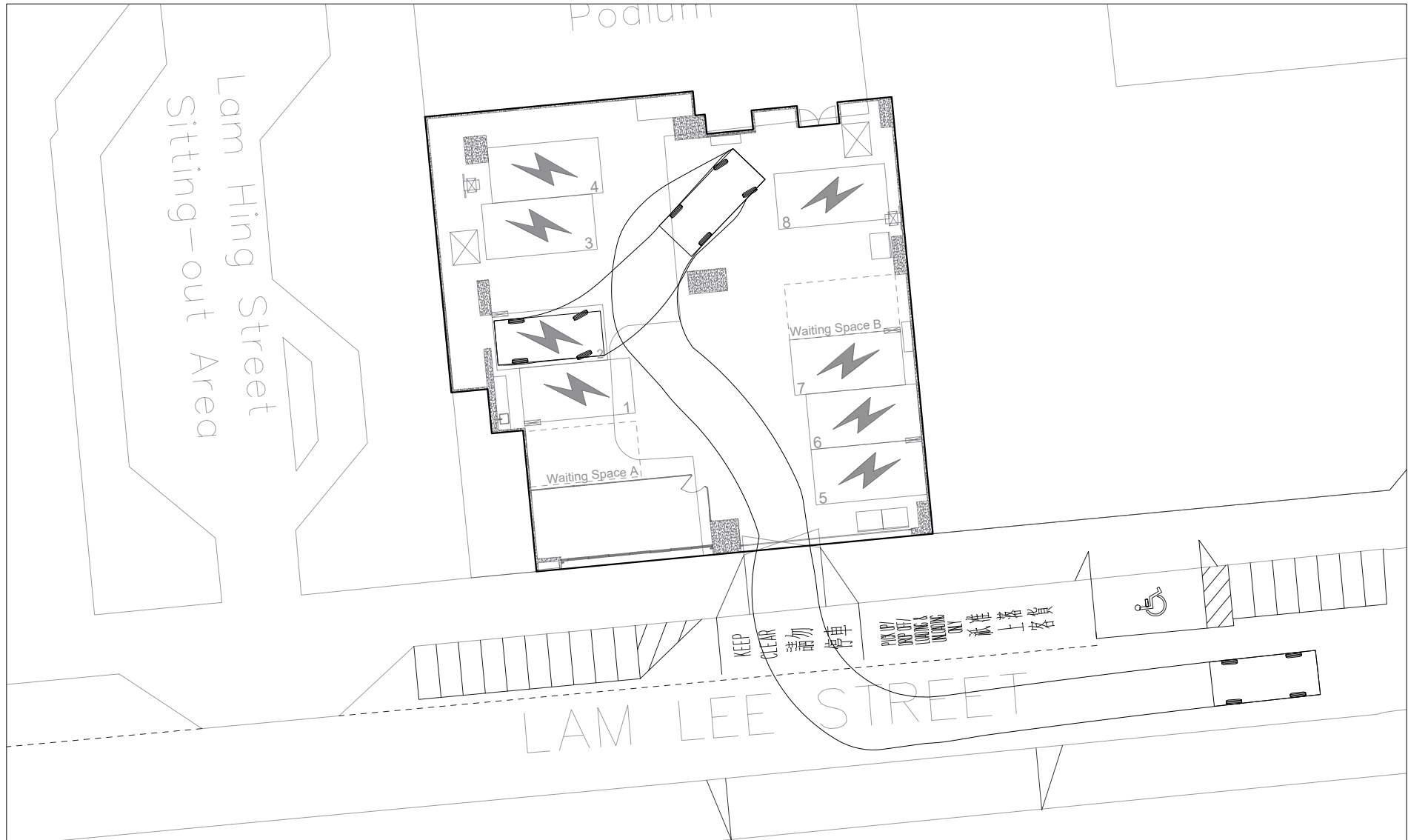
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 1

Scale

1:250 in A4



Prepared By:



Figure

3

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 2

Scale

1:250 in A4



Prepared By:



Figure

4

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 2

Scale

1:250 in A4



Prepared By:



Figure

5

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 3

Scale

1:250 in A4



Prepared By:



Figure

6

Date

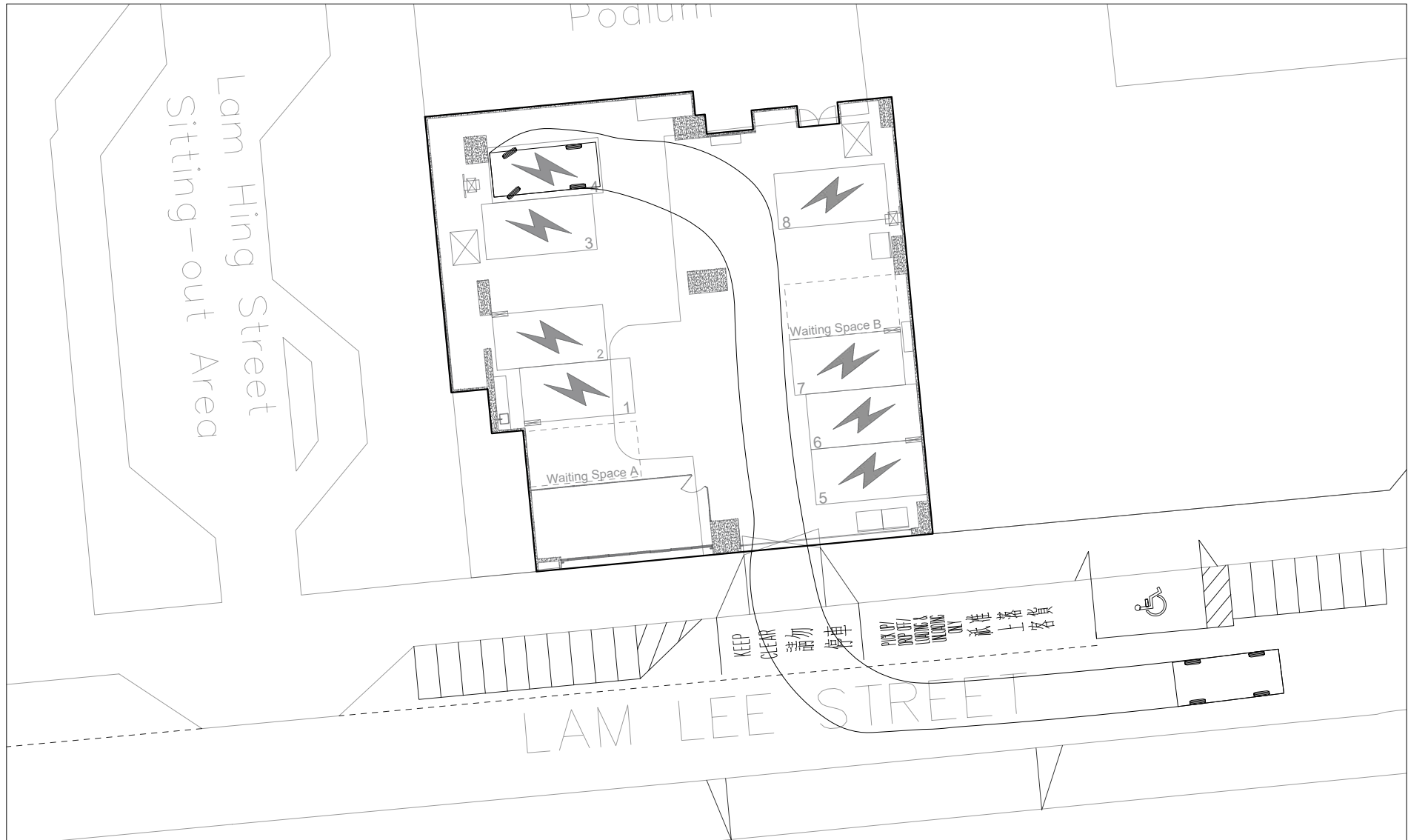
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 3

Scale

1:250 in A4



Prepared By:



Figure

7

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 4

Scale

1:250 in A4



Prepared By:



Figure

8

Date

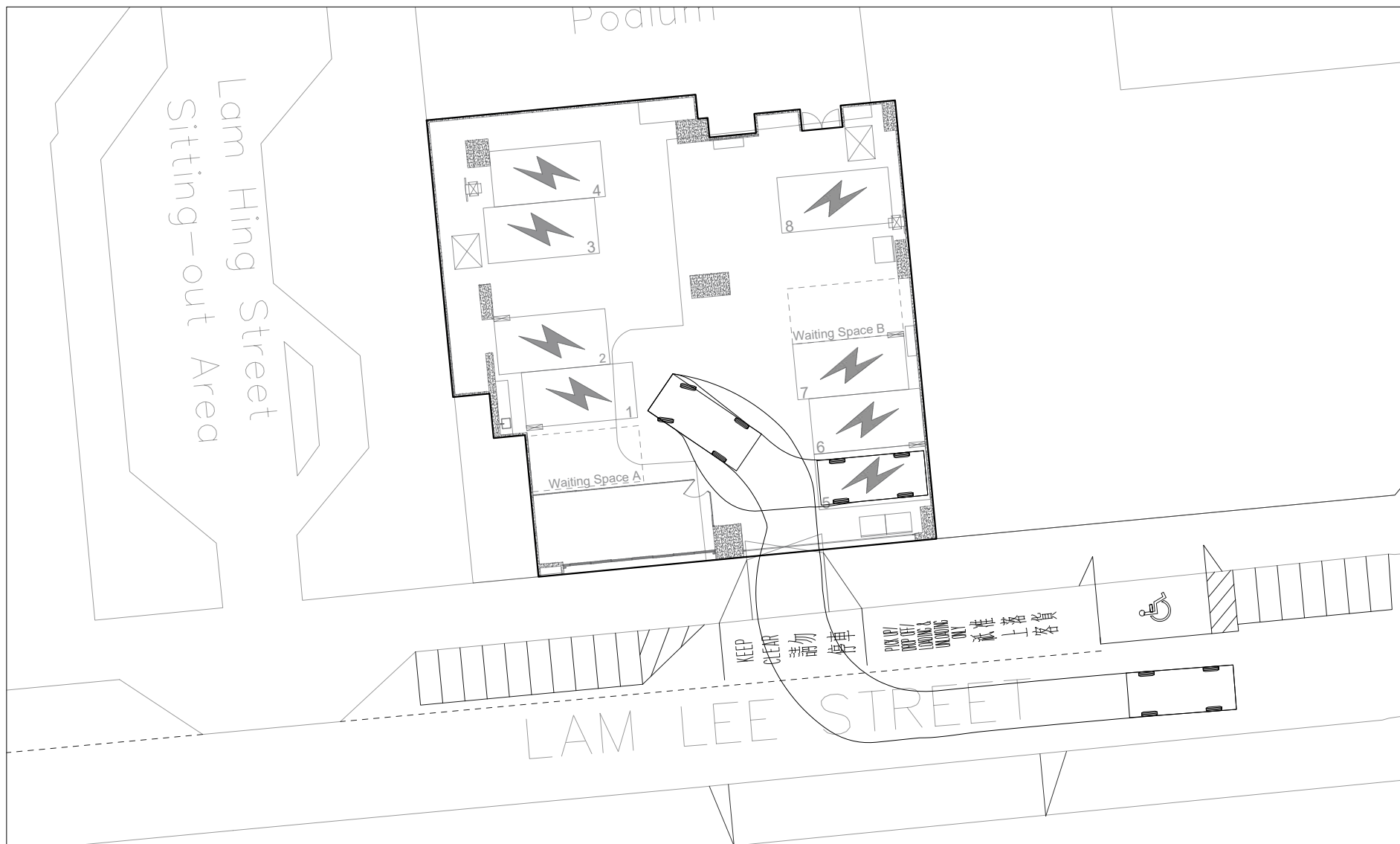
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 4

Scale

1:250 in A4



Prepared By:



Figure

9

Date

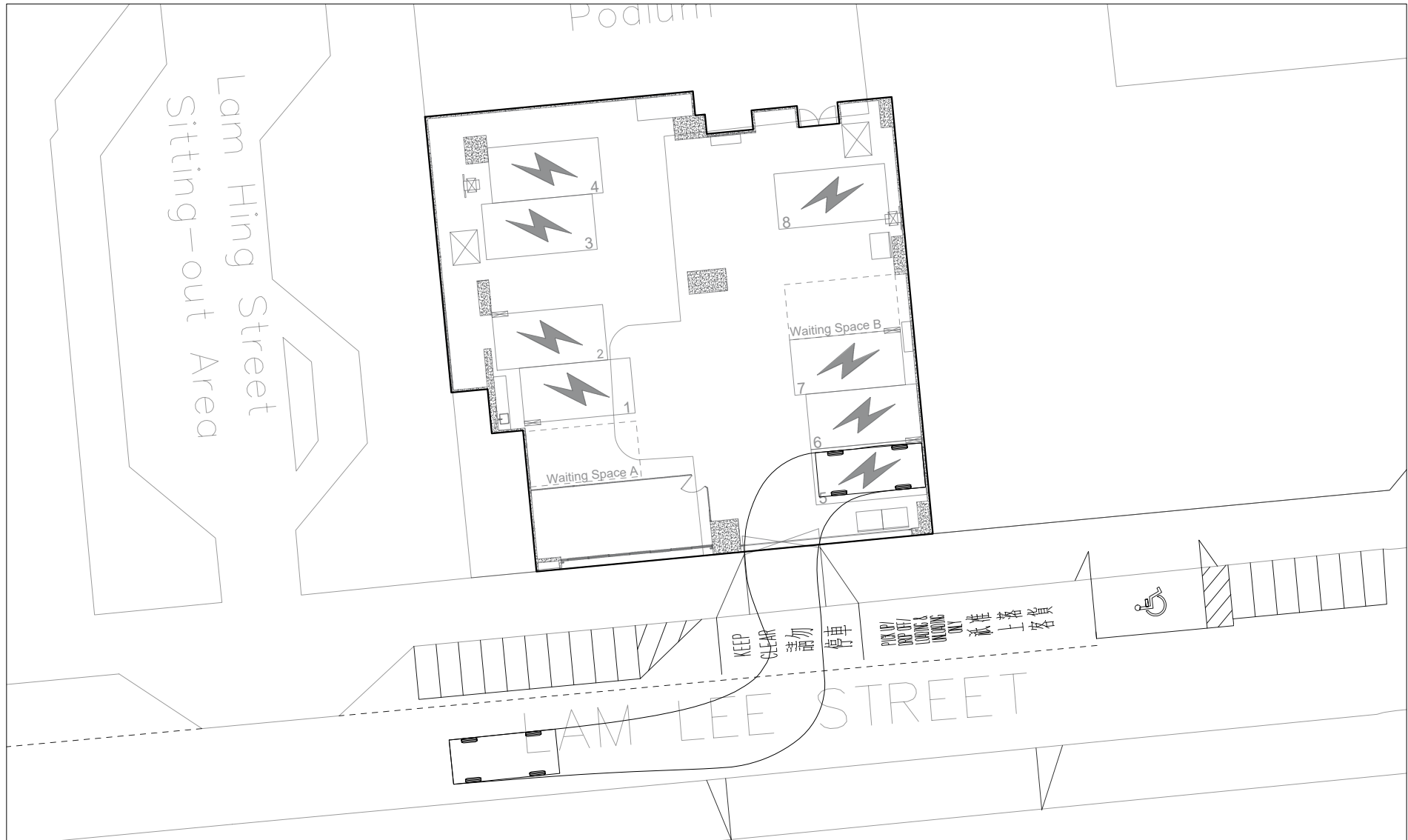
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 5

Scale

1:250 in A4



Prepared By:



Figure

10

Date

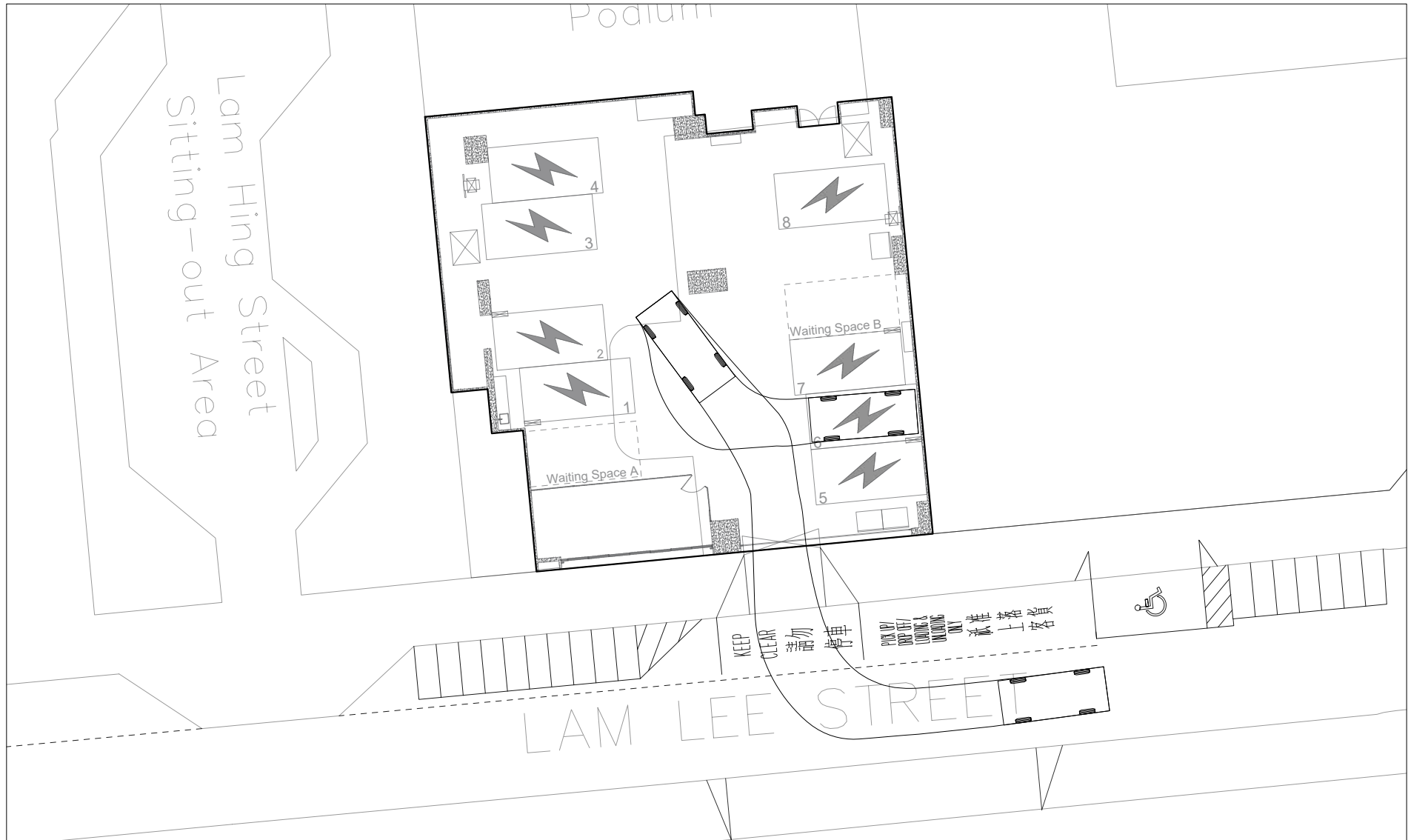
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 5

