

Section 16 Town Planning Application

Revised Consolidated Report

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



Town Planning Consultant:

DeSPACE (International) Limited



June 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 號舖（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舖位內。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 | <ul style="list-style-type: none">Secretary for Environment and Ecology (SEE) supports the applicant’s proposal since it is in line with the Government’s policies and directions in promoting the wider use of EVs in Hong Kong; |

| | | | |
|---------------------|------------|---|---|
| | | for a Period of 5 Years and Associated Filling of Land | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Meeting the demand for EV charging in the locality and quick charging EV facilities for electric taxis in Hong Kong; • Not 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 | <ul style="list-style-type: none"> • Meeting the demand for EV charging in the locality and quick charging EV facilities for electric taxis in Hong Kong • Not entirely incompatible with the surrounding land uses • Government departments had to objection/comment on the application; |
| A/YL-LFS/588 | 23/1/2026 | Proposed Temporary Electric Vehicle (EV) Charging | <ul style="list-style-type: none"> • The proposed EV harging station can meet the demand for such facilities from nearby residents and |

| | | | |
|---------------------|-----------|--|--|
| | | Station for a Period of 3 Years | <p>visitors. In this regard, SEE has no adverse comment on the application from EV charging policy perspective.</p> <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 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 |

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. **Please refer to Appendix 1 for the Traffic Review Report.**

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

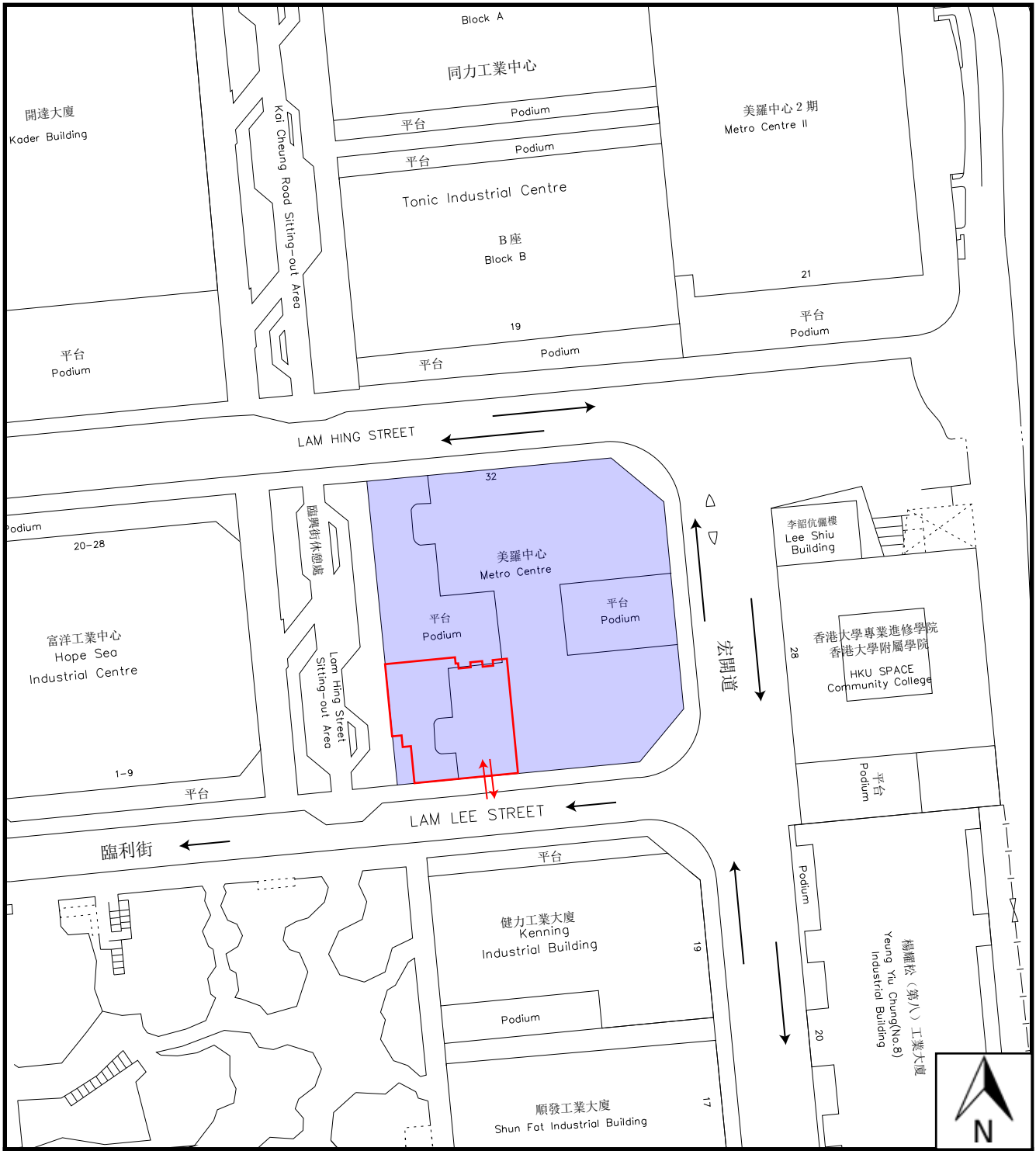
5.7.1. The Proposed Use is a non-polluting activity that includes only the charging service for electric vehicles while electricity is considered a clean energy resource. No repairing, car washing, car beautification (including paint spraying), or other workshop activities will be carried out on the 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.

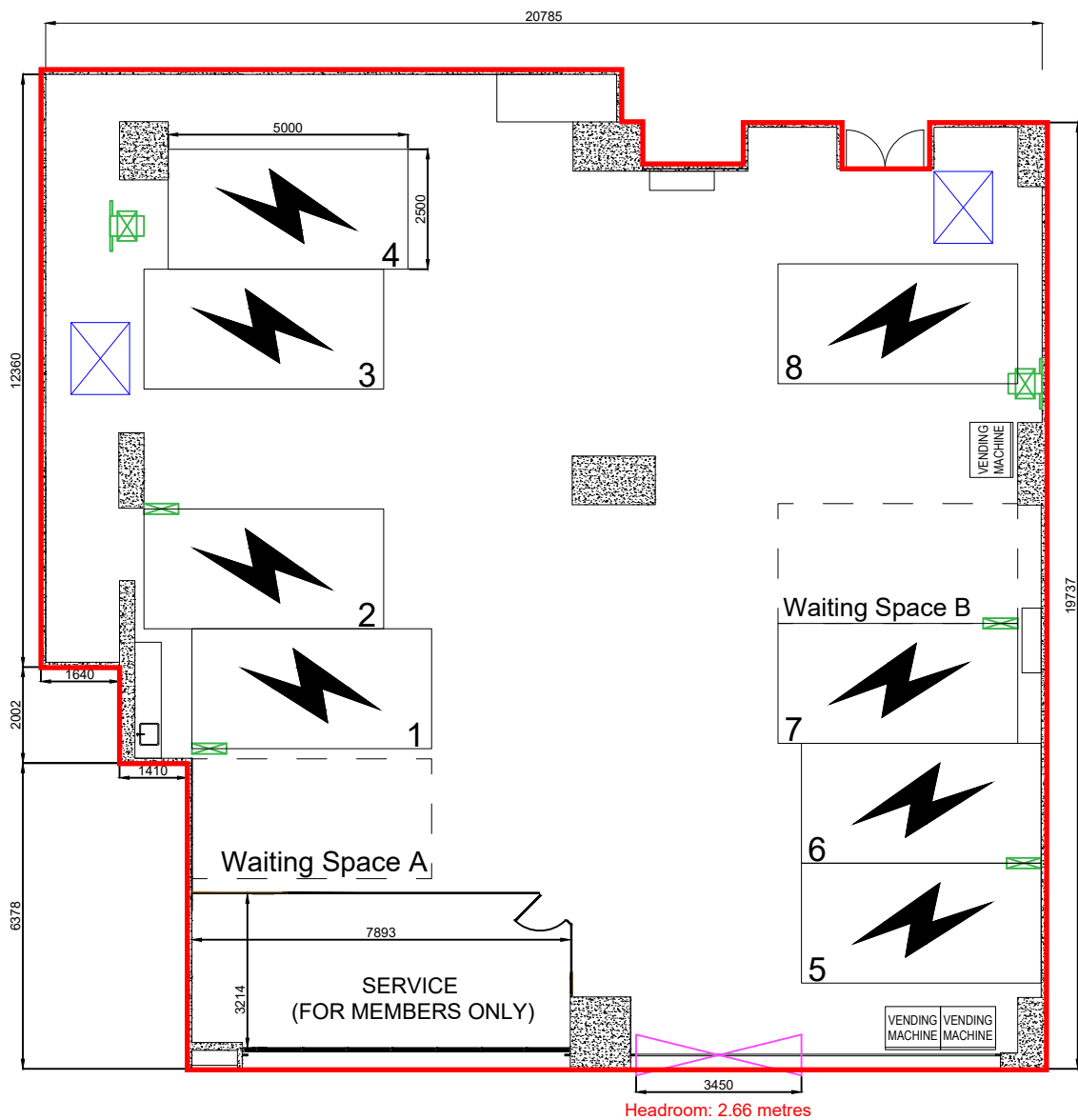


| | |
|---|-------------------------|
| Legend | |
|  | Application Boundary |
|  | Metro Centre (美羅中心) |
|  | Proposed Ingress/Egress |
|  | Driving Direction |
| Title | Location Plan |









| | |
|---------------------|---|
| Date | JAN 2026 |
| Scale | 1 : 1000 at A4 |
| Figure No. | 1 |
| Prepared By: |  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 <ul style="list-style-type: none">  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) | Date APR 2026 |
| | Scale N. T. S. |
| | Figure No. 3 |
| Title Layout Plan | Prepared By:   |

Appendix 1

Traffic Review Report

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: 1 June 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**

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

Table 3: Estimated traffic attraction and generation during weekends

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

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 26th 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 26th February 2026

| Time Period | No. of Private Car / LGV | No. of MGV / LGV |
|--------------------|---------------------------------|-------------------------|
| 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

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

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 26th 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 26th 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.

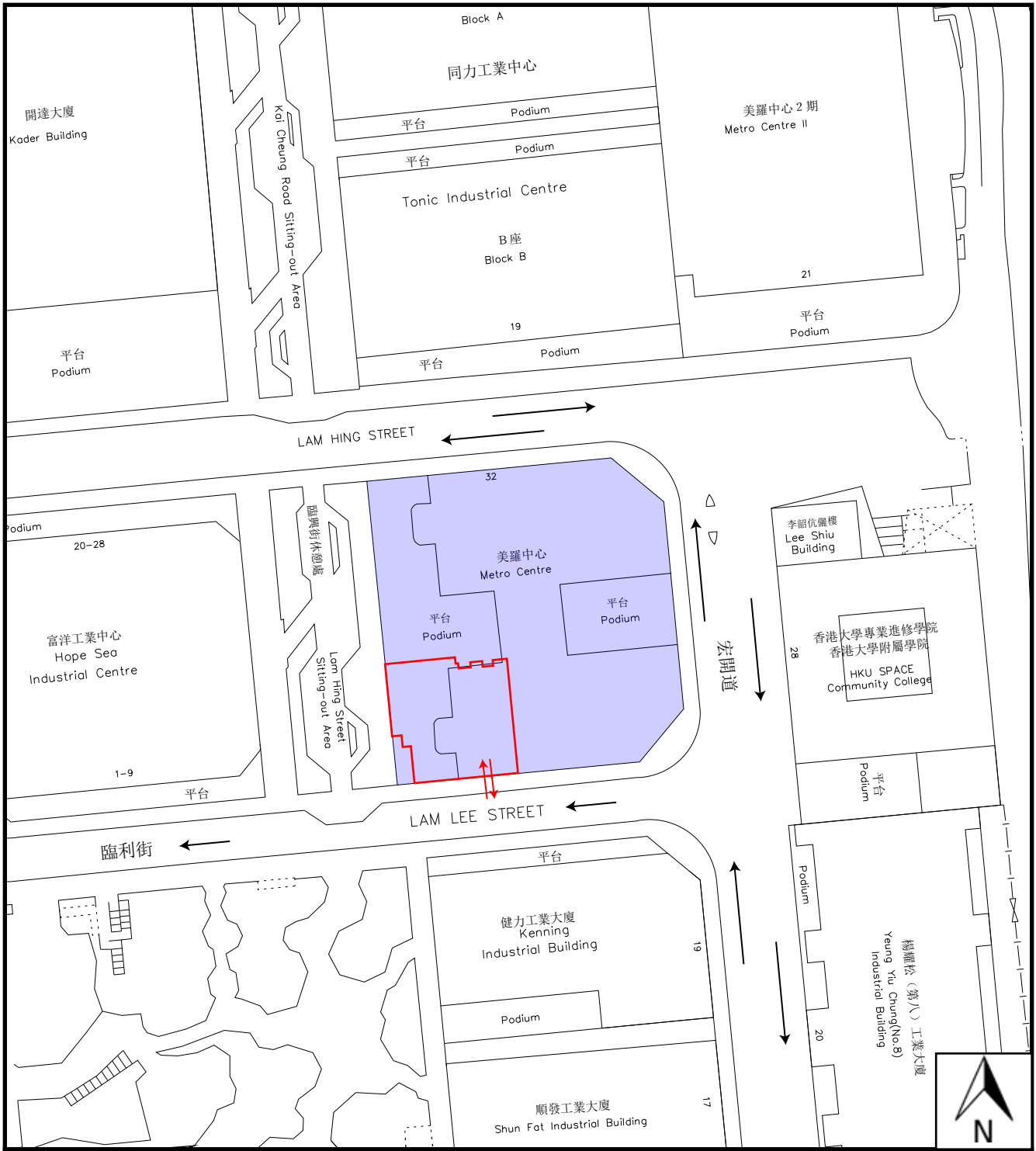
4.7 Proposed Traffic Management Measures





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


- a) 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**);
- b) 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**);
- c) GI Bollards will be provided at the sides of the proposed run-in/-out at Lam Lee Street (refer to **Figure 6**);
- d) 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;
- e) 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
- f) 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.
- g) 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.