Scale

1:250 in A4



Prepared By:



Figure

11

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 6

Scale

1:250 in A4



Prepared By:



Figure

12

Title

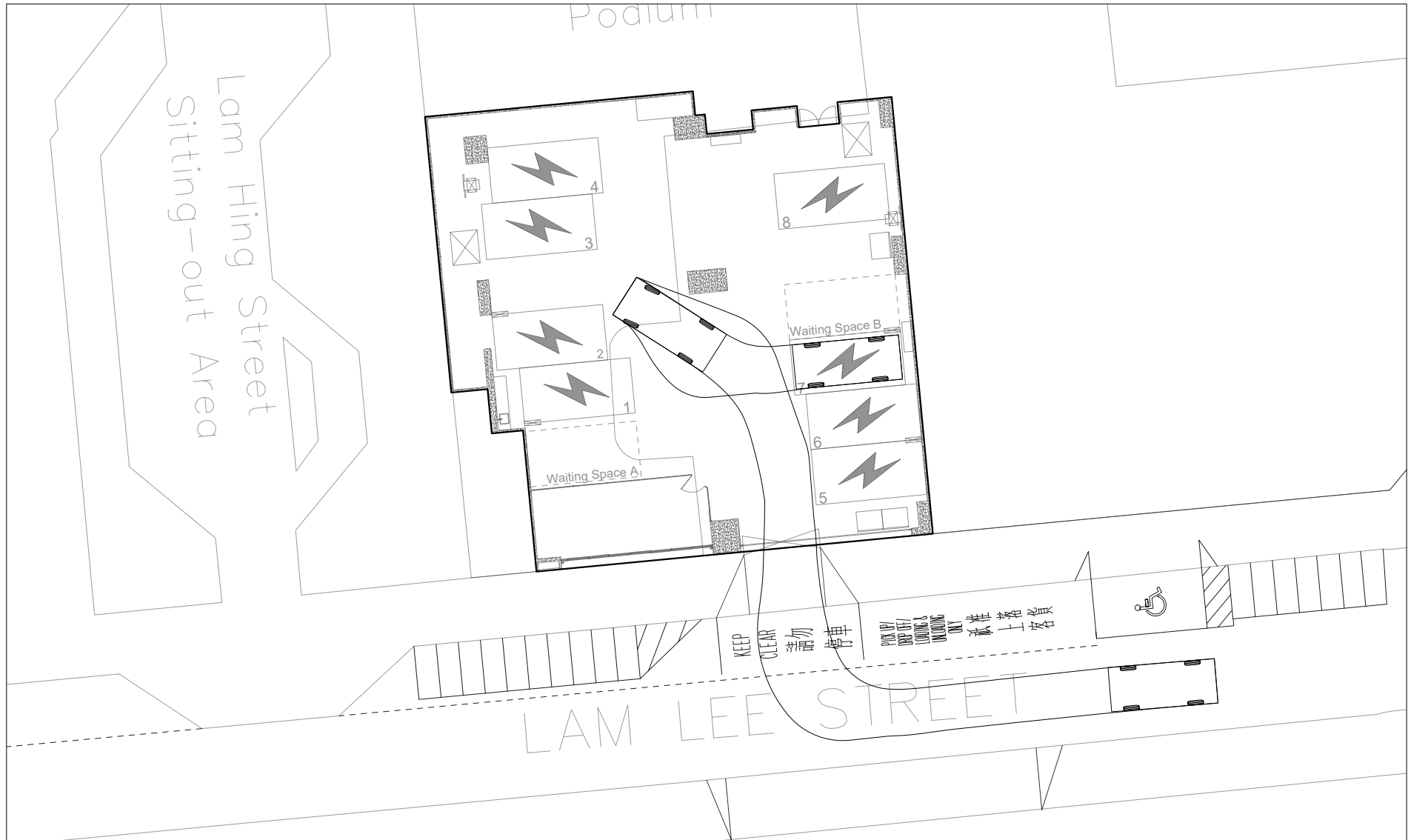
Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 6

Date

April 2026

Scale

1:250 in A4



Prepared By:



Figure

13

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 7

Scale

1:250 in A4



Prepared By:



Figure

14

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 7

Date

April 2026

Scale

1:250 in A4



Prepared By:



Figure

15

Date

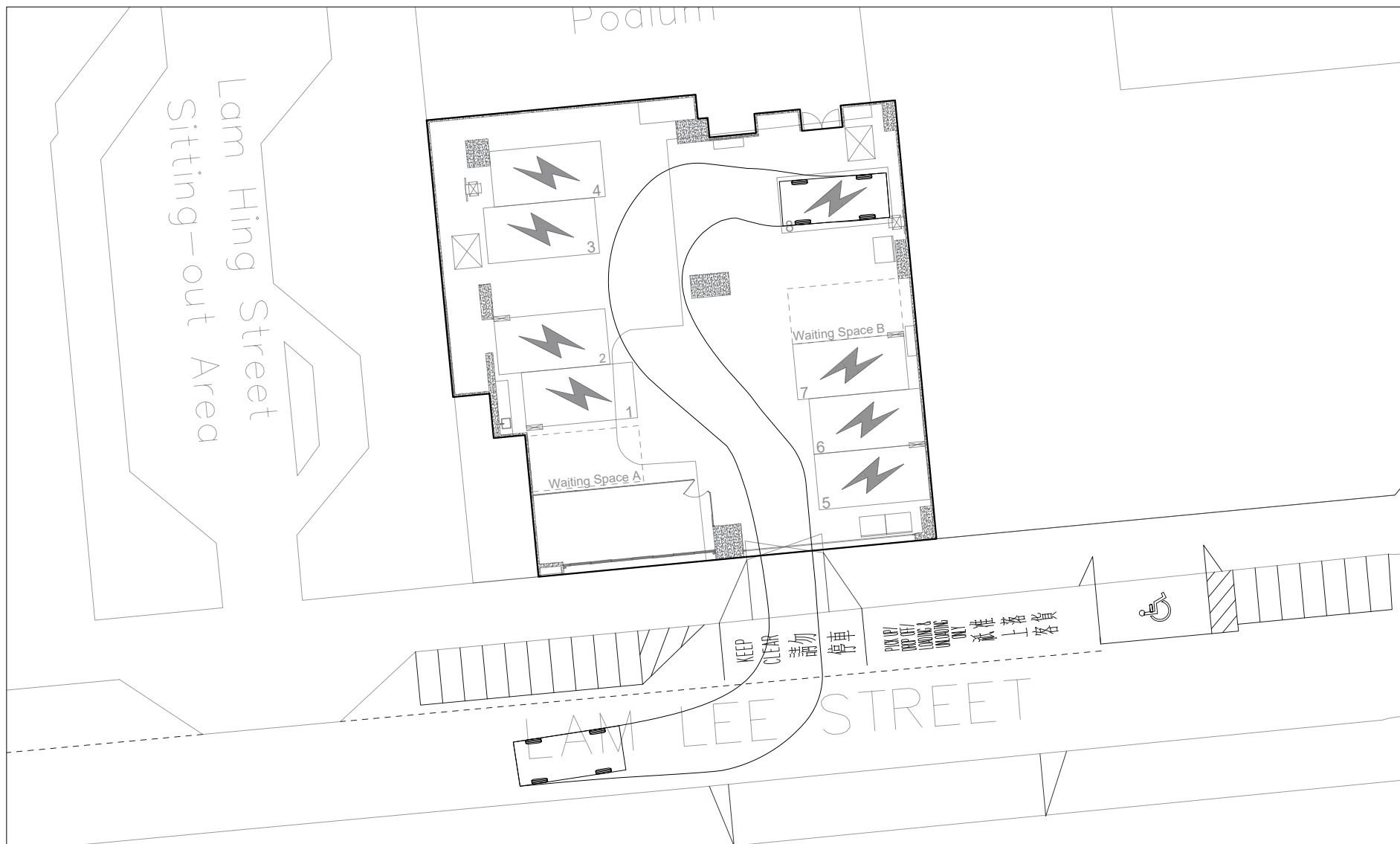
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Charging Space No. 8

Scale

1:250 in A4



Prepared By:



Figure

16

Date

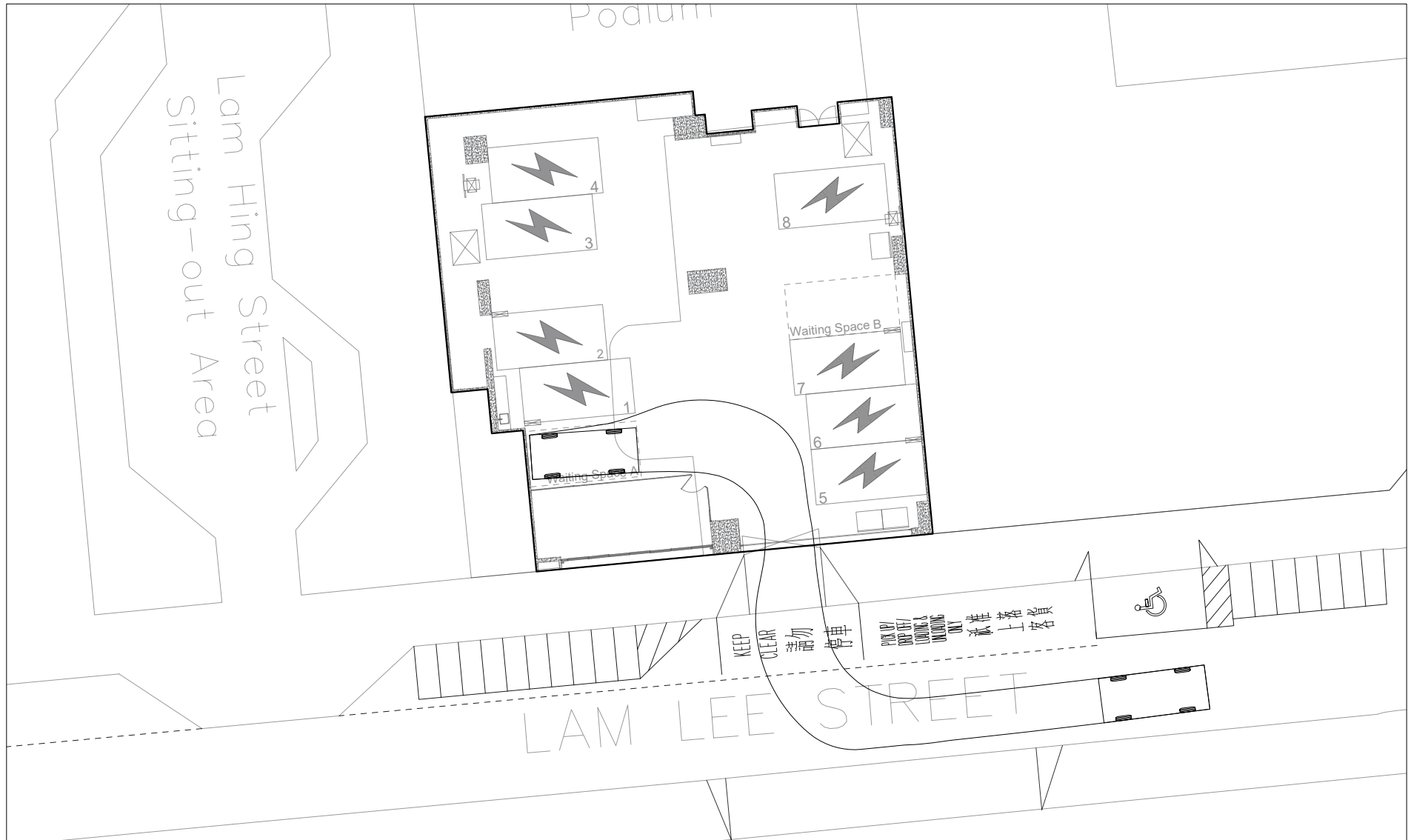
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Leaving  
Charging Space No. 8

Scale

1:250 in A4



Prepared By:



Figure

17

Date

April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Waiting Space A

Scale

1:250 in A4



Prepared By:



Figure

18

Date

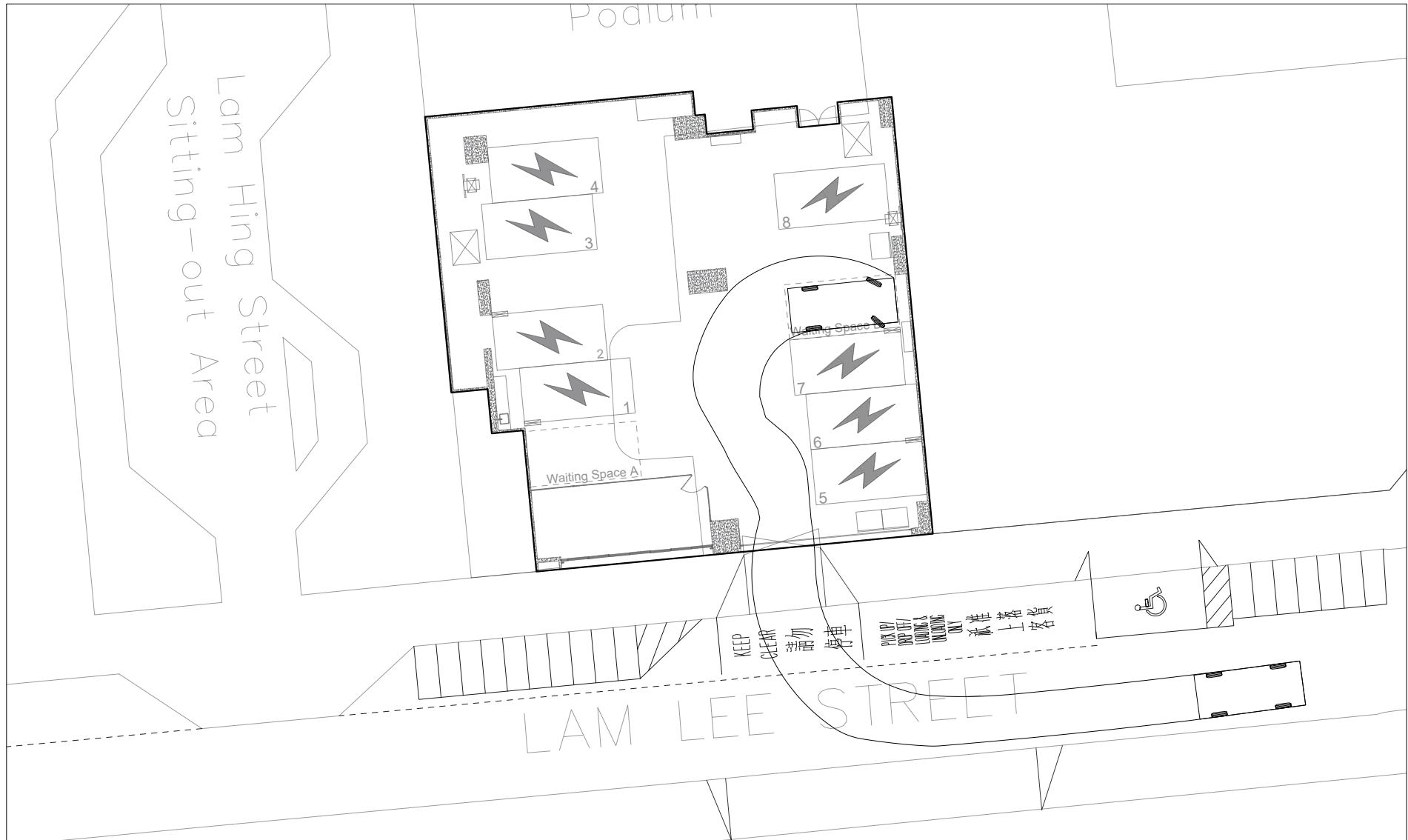
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car from Waiting  
Space A to Charging Space No. 8

Scale

1:250 in A4



Prepared By:



Figure

19

Date

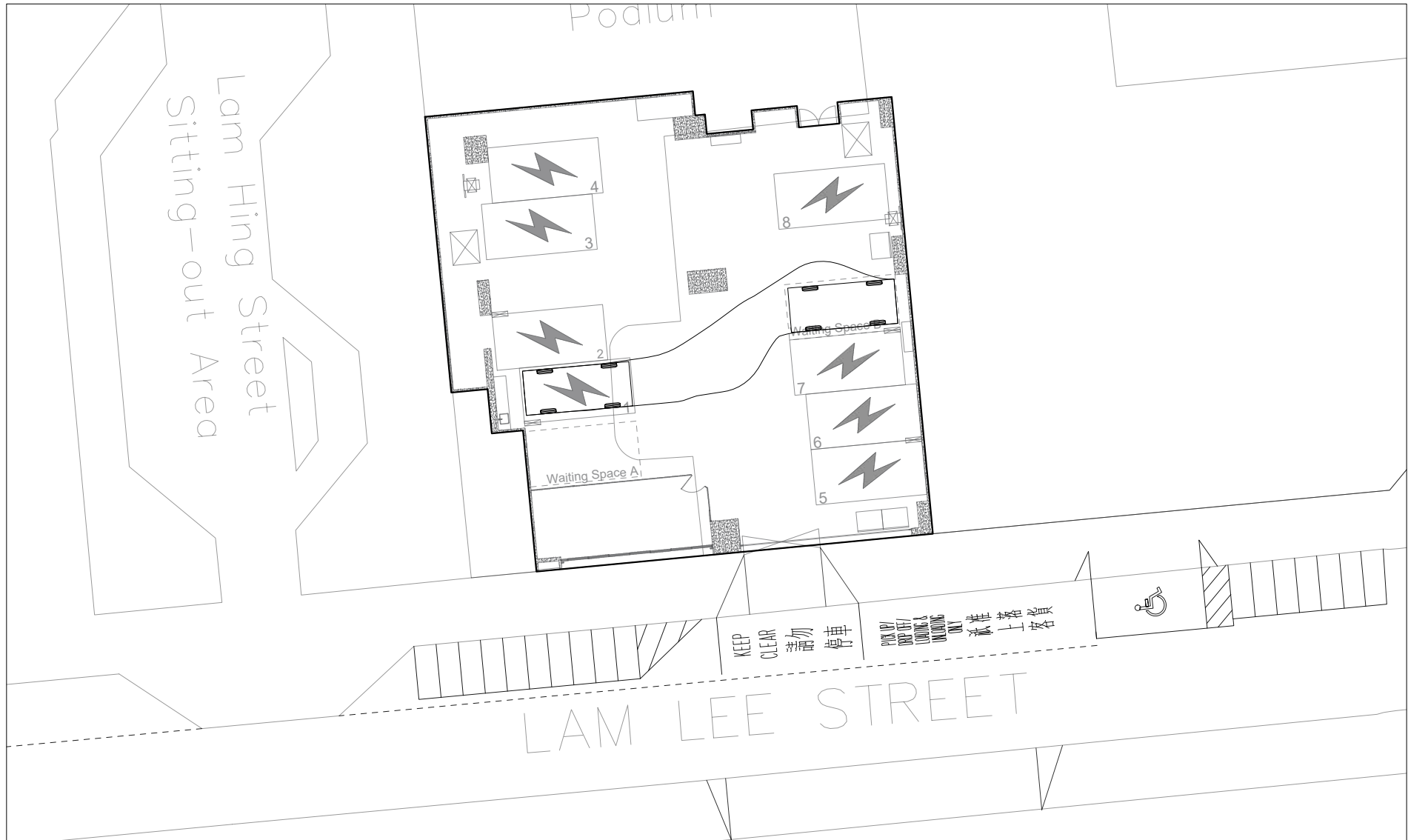
April 2026

Title

Planning Application No. A/K13/334  
Swept Path of Private Car Entering  
Waiting Space B

Scale

1:250 in A4



Prepared By:



Figure

20

Date

April 2026

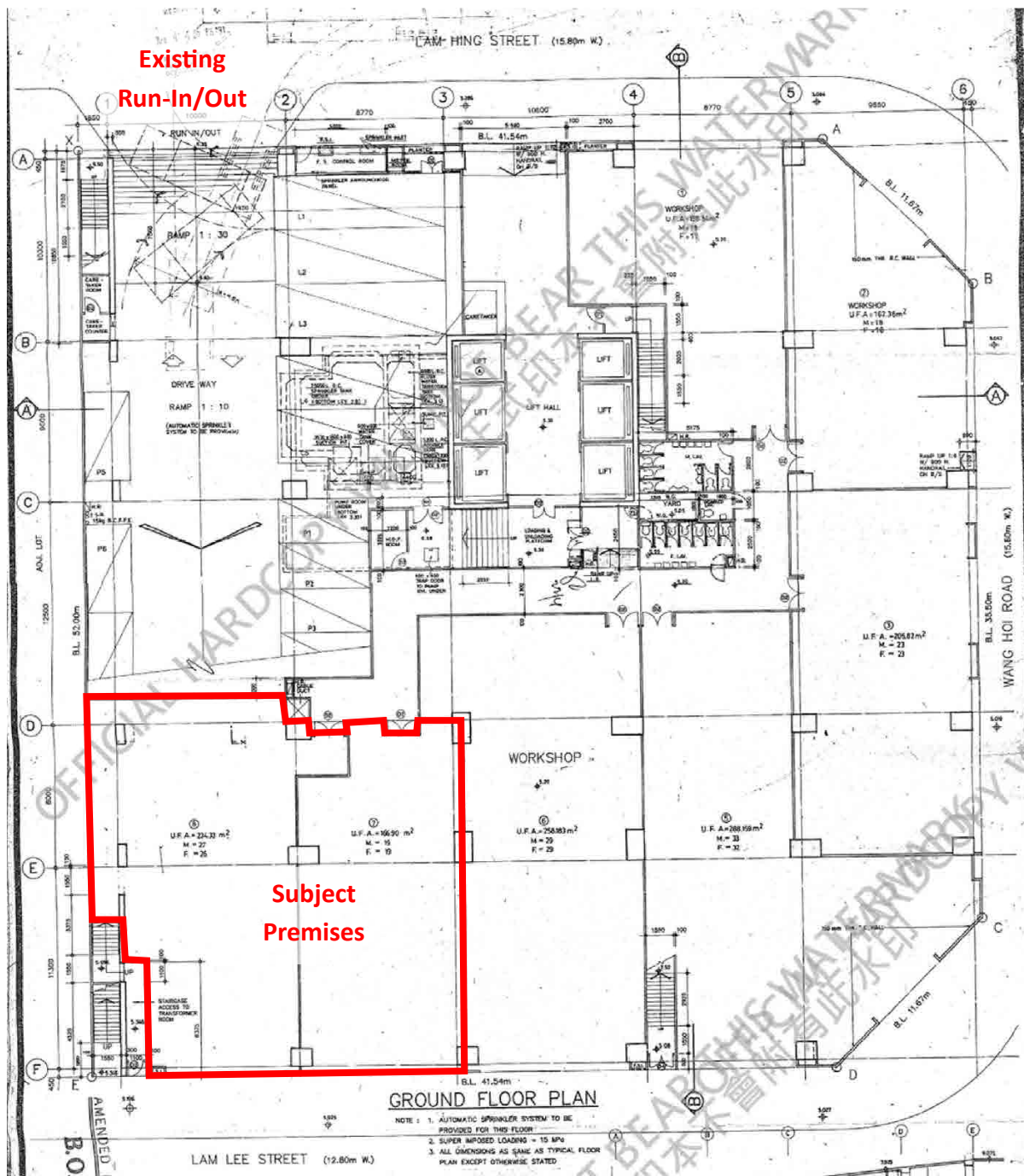
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Swept Path of Private Car from Waiting  
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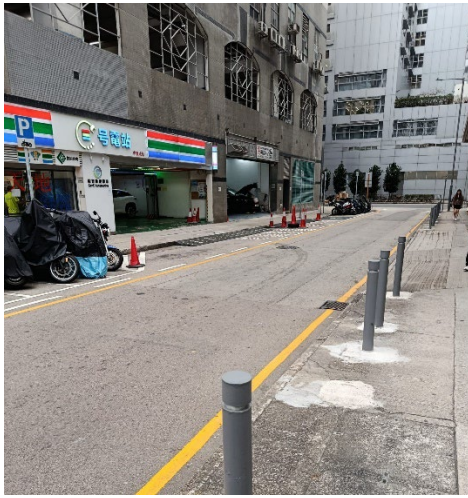
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## Appendix B General Building Plan of Metro Centre (G/F Plan) (No. 2/4088/89)



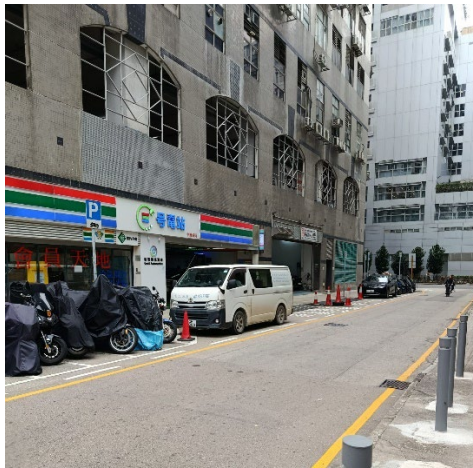
Appendix C1 Photo Record of LB1 as at 26<sup>th</sup> February 2026



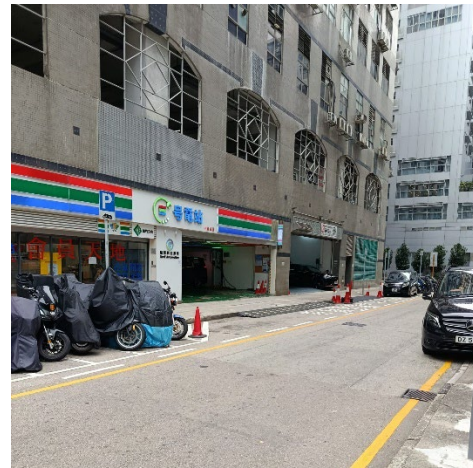
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11:00



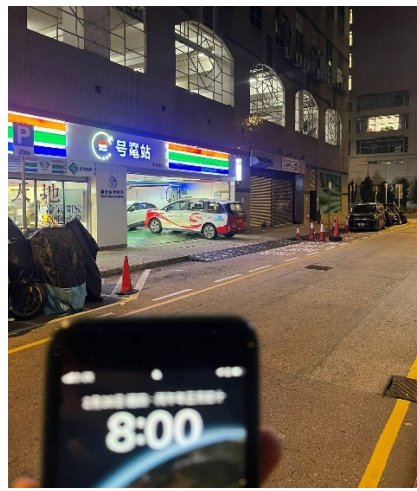
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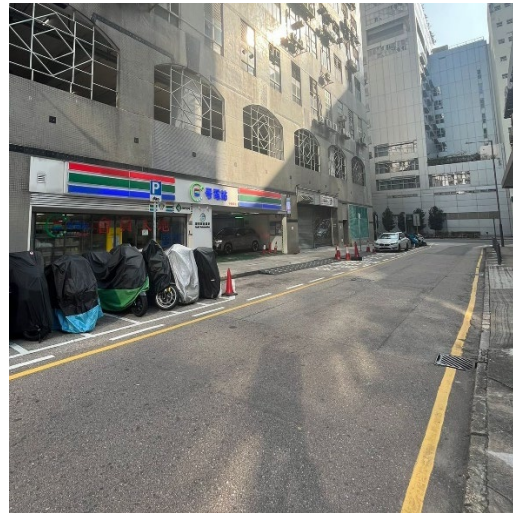


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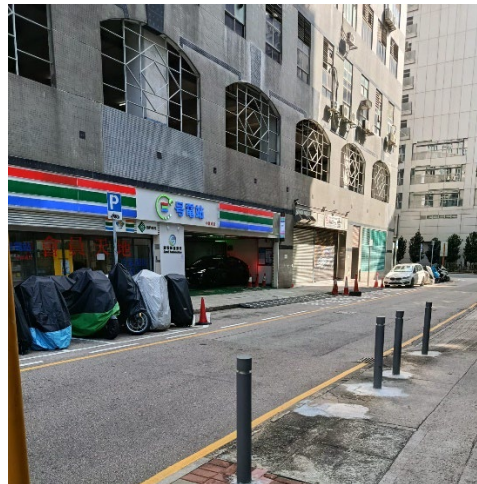
Appendix C2 Photo Record of LB1 as at 8<sup>th</sup> March 2026



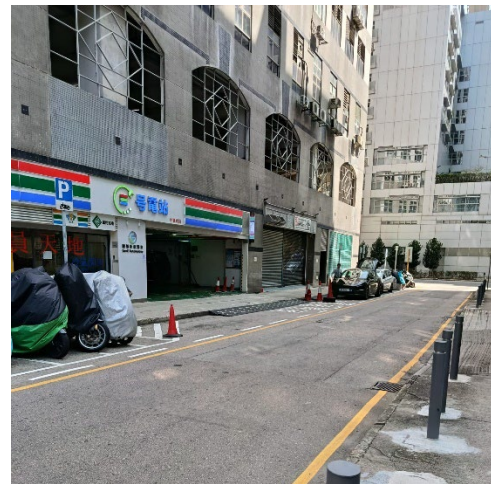
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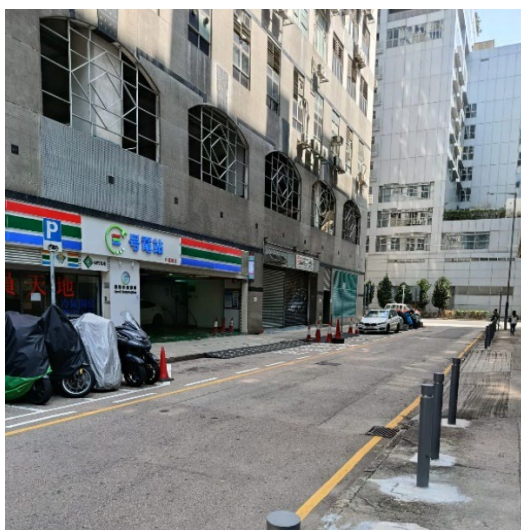
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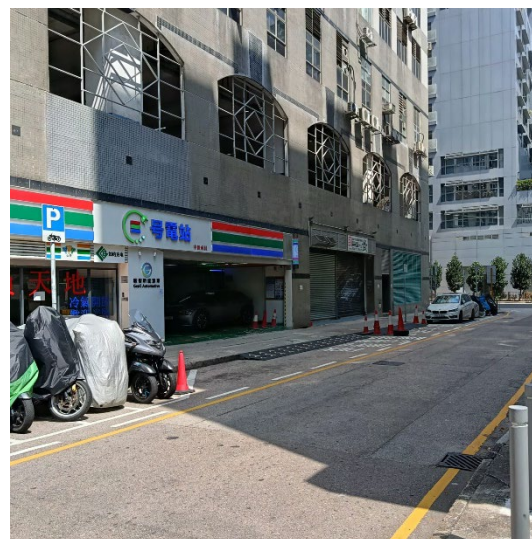
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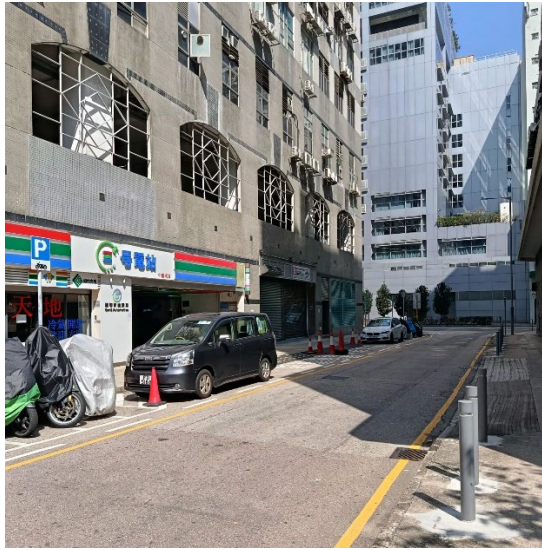
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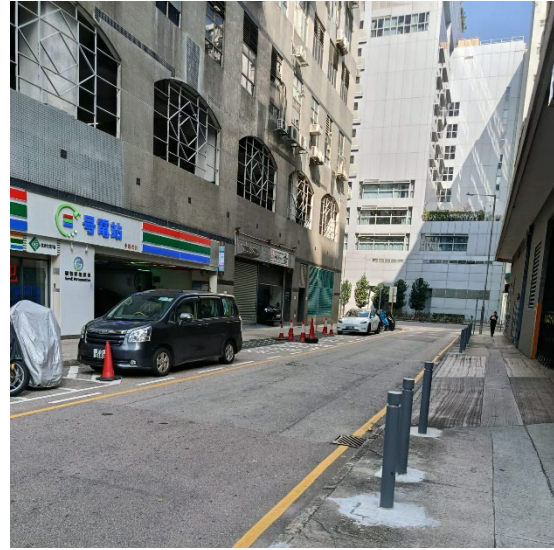
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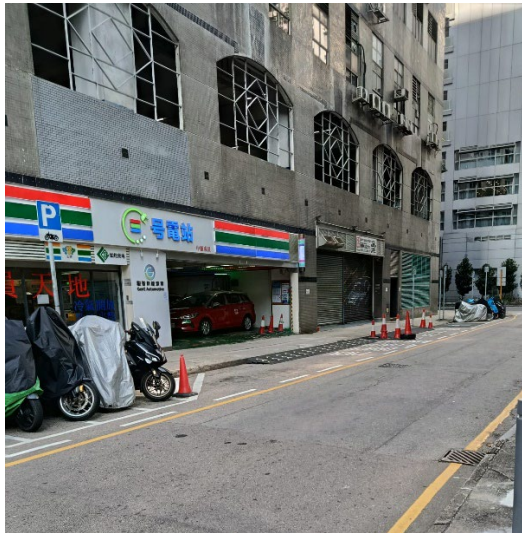
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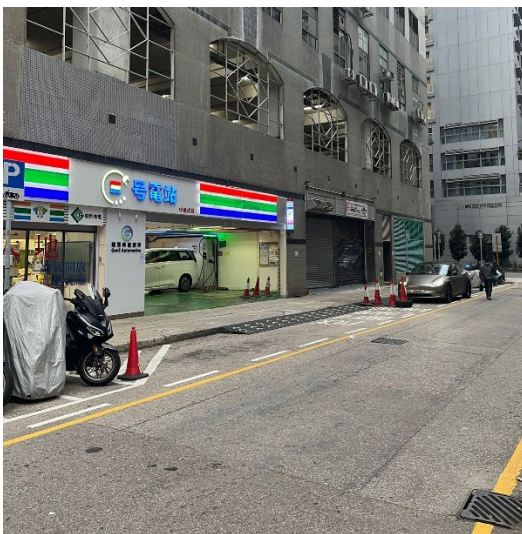
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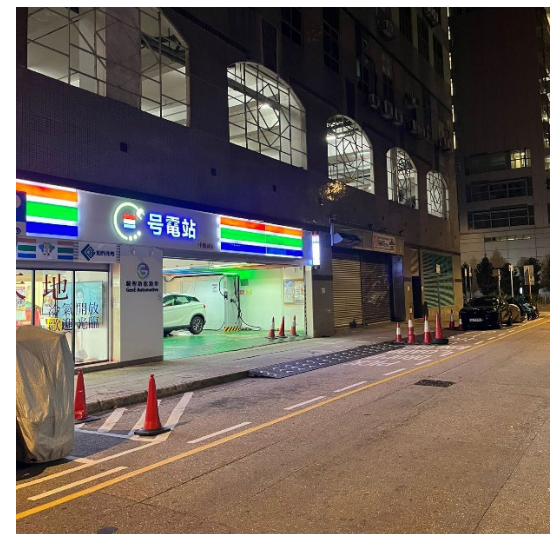
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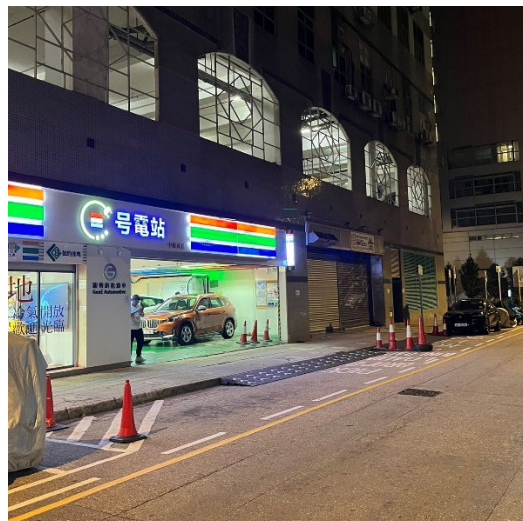
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Appendix C3 Photo Record of LB1 as at 9<sup>th</sup> March 2026