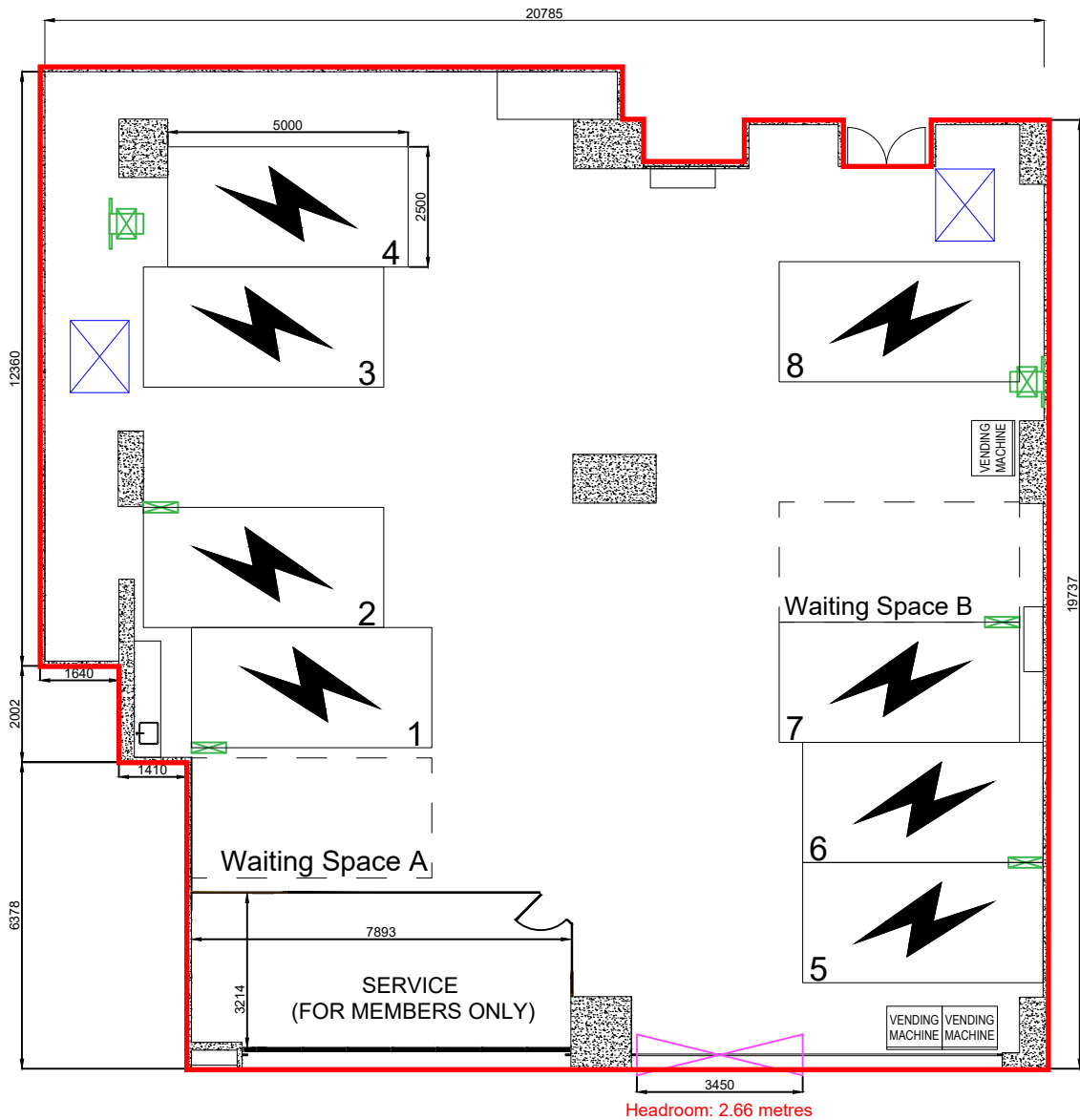
SECTION 5 – CONCLUSION

- 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.









| | |
|---|-------------------------|
| Legend | |
|  | Application Boundary |
|  | Metro Centre (美羅中心) |
|  | Proposed Ingress/Egress |
|  | Driving Direction |
| Title | Location Plan |

| | |
|---------------------|---|
| Date | JAN 2026 |
| Scale | 1 : 1000 at A4 |
| Figure No. | 1 |
| Prepared By: |  DeSPACE (International) Limited |



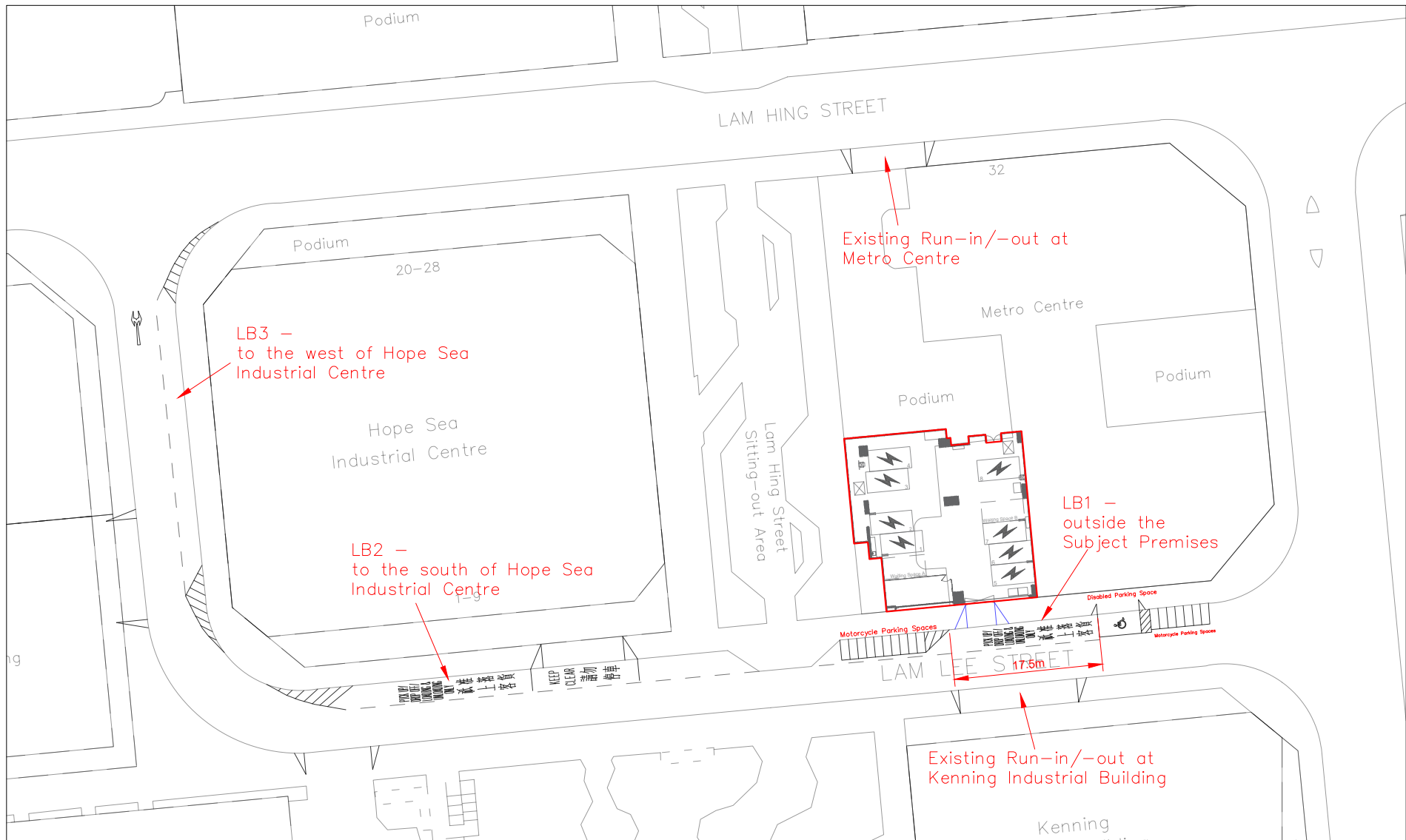
LAM LEE STREET

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

Title Layout Plan

Prepared By:



Prepared By:



Figure

3

Date

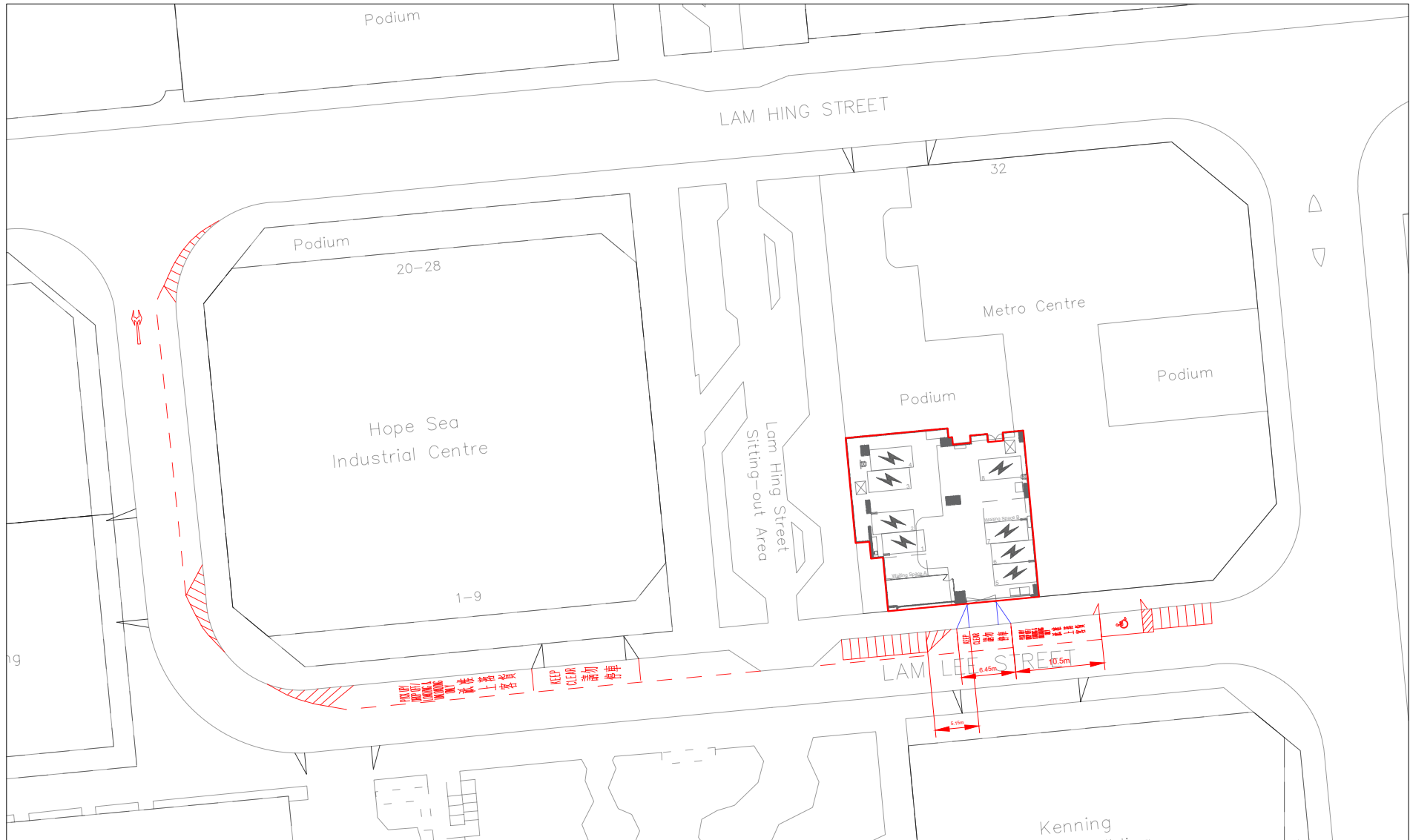
March 2026

Title

Existing Lay-by and parking spaces along Lam Lee Street

Scale

1:625 in A4



Prepared By:



Figure

4

Title

Proposed Lay-by Rearrangement Plan

Date

March 2026

Scale

1:625 in A4



Prepared By:



Figure

5

Date

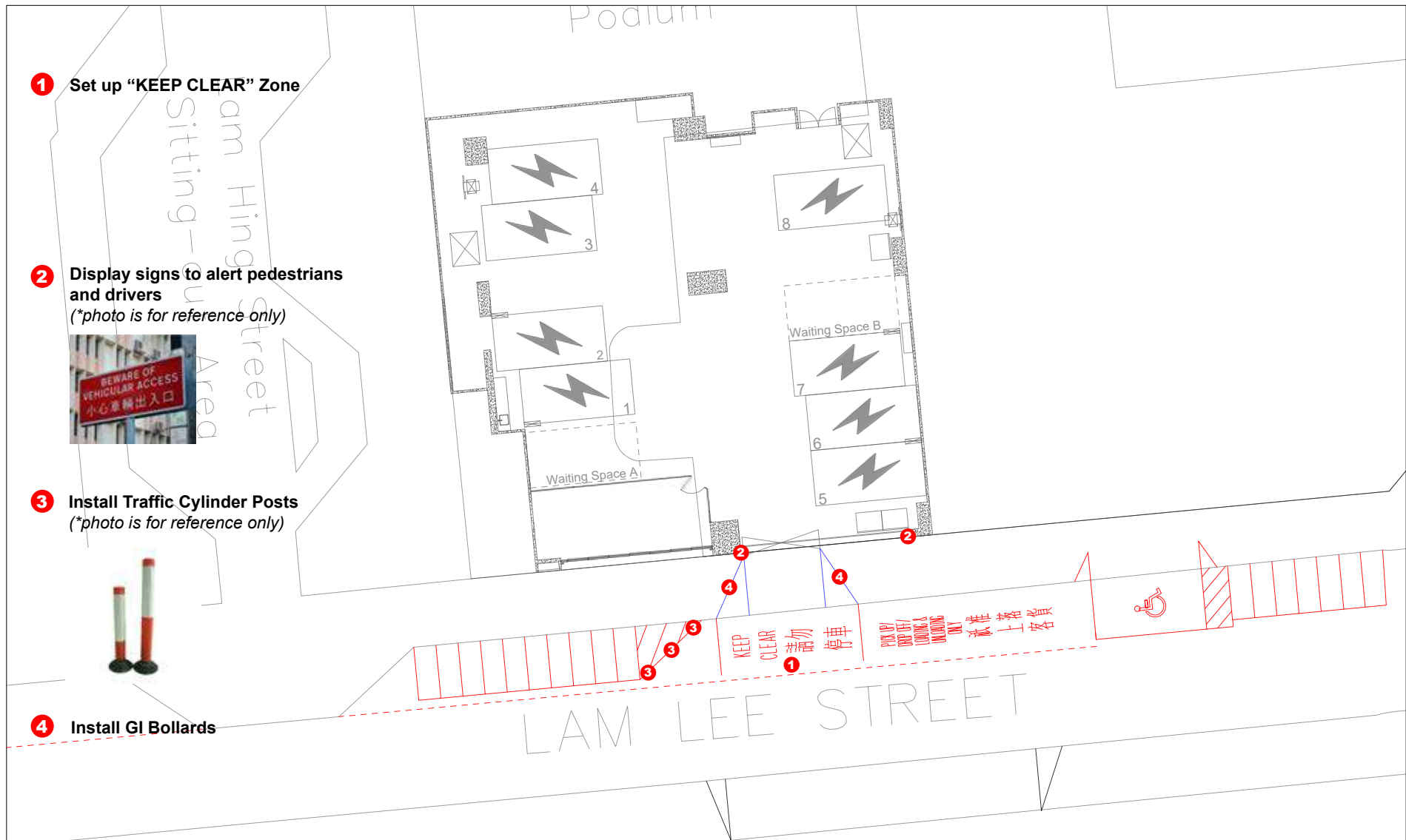
March 2026

Title

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

Scale

1:250 in A4



1 Set up “KEEP CLEAR” Zone

2 Display signs to alert pedestrians and drivers
(*photo is for reference only)



3 Install Traffic Cylinder Posts
(*photo is for reference only)



4 Install GI Bollards

Prepared By:



Figure

6

Title

Proposed Traffic Management Plan

Date

June 2026

Scale

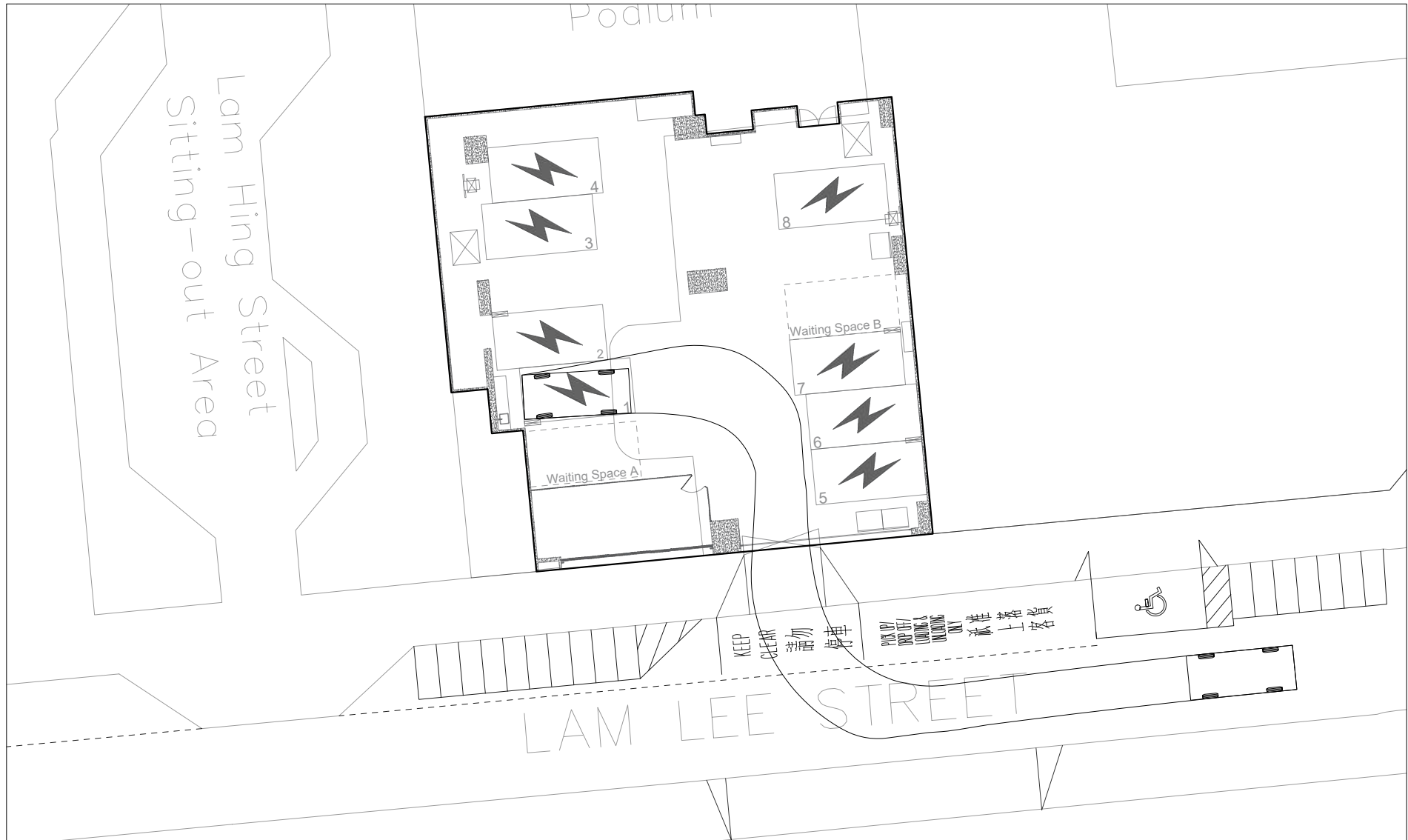
1:250 in A4

Appendix A

Swept Path Analysis

Index

| From | To | Figure No. |
|--|----------------------|------------|
| Charging Spaces are available | | |
| Lam Lee Street | Charging Space No. 1 | 1 |
| Charging Space No. 1 | Lam Lee Street | 2 |
| Lam Lee Street | Charging Space No. 2 | 3 |
| Charging Space No. 2 | Lam Lee Street | 4 |
| Lam Lee Street | Charging Space No. 3 | 5 |
| Charging Space No. 3 | Lam Lee Street | 6 |
| Lam Lee Street | Charging Space No. 4 | 7 |
| Charging Space No. 4 | Lam Lee Street | 8 |
| Lam Lee Street | Charging Space No. 5 | 9 |
| Charging Space No. 5 | Lam Lee Street | 10 |
| Lam Lee Street | Charging Space No. 6 | 11 |
| Charging Space No. 6 | Lam Lee Street | 12 |
| Lam Lee Street | Charging Space No. 7 | 13 |
| Charging Space No. 7 | Lam Lee Street | 14 |
| Lam Lee Street | Charging Space No. 8 | 15 |
| Charging Space No. 8 | Lam Lee Street | 16 |
| Entry via Waiting Space is required | | |
| Lam Lee Street | Waiting Space No. A | 17 |
| Lam Lee Street | Waiting Space No. B | 18 |
| Waiting Space No. A | Charging Space No. 1 | 19 |
| Waiting Space No. A | Charging Space No. 2 | 20 |
| Waiting Space No. A | Charging Space No. 3 | 21 |
| Waiting Space No. A | Charging Space No. 4 | 22 |
| Waiting Space No. A | Charging Space No. 5 | 23 |
| Waiting Space No. A | Charging Space No. 6 | 24 |
| Waiting Space No. A | Charging Space No. 7 | 25 |
| Waiting Space No. A | Charging Space No. 8 | 26 |
| Waiting Space No. B | Charging Space No. 1 | 27 |
| Charging Space No.1 | Lam Lee Street | 27A |
| Waiting Space No. B | Charging Space No. 2 | 28 |
| Waiting Space No. B | Charging Space No. 3 | 29 |
| Waiting Space No. B | Charging Space No. 4 | 30 |
| Waiting Space No. B | Charging Space No. 5 | 31 |
| Waiting Space No. B | Charging Space No. 6 | 32 |
| Charging Space No.1 | Lam Lee Street | 32A |
| Waiting Space No. B | Charging Space No. 7 | 33 |
| Charging Space No. 7 | Lam Lee Street | 33A |
| Waiting Space No. B | Charging Space No. 8 | 34 |



Prepared By:



Figure

1

Date

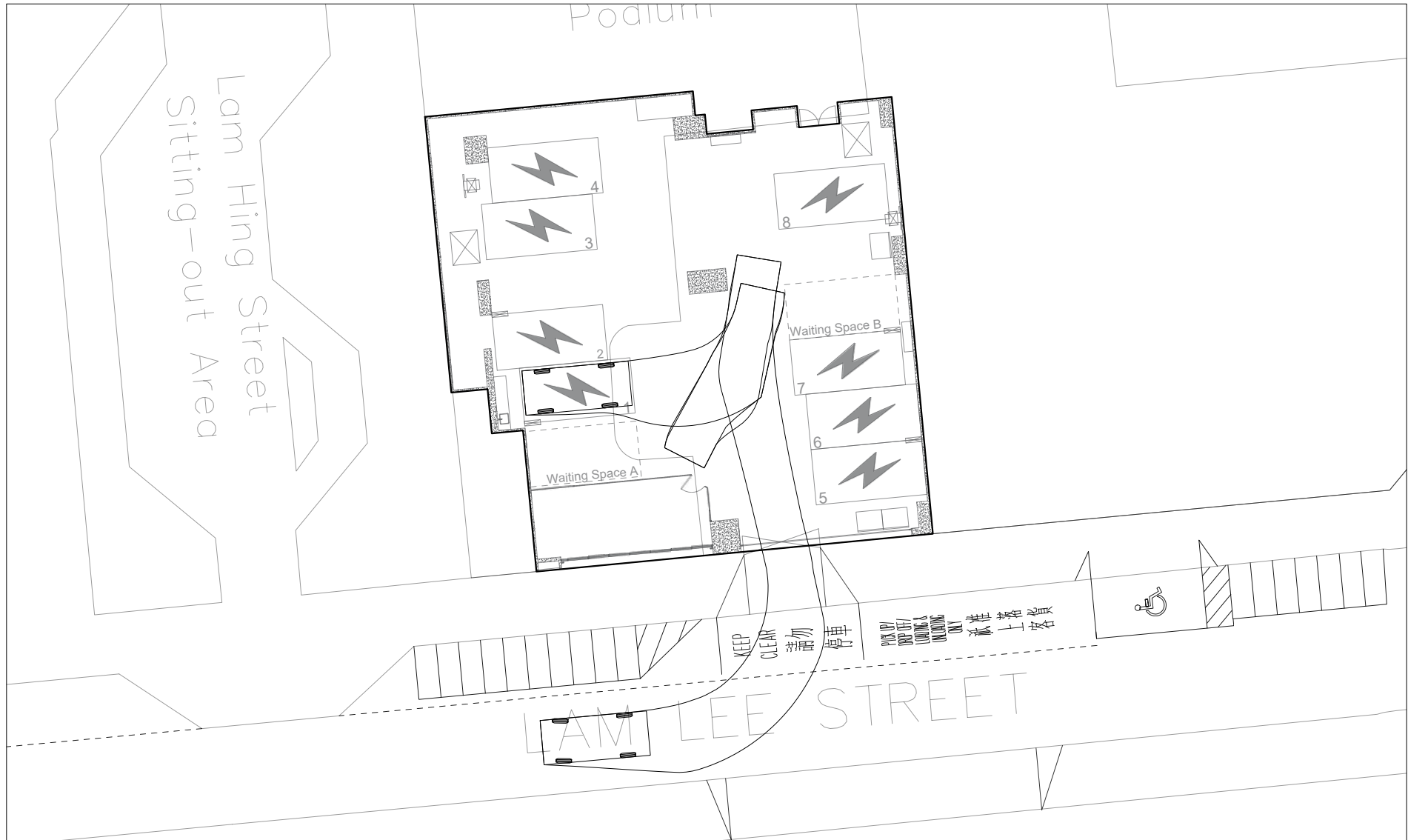
April 2026

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

Title

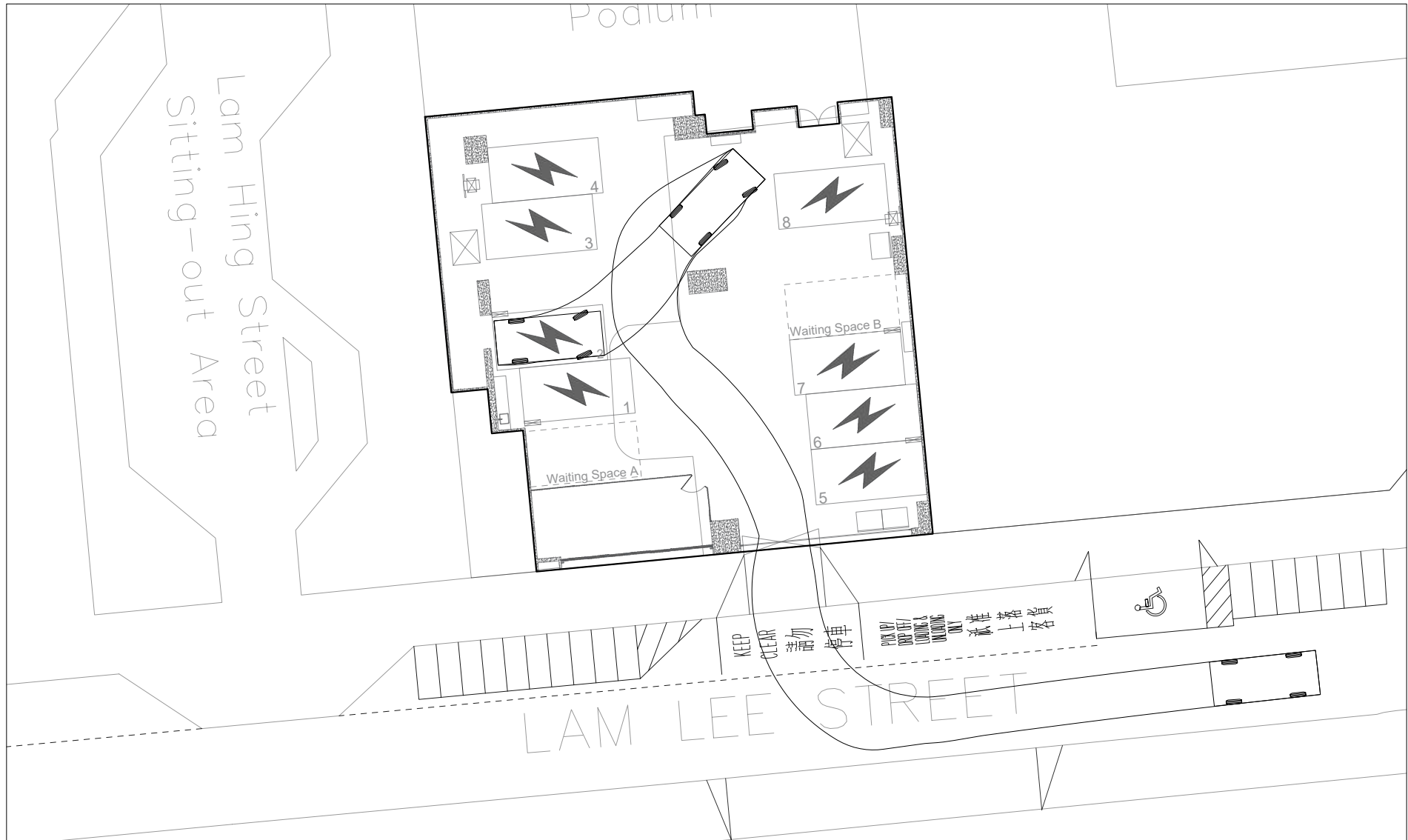
Planning Application No. A/K13/334
Swept Path of Private Car Leaving
Charging Space No. 1

Date

April 2026

Scale

1:250 in A4



Prepared By:



Figure

3

Date

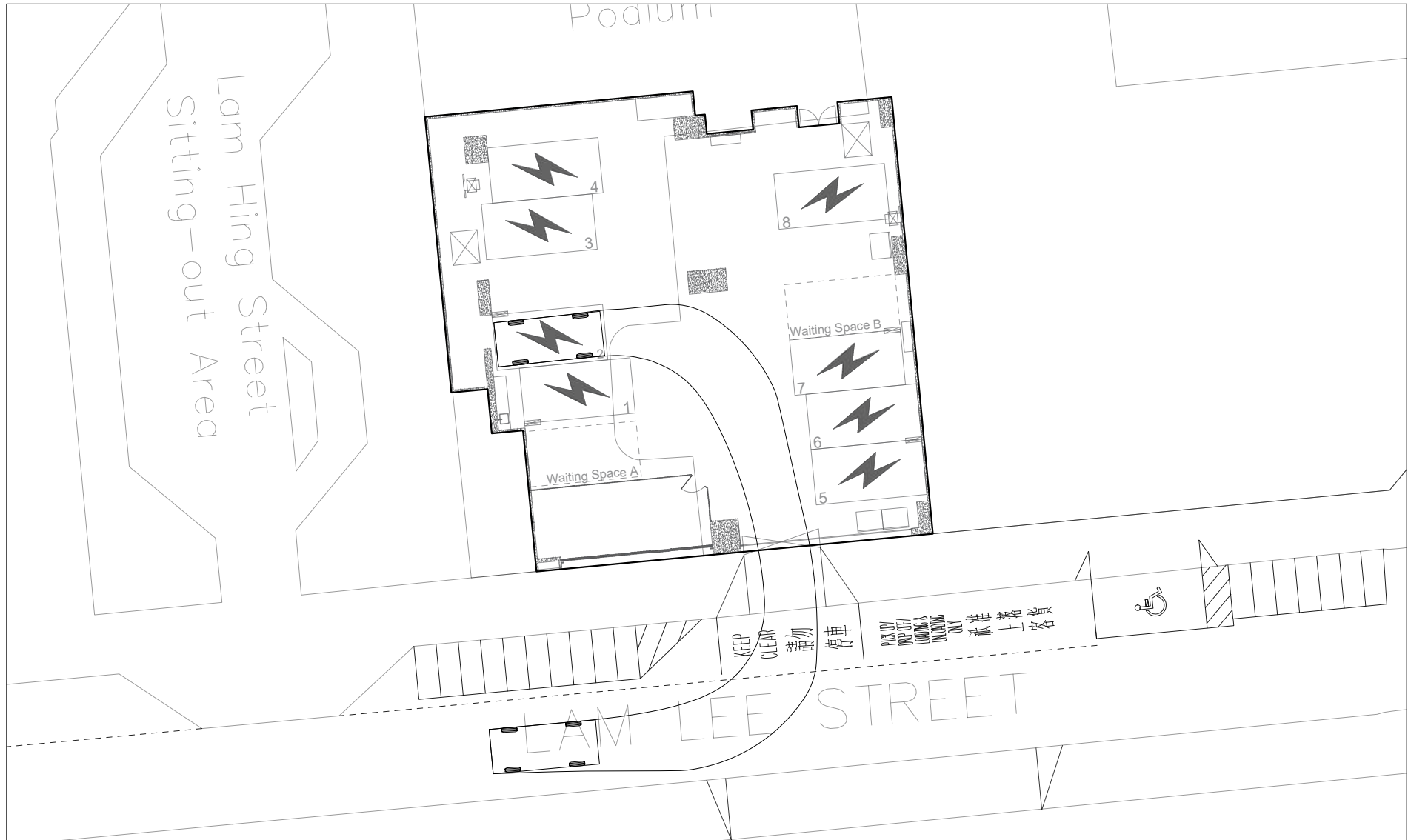
April 2026

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

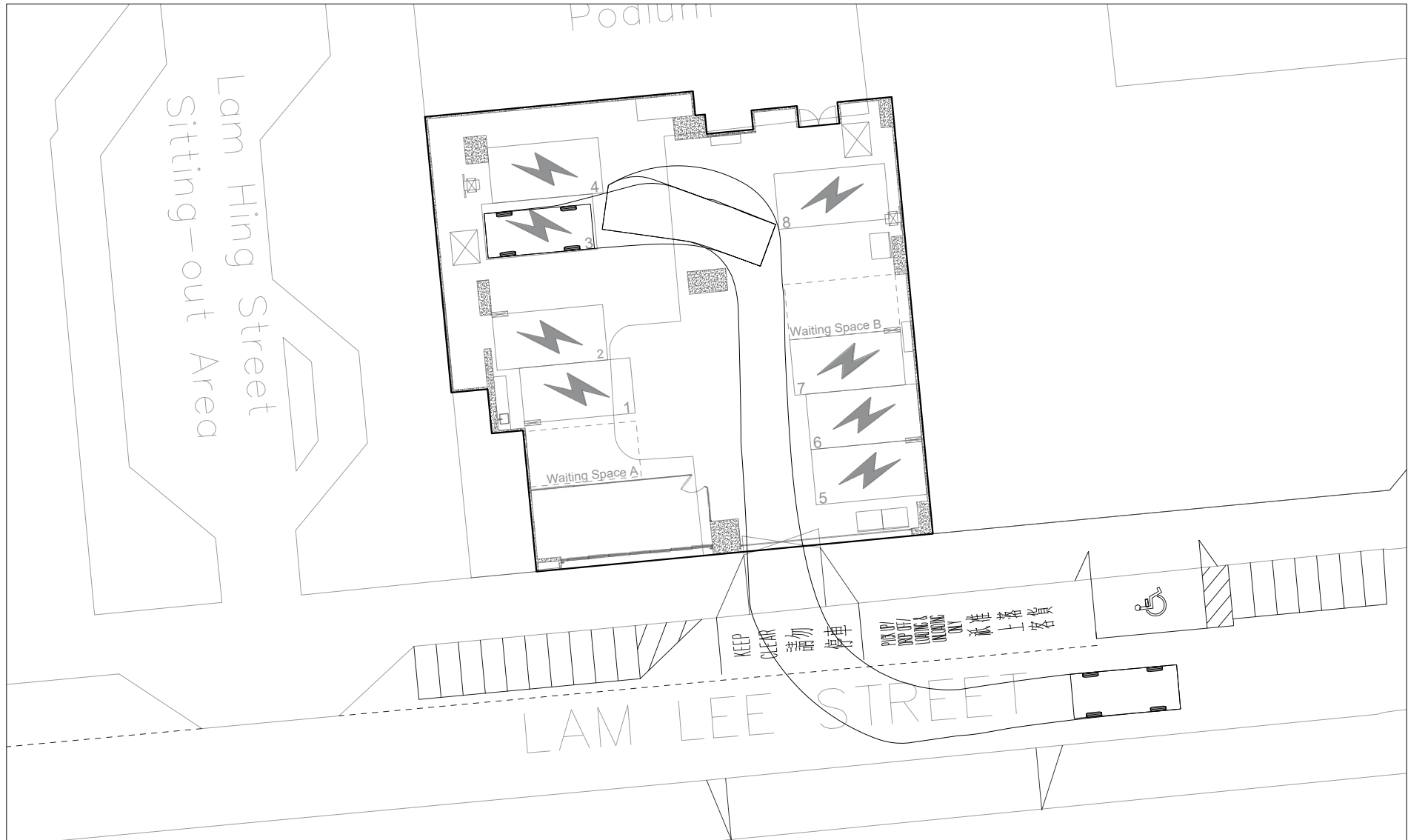
April 2026

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

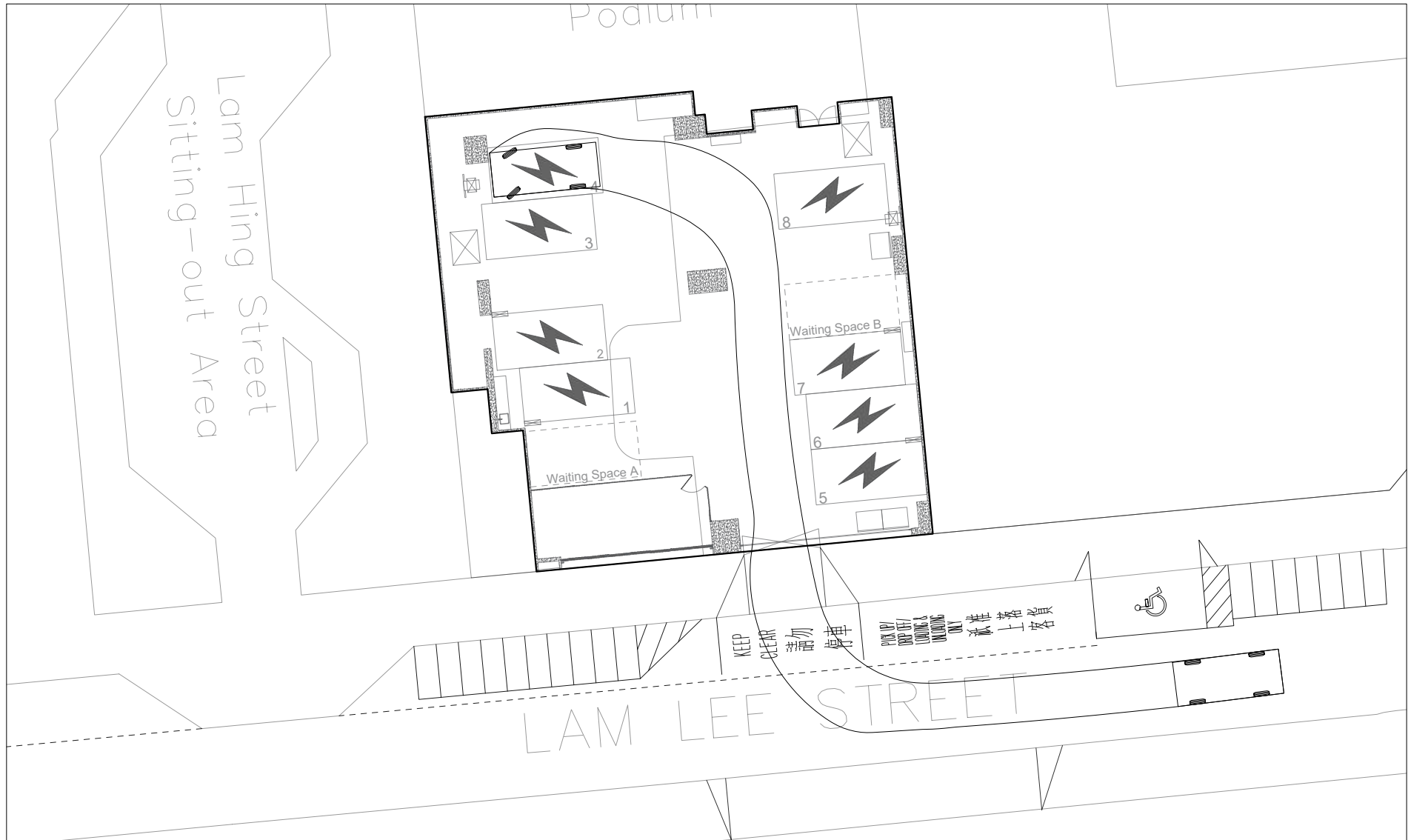
April 2026

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

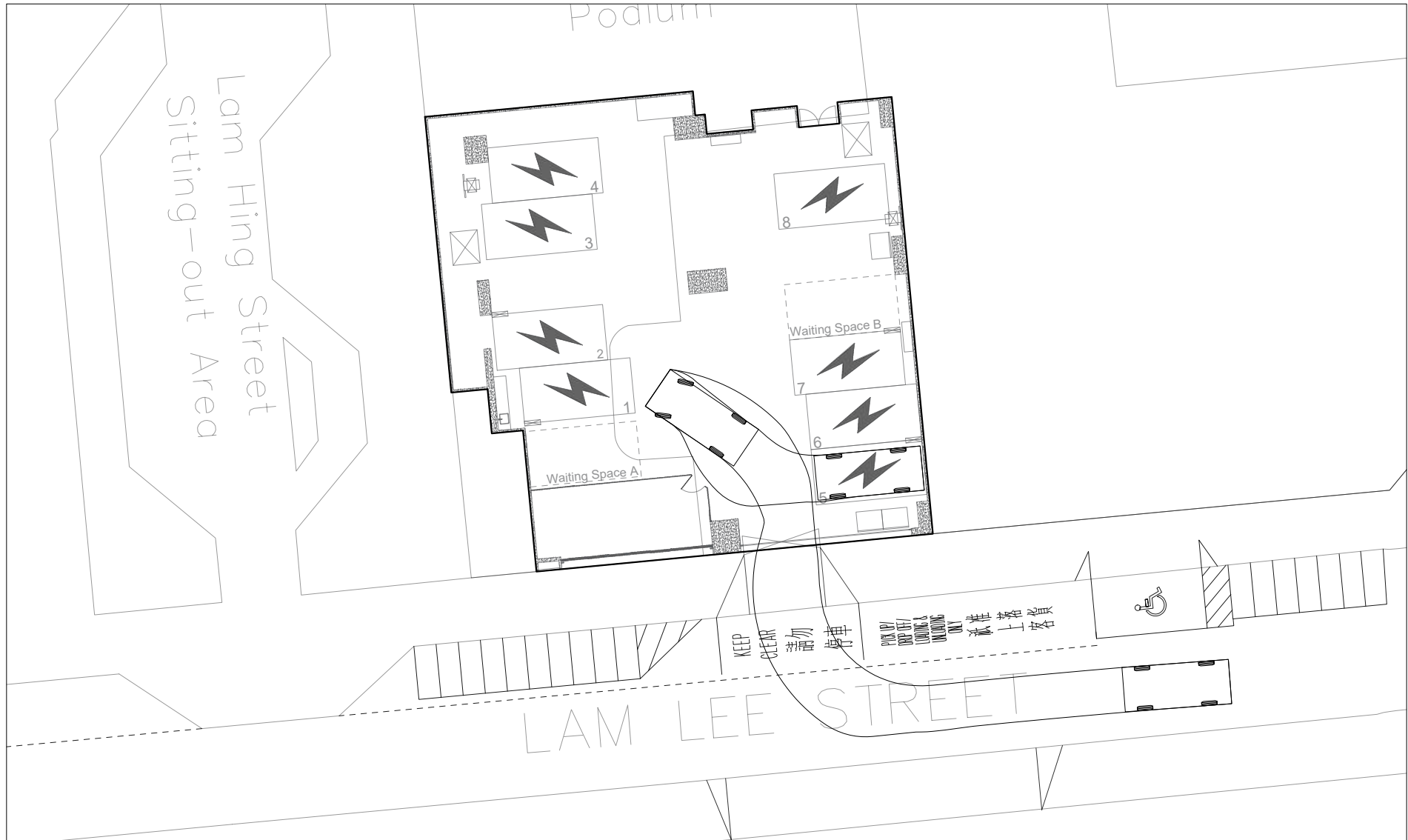
April 2026

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

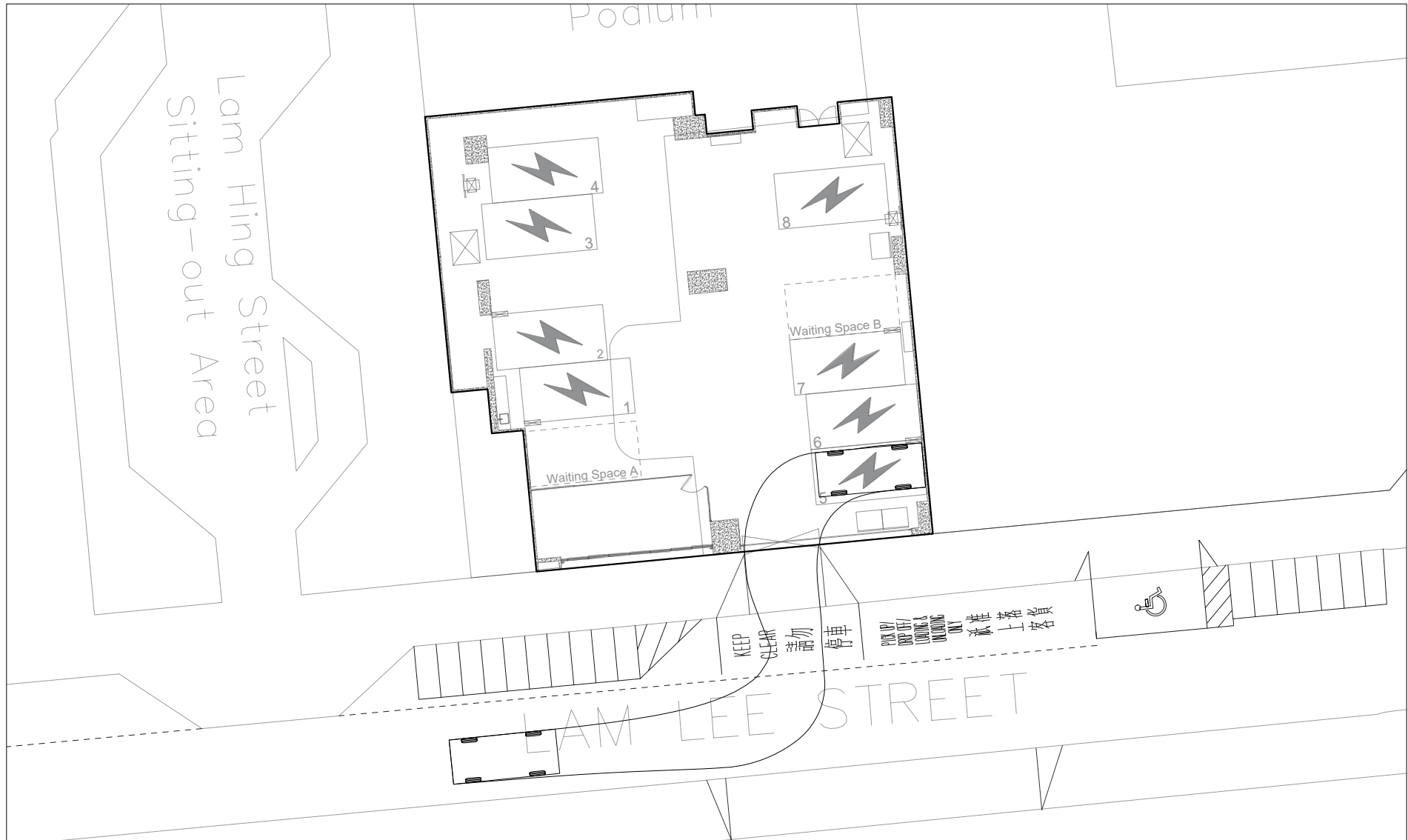
April 2026

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

Date

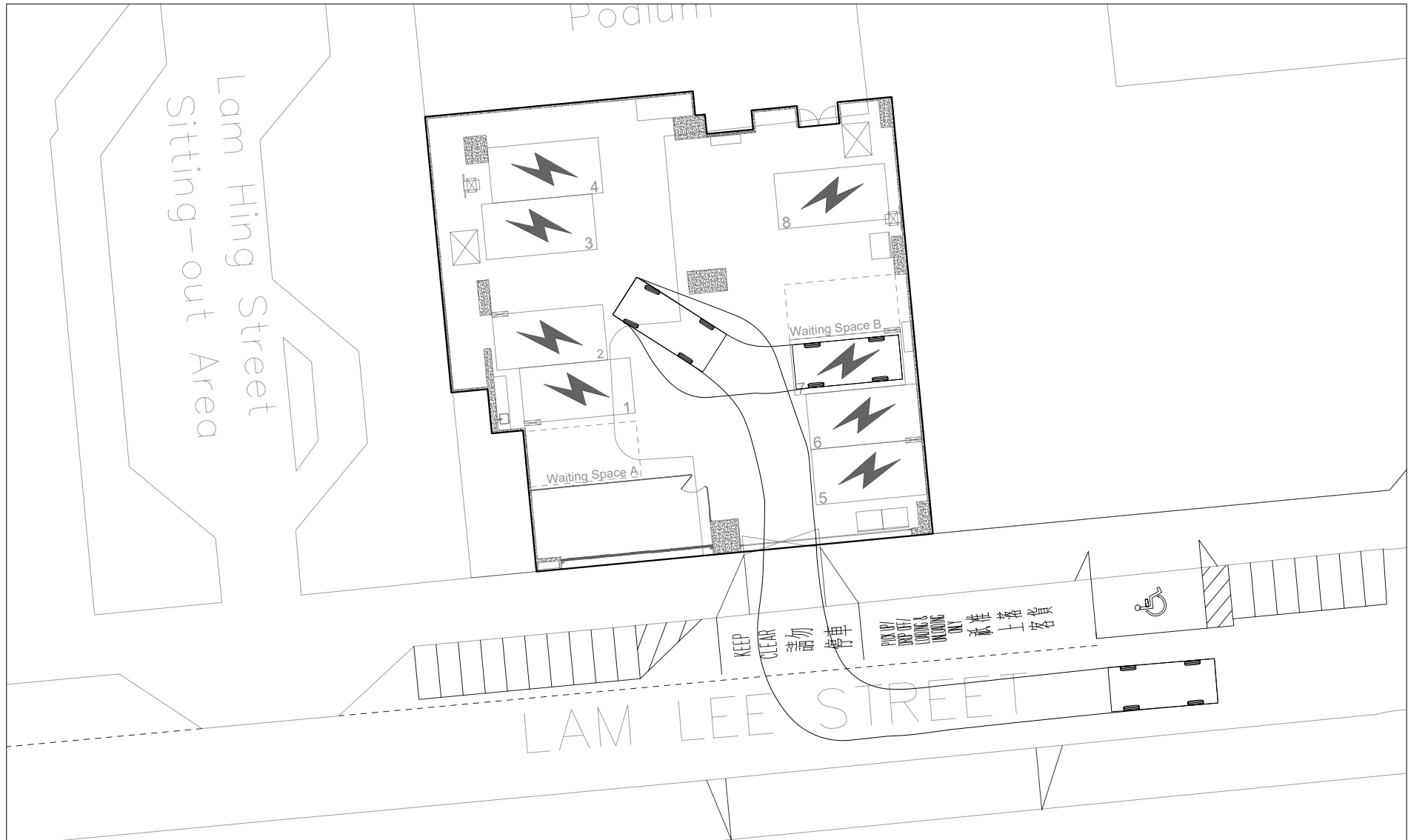
April 2026

Title

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

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

Date

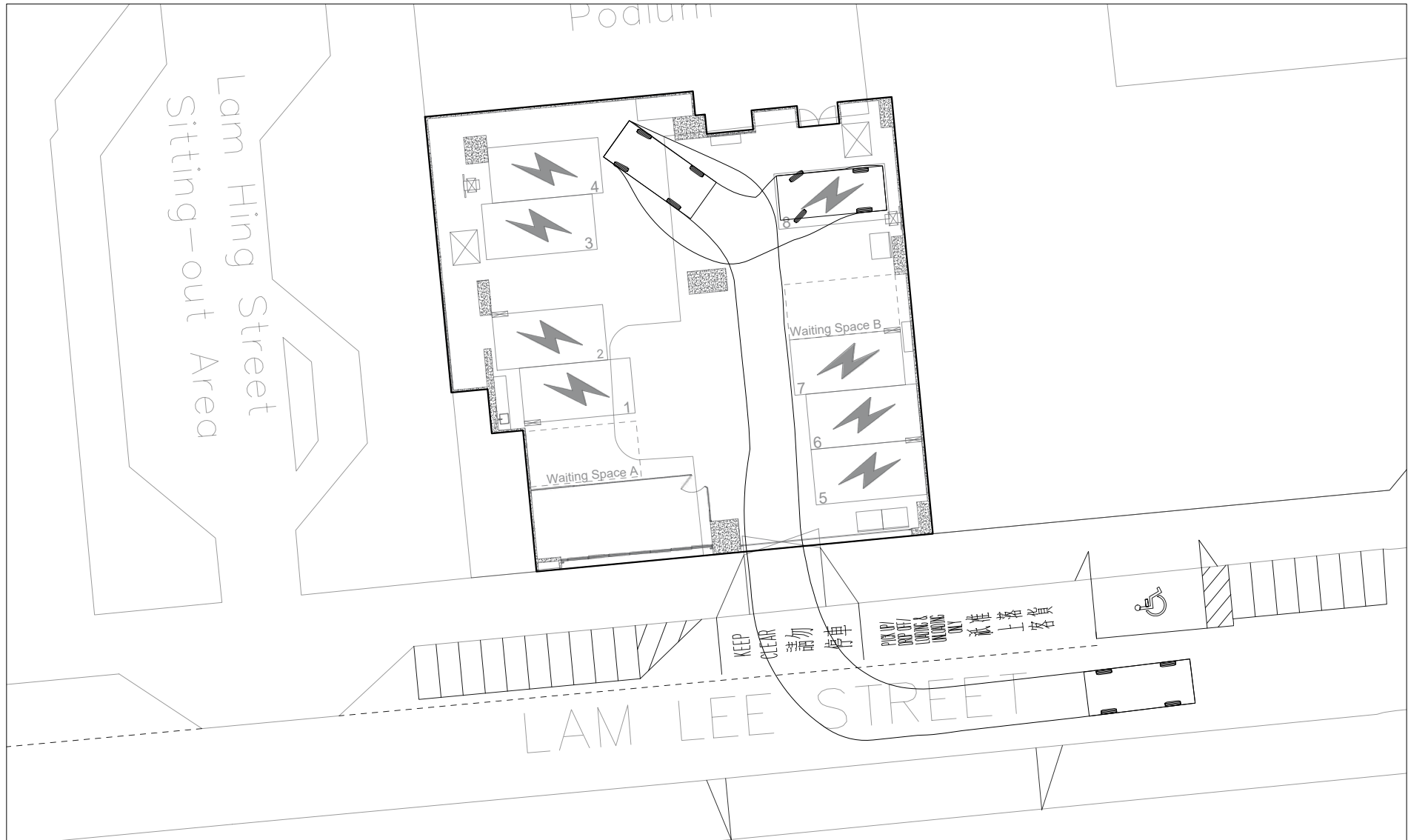
April 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