08:00



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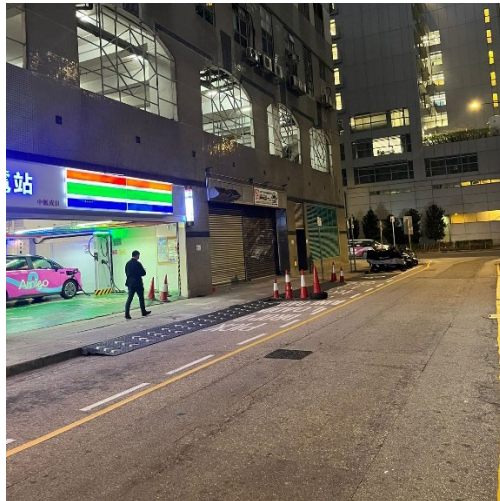
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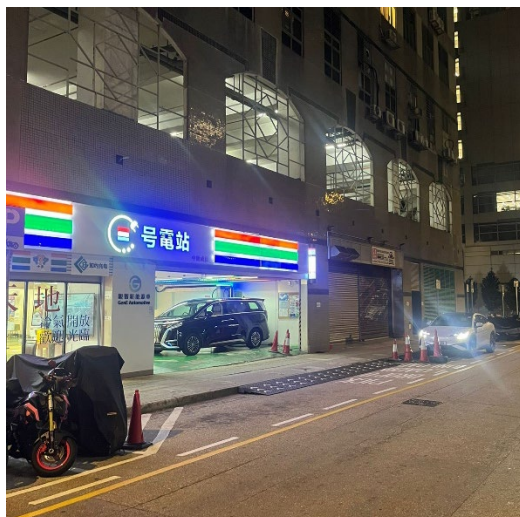
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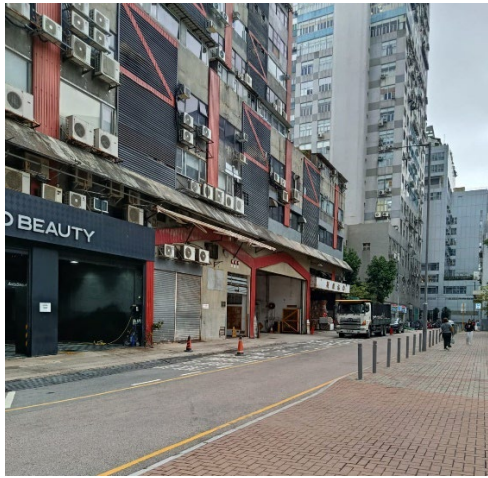


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**Appendix D1 Photo Record of LB2 as at 26<sup>th</sup> February 2026**



09:00



11:00



13:00



15:00

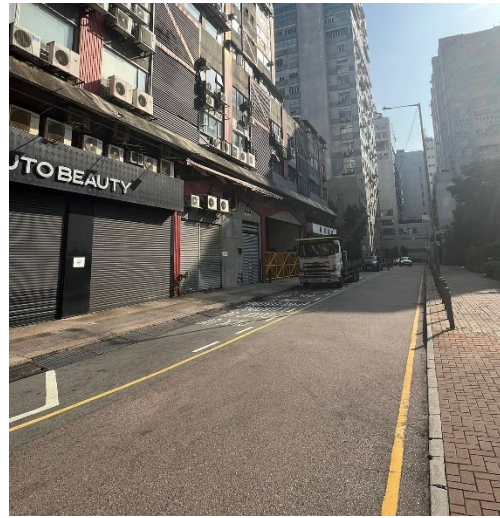


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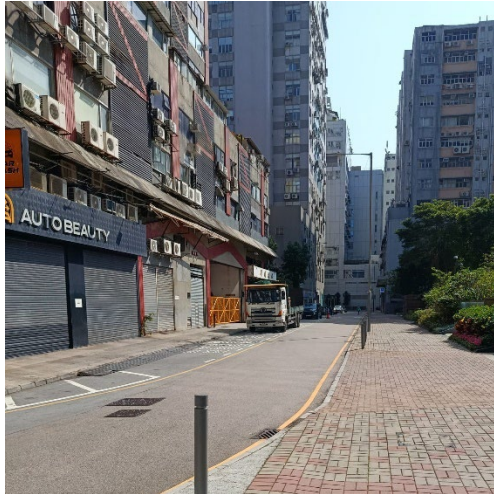
Appendix D2 Photo Record of LB2 as at 8<sup>th</sup> March 2026



08:00



09:00



10:00



11:00



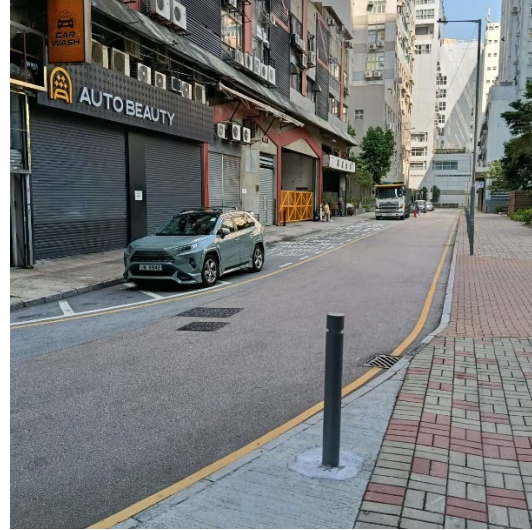
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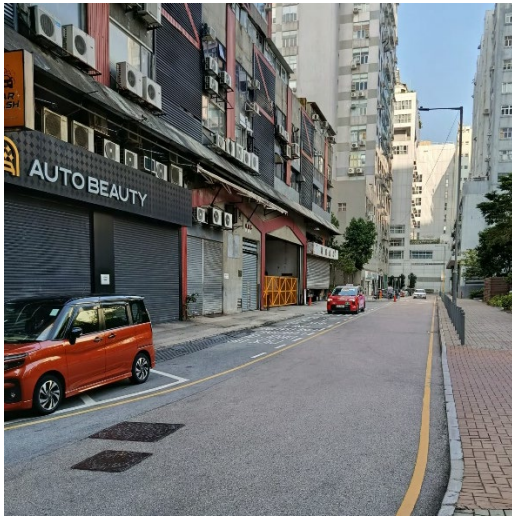
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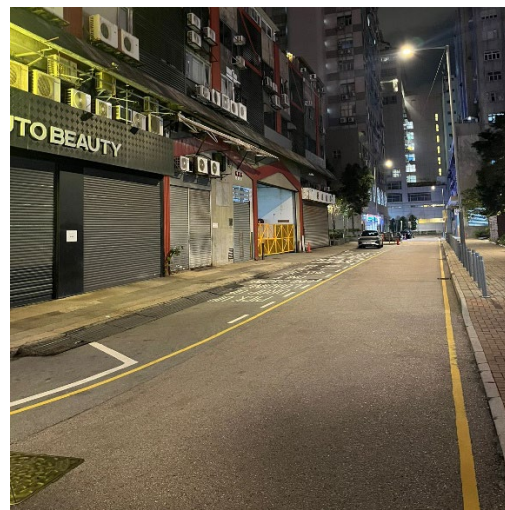
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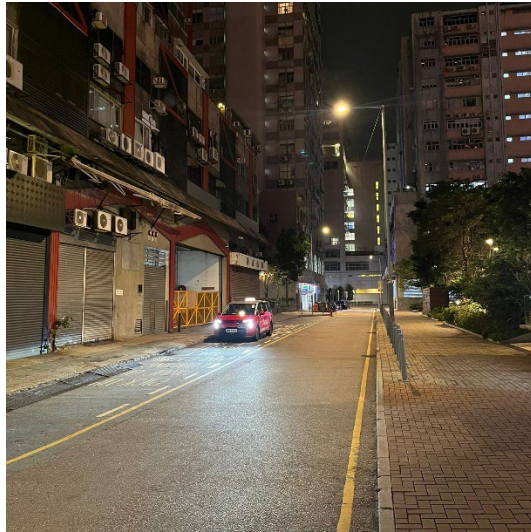
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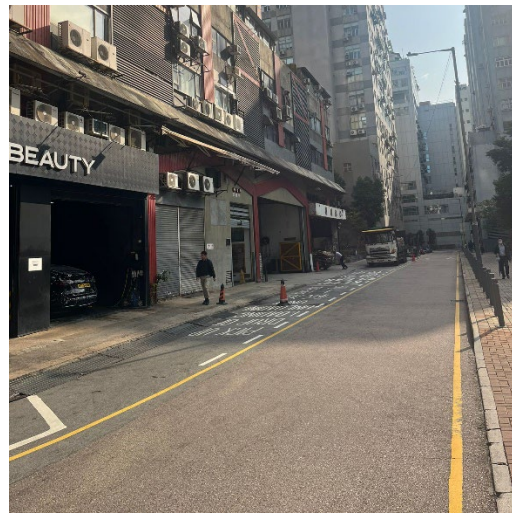