15

Date

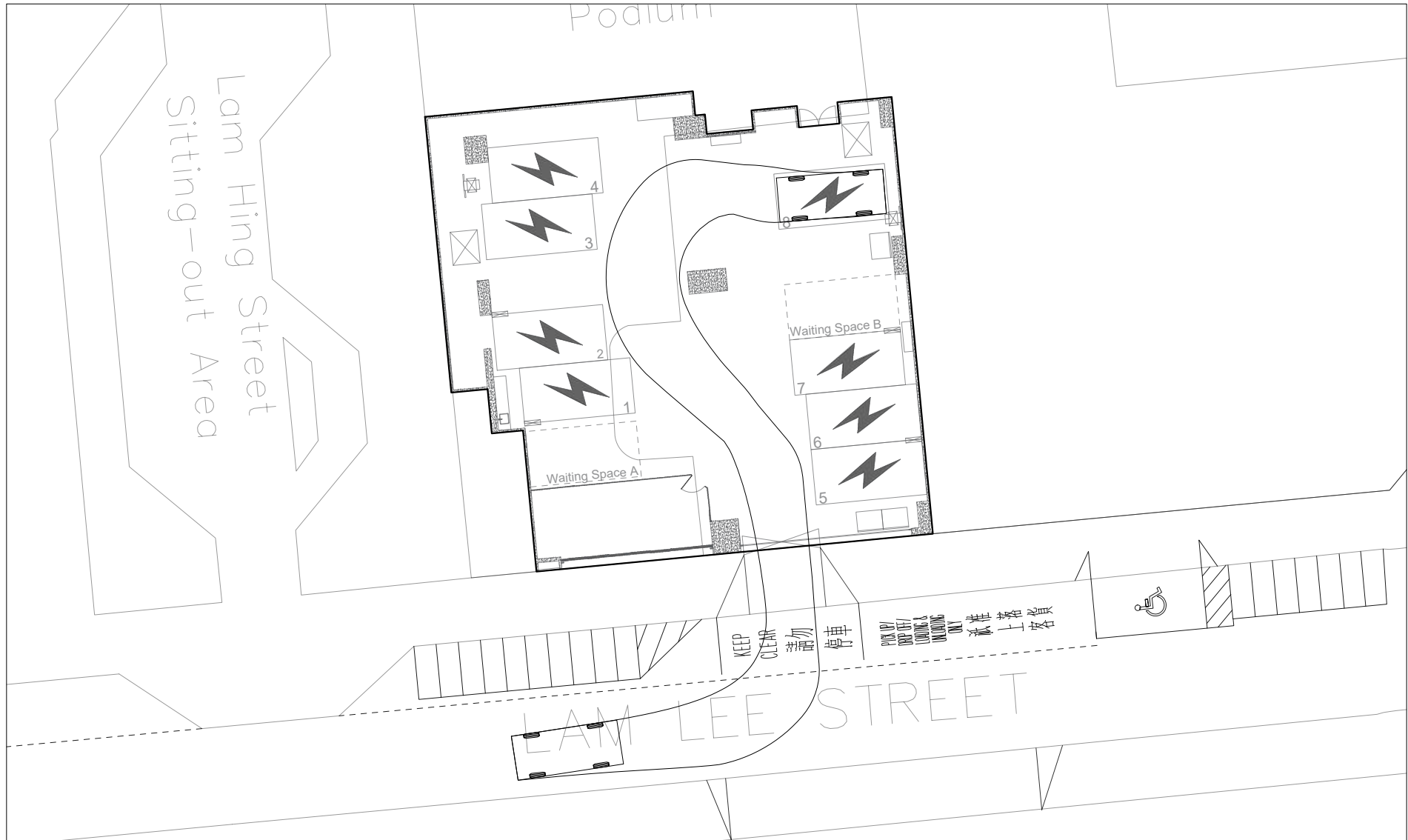
April 2026

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

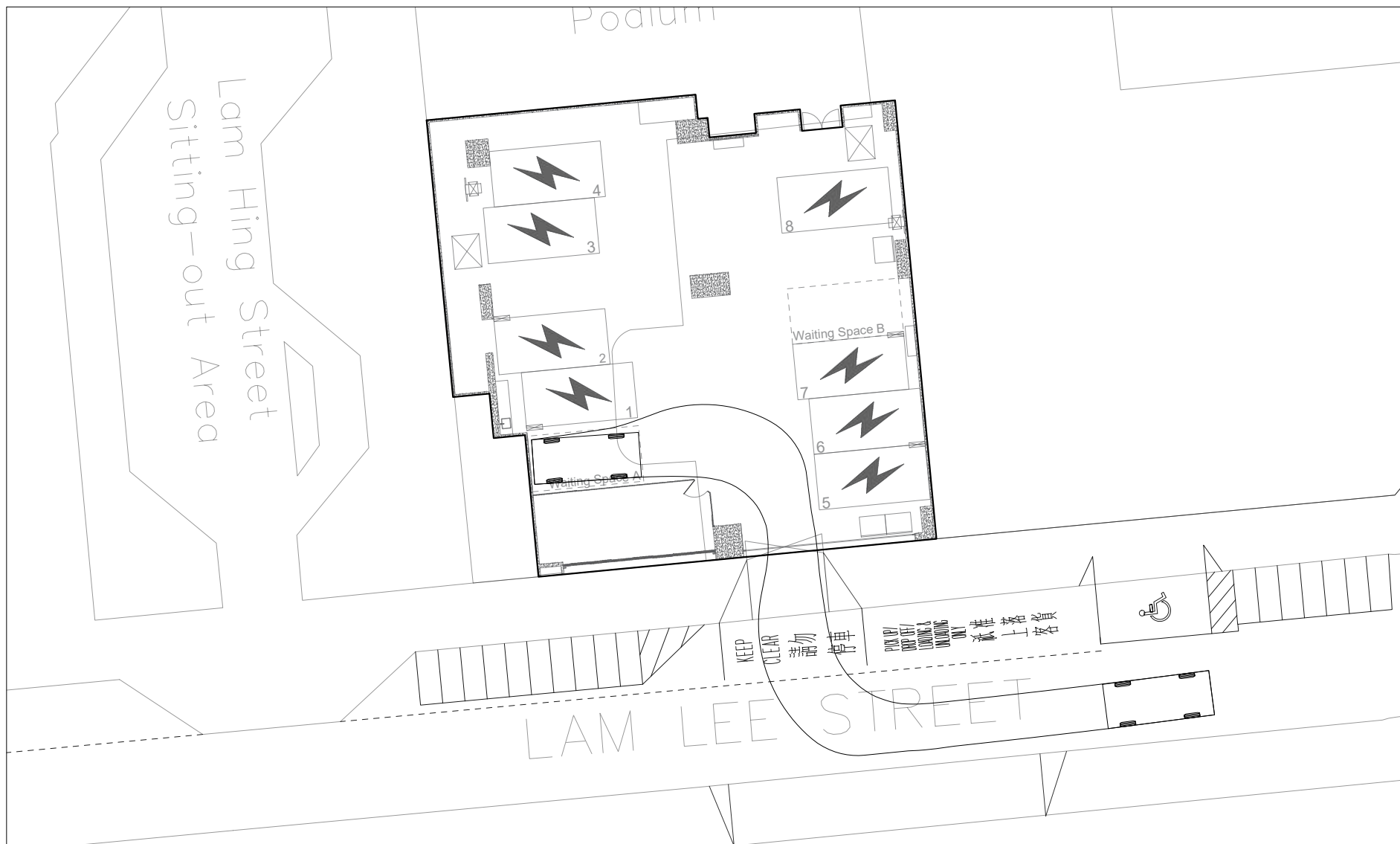
April 2026

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

Title

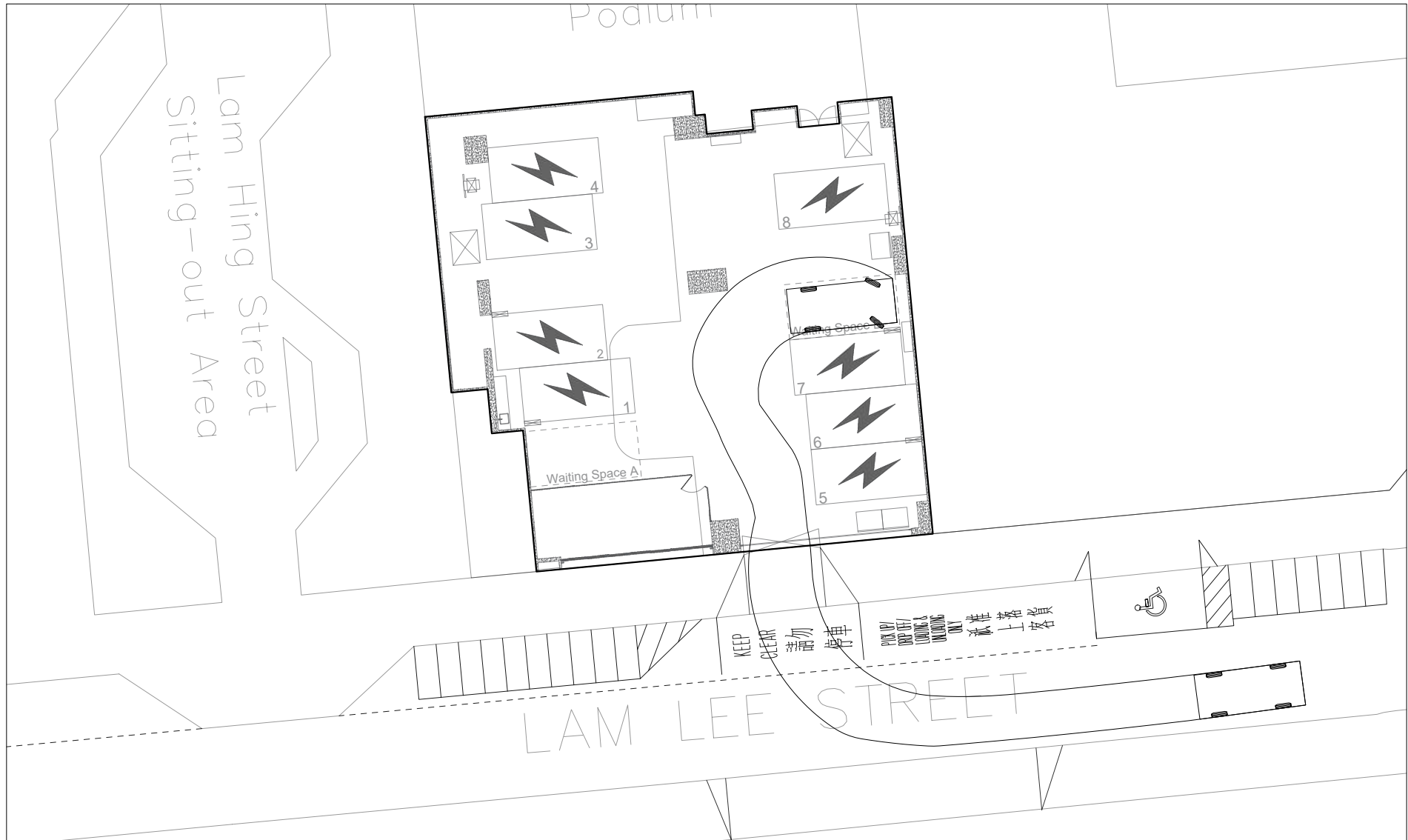
Planning Application No. A/K13/334
Swept Path of Private Car Entering
Waiting Space A

Date

April 2026

Scale

1:250 in A4



Prepared By:



Figure

18

Date

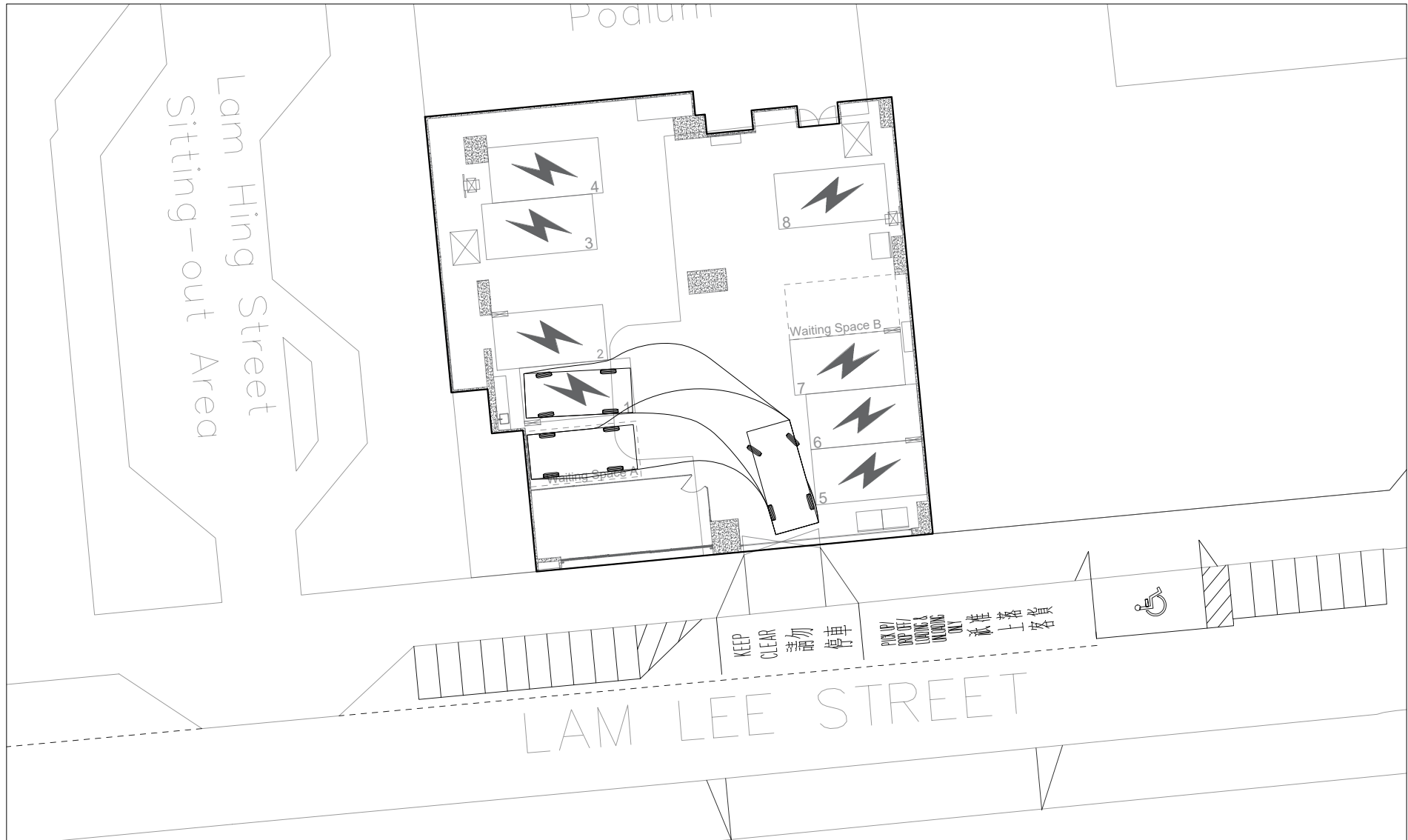
May 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

19

Date

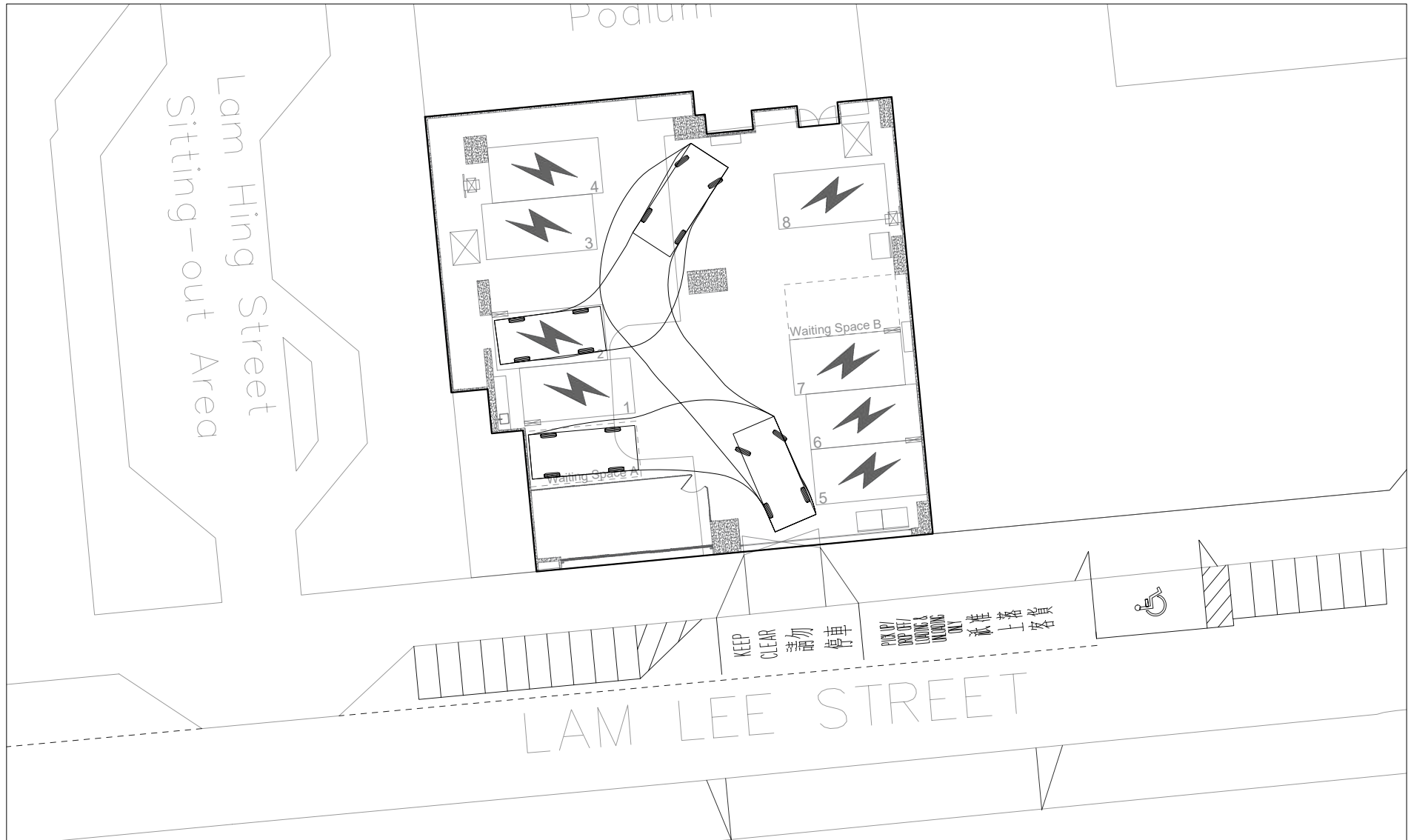
May 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

20

Date

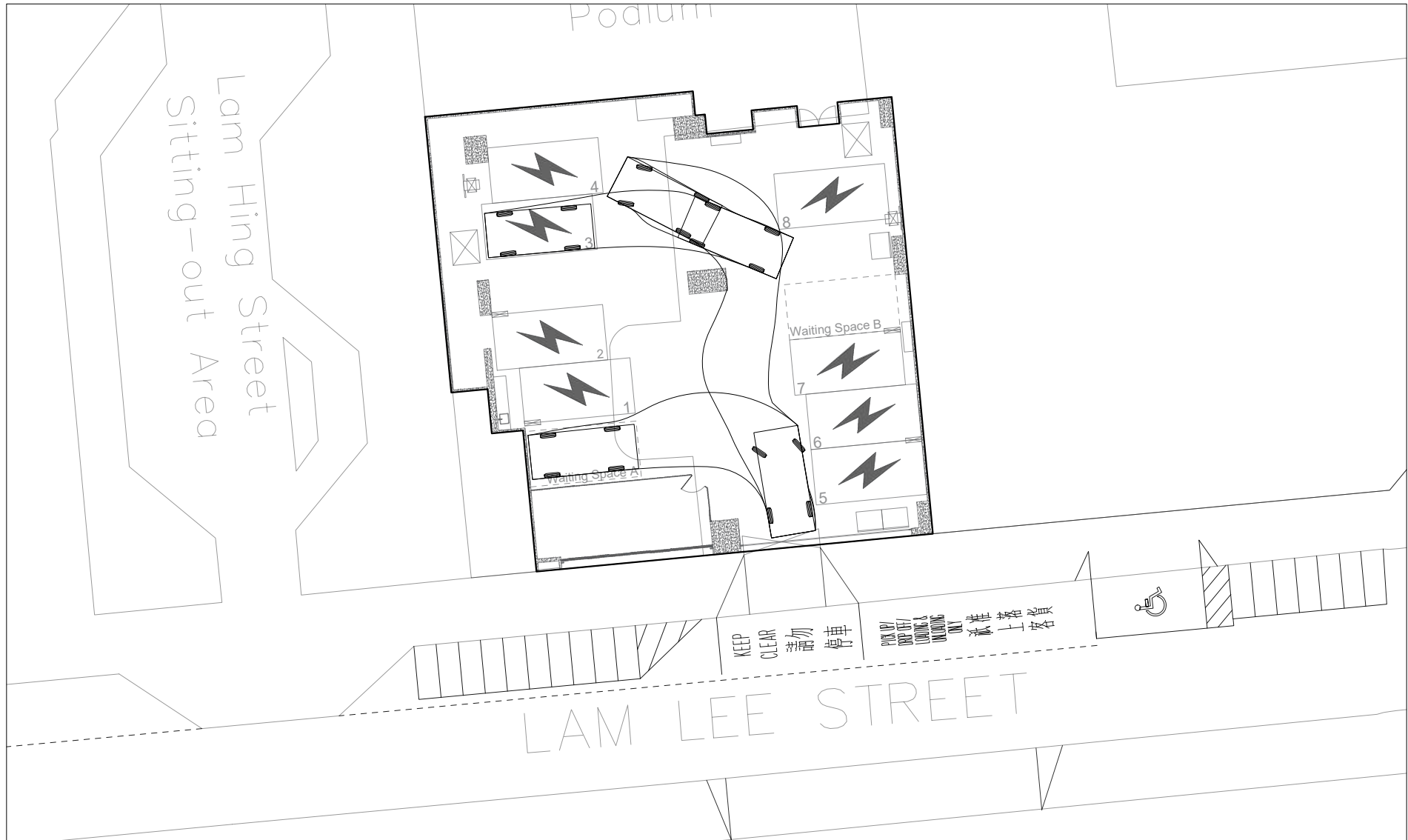
June 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

21

Date

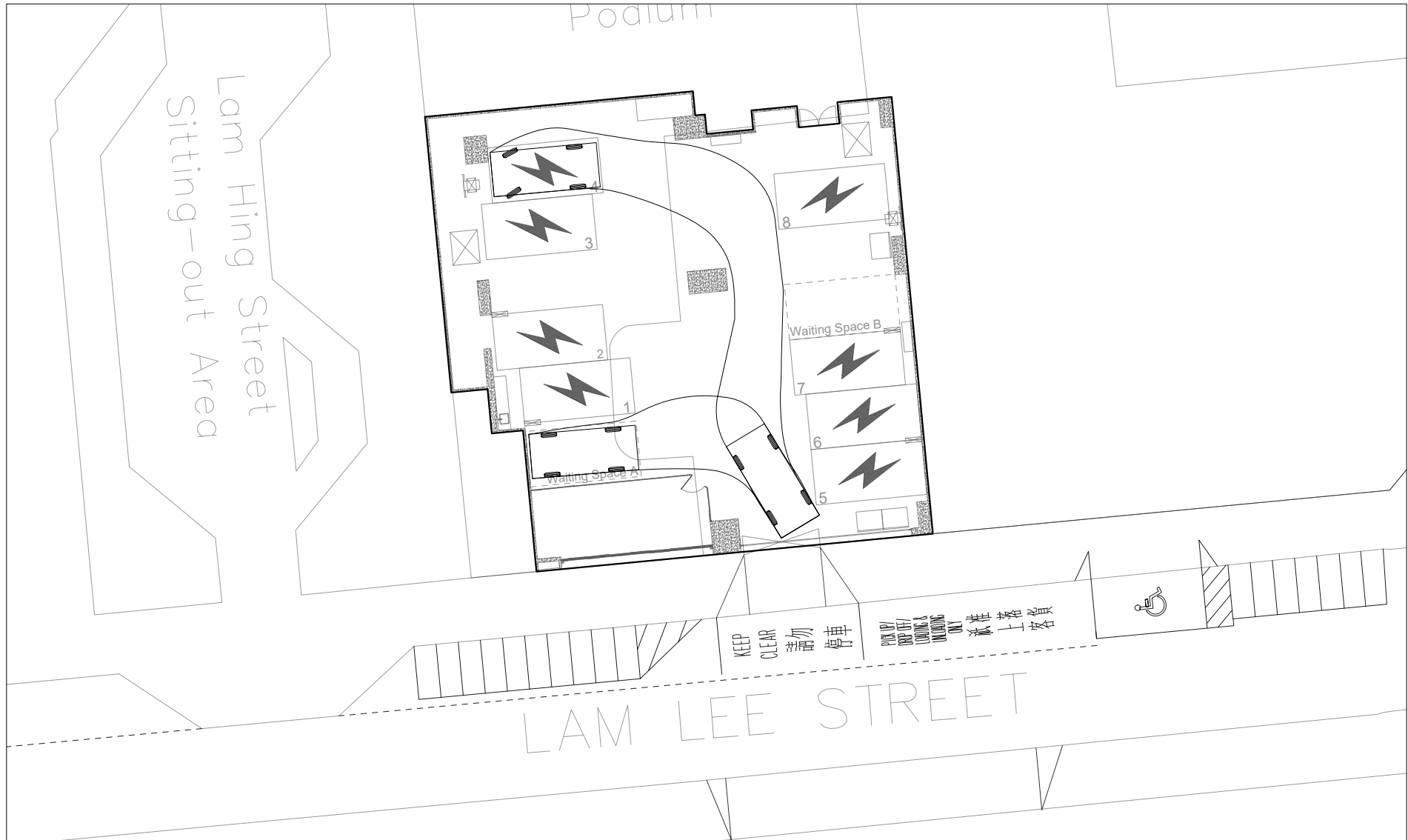
May 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

22

Date

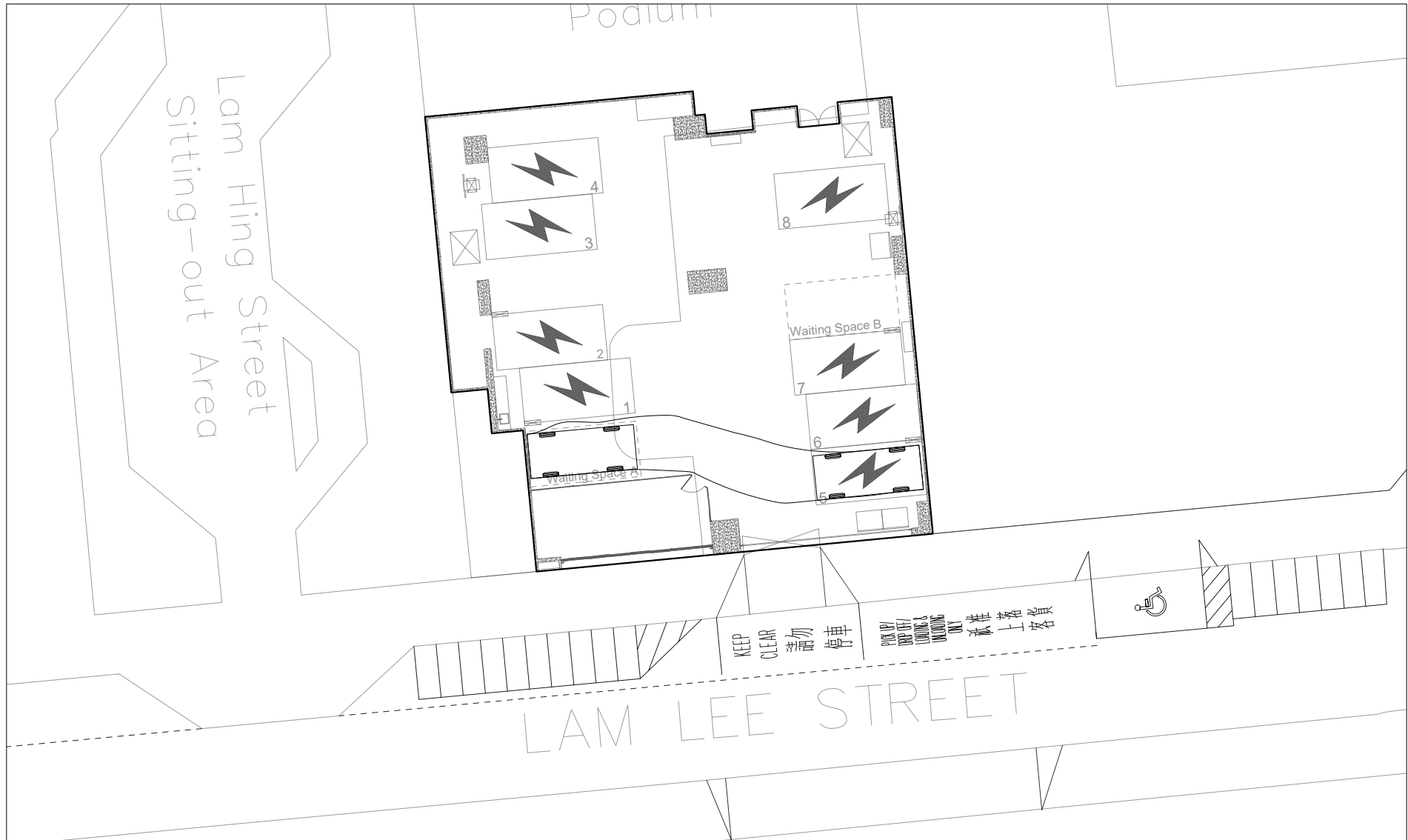
May 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

23

Date

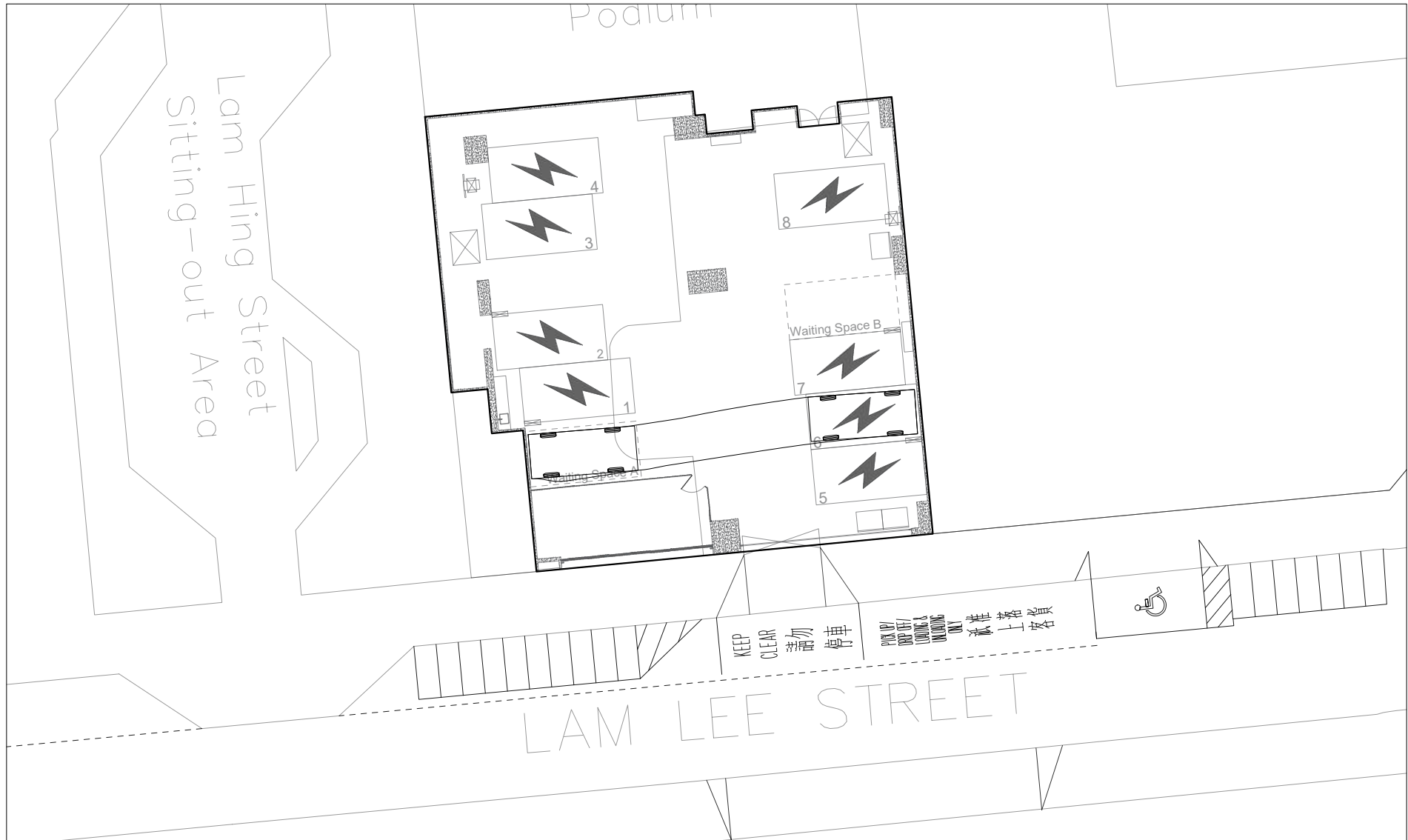
May 2026


Title

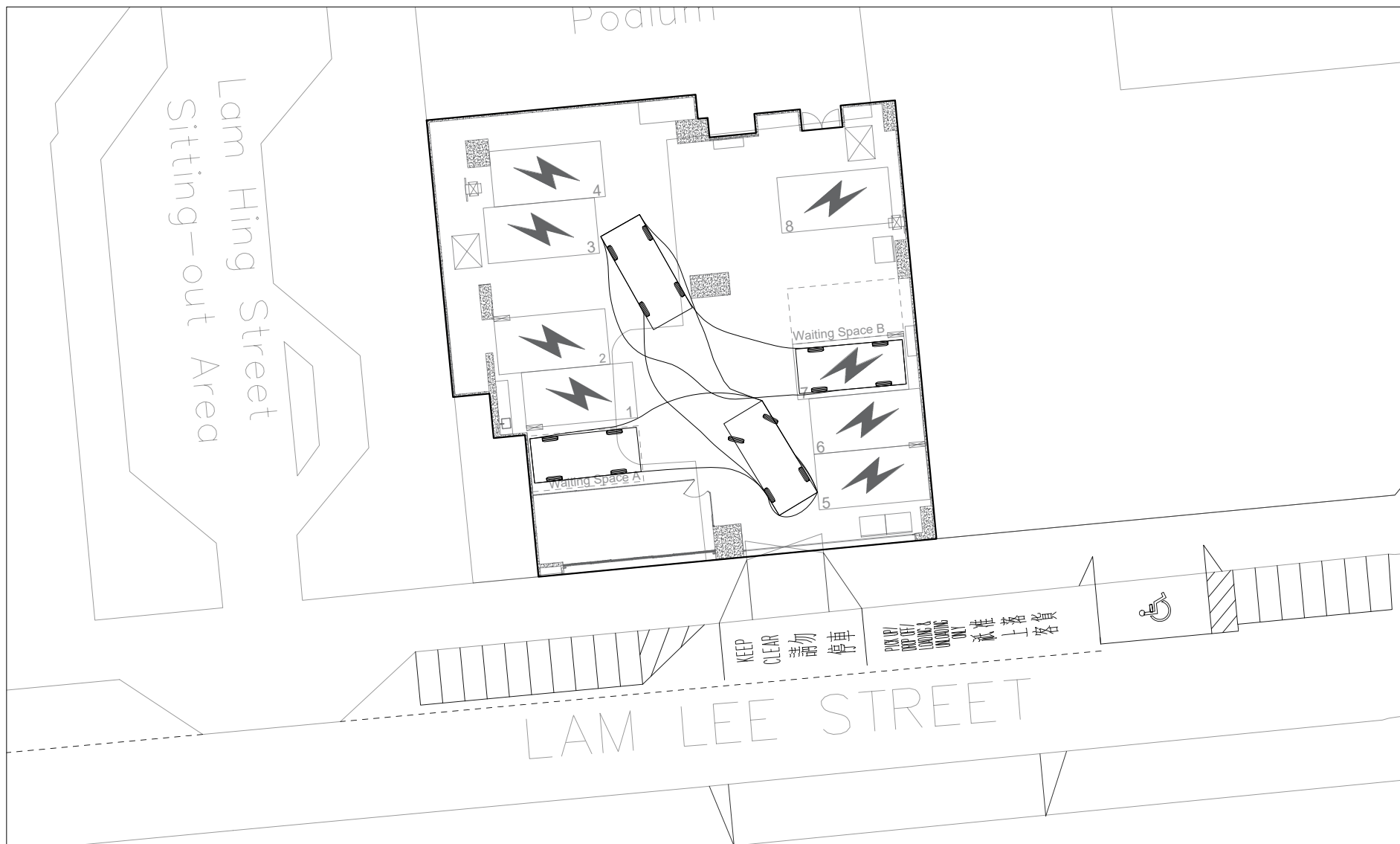
Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space A to Charging Space No. 5