20:00

Appendix D3 Photo Record of LB2 as at 9<sup>th</sup> March 2026



08:00



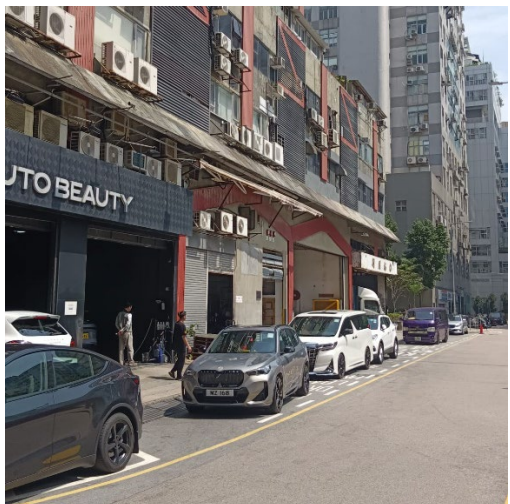
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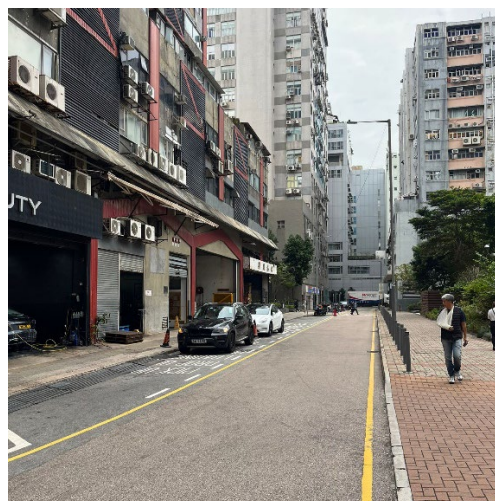
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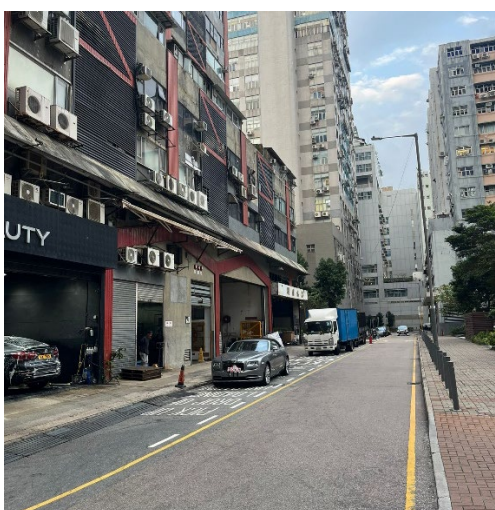
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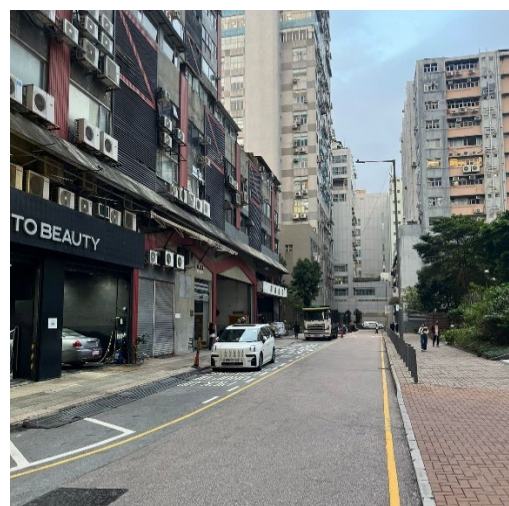
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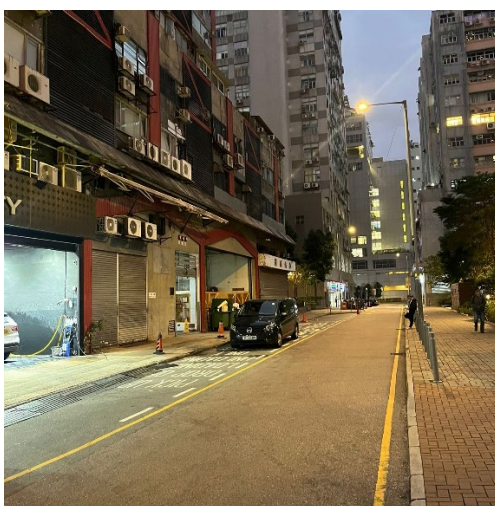
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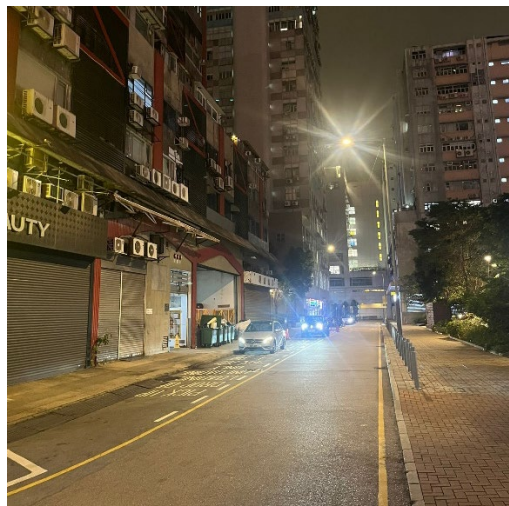
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20:00

Appendix E1 Photo Record of LB3 as at 8<sup>th</sup> March 2026



08:00



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12:00



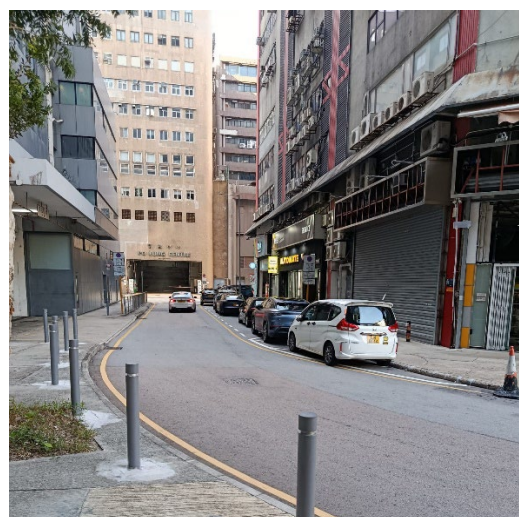
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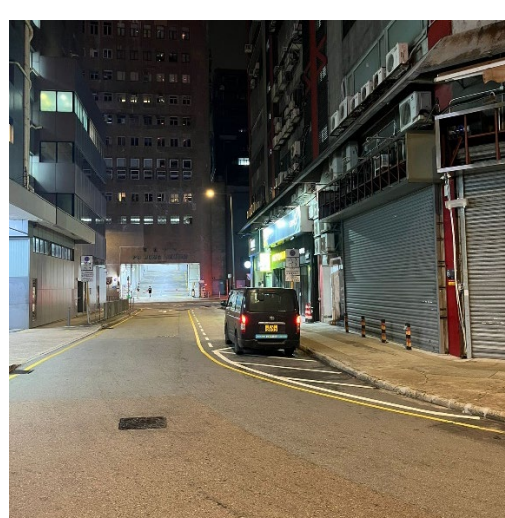
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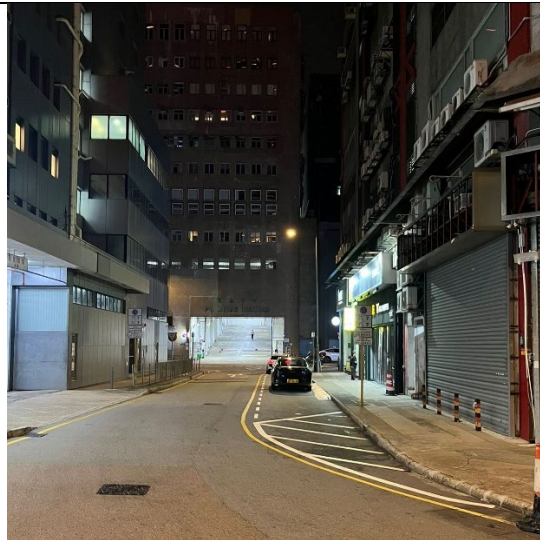
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18:00



19:00



20:00

Appendix E2 Photo Record of LB3 as at 9<sup>th</sup> March 2026



08:00



09:00



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11:00



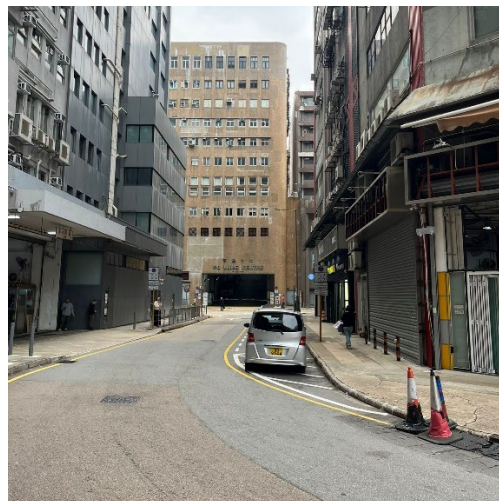
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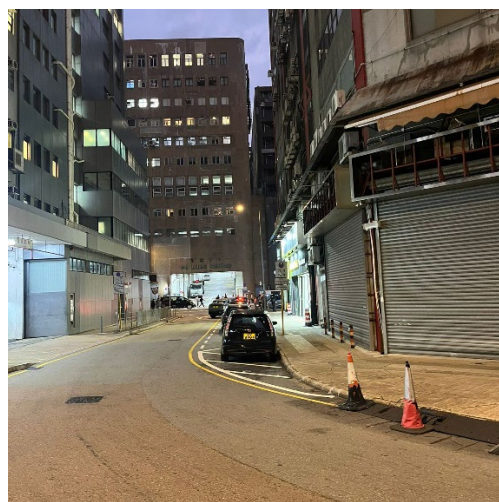
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