Scale

1:250 in A4



| | | |
|---|---|---|
| Prepared By:  | Figure <p style="text-align: center;">24</p> | Date <p style="text-align: center;">May 2026</p> |
| | Title Planning Application No. A/K13/334 Swept Path of Private Car from Waiting Space A to Charging Space No. 6 | Scale <p style="text-align: center;">1:250 in A4</p> |



Prepared By:



Figure

25

Date

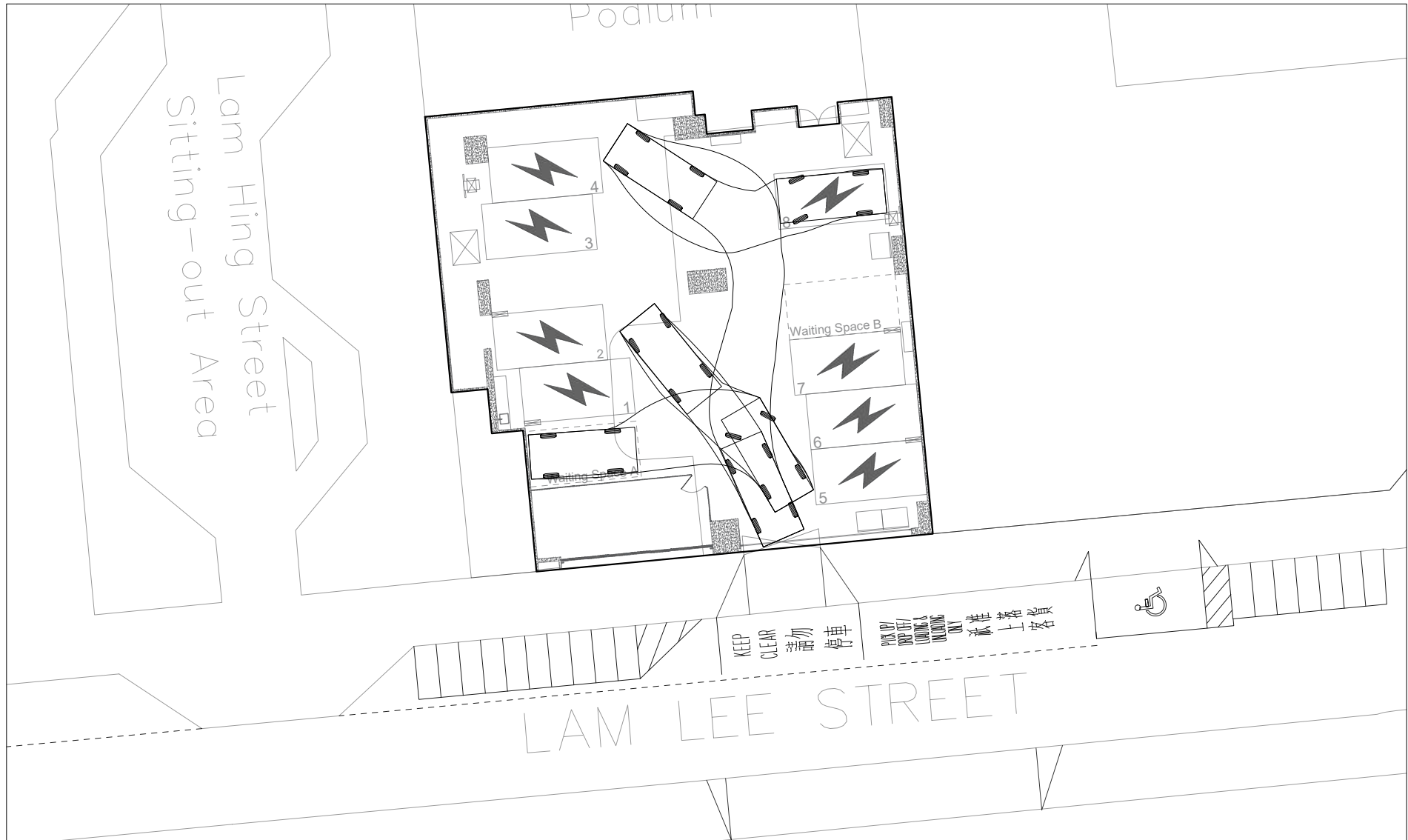
May 2026

Title

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

Scale

1:250 in A4



Prepared By:



Figure

26

Date

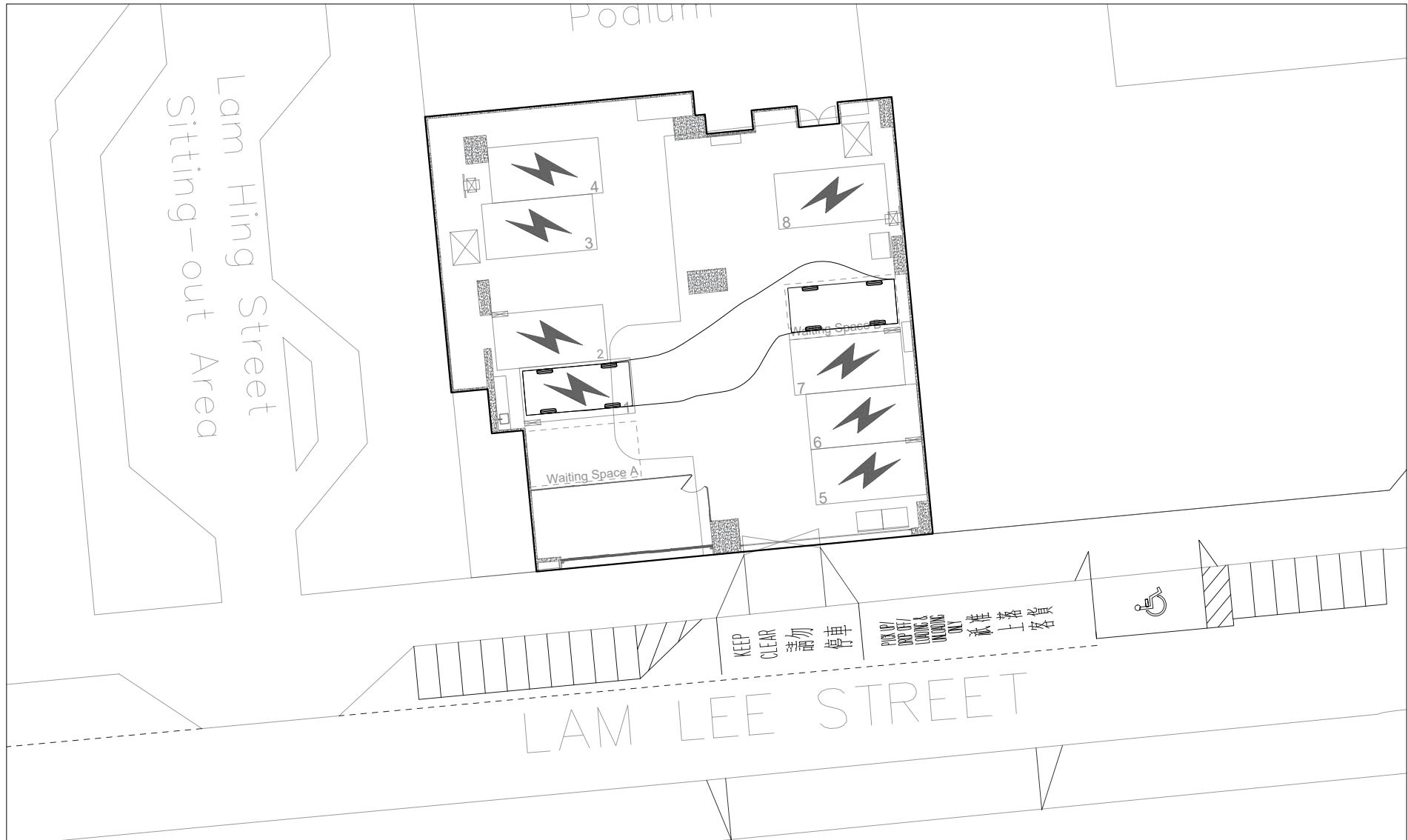
May 2026

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

27

Date

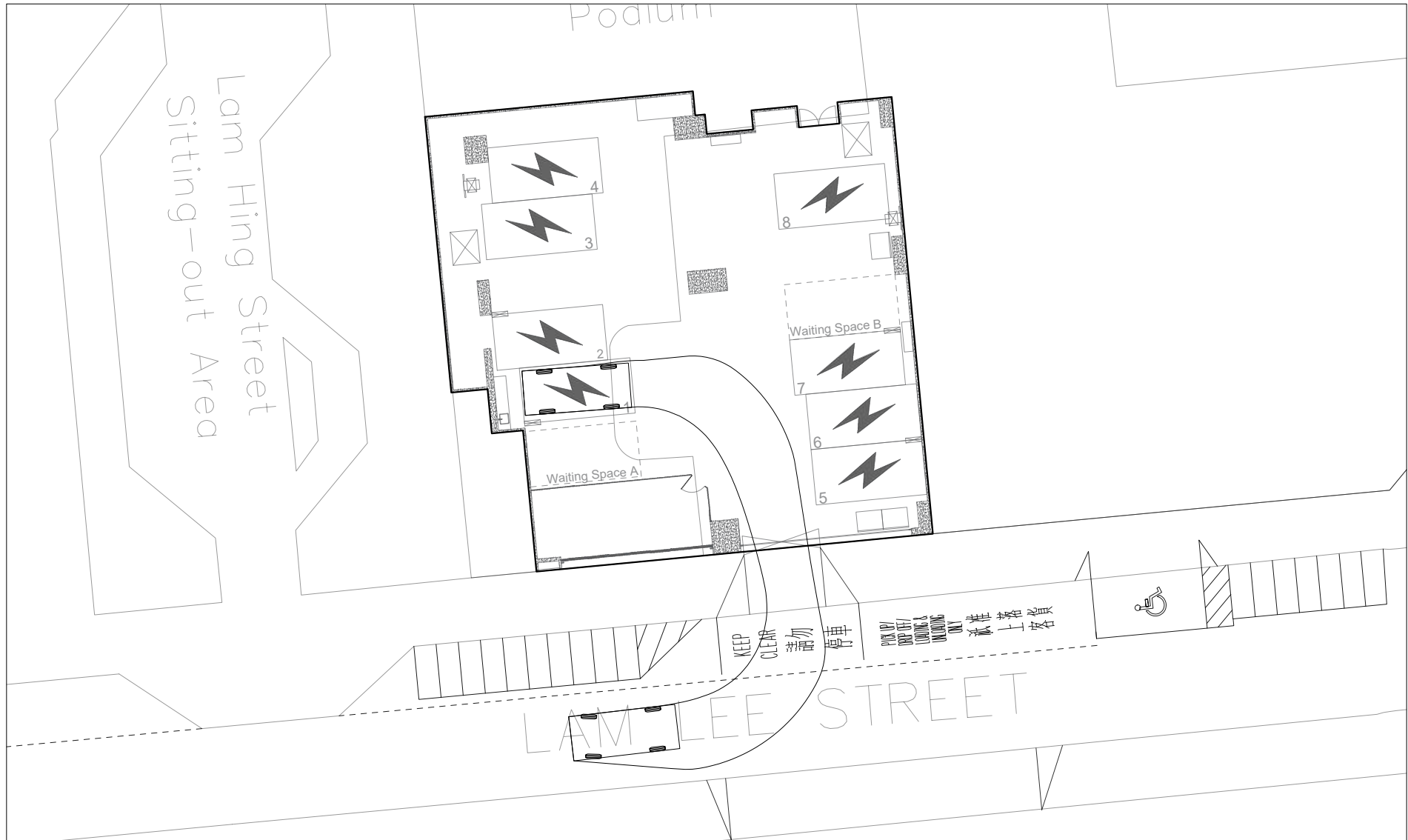
May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 1

Scale

1:250 in A4



Prepared By:



Figure

27A

Date

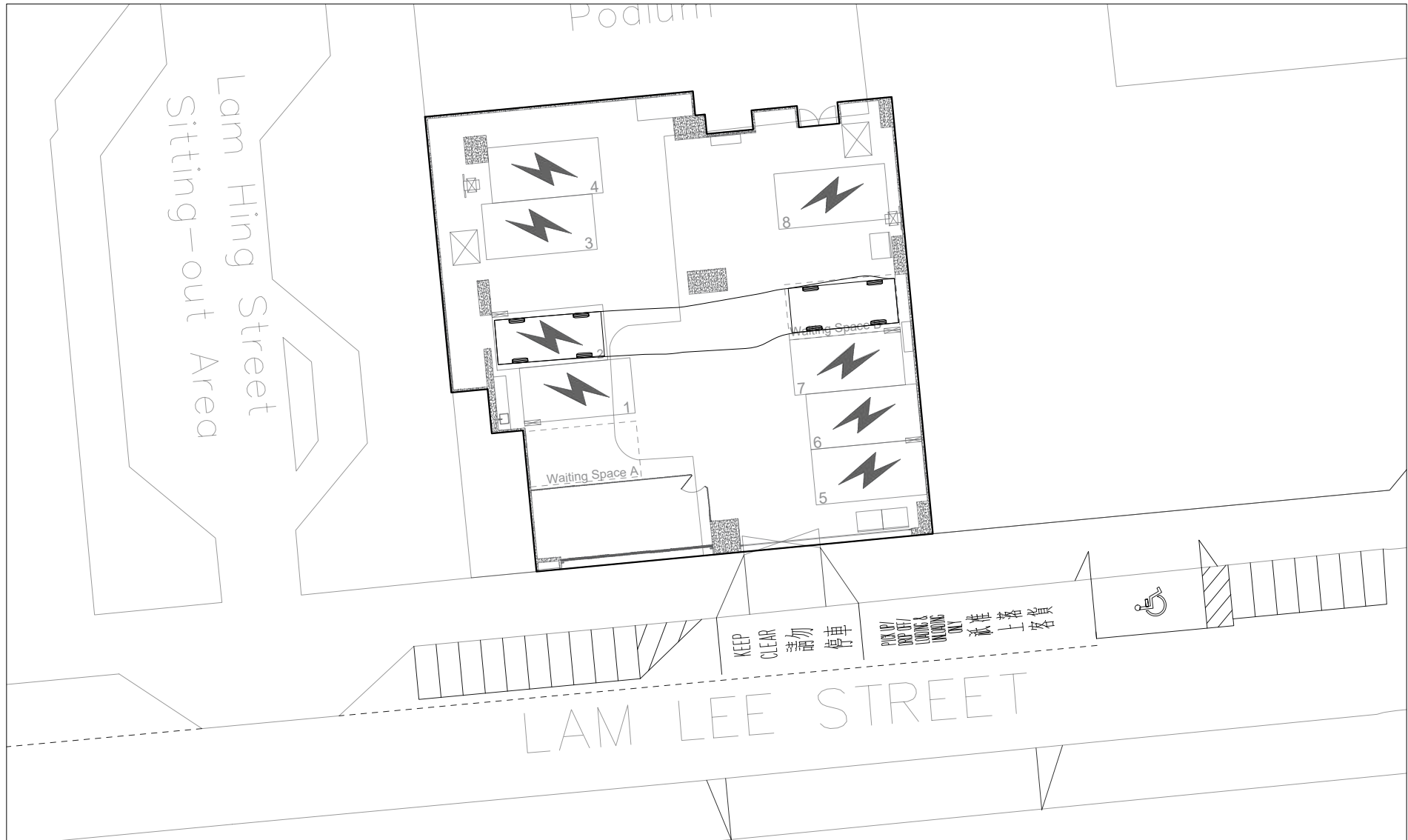
June 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car Leaving from
Charging Space No.1 (Using Waiting Space B)

Scale

1:250 in A4



Prepared By:



Figure

28

Date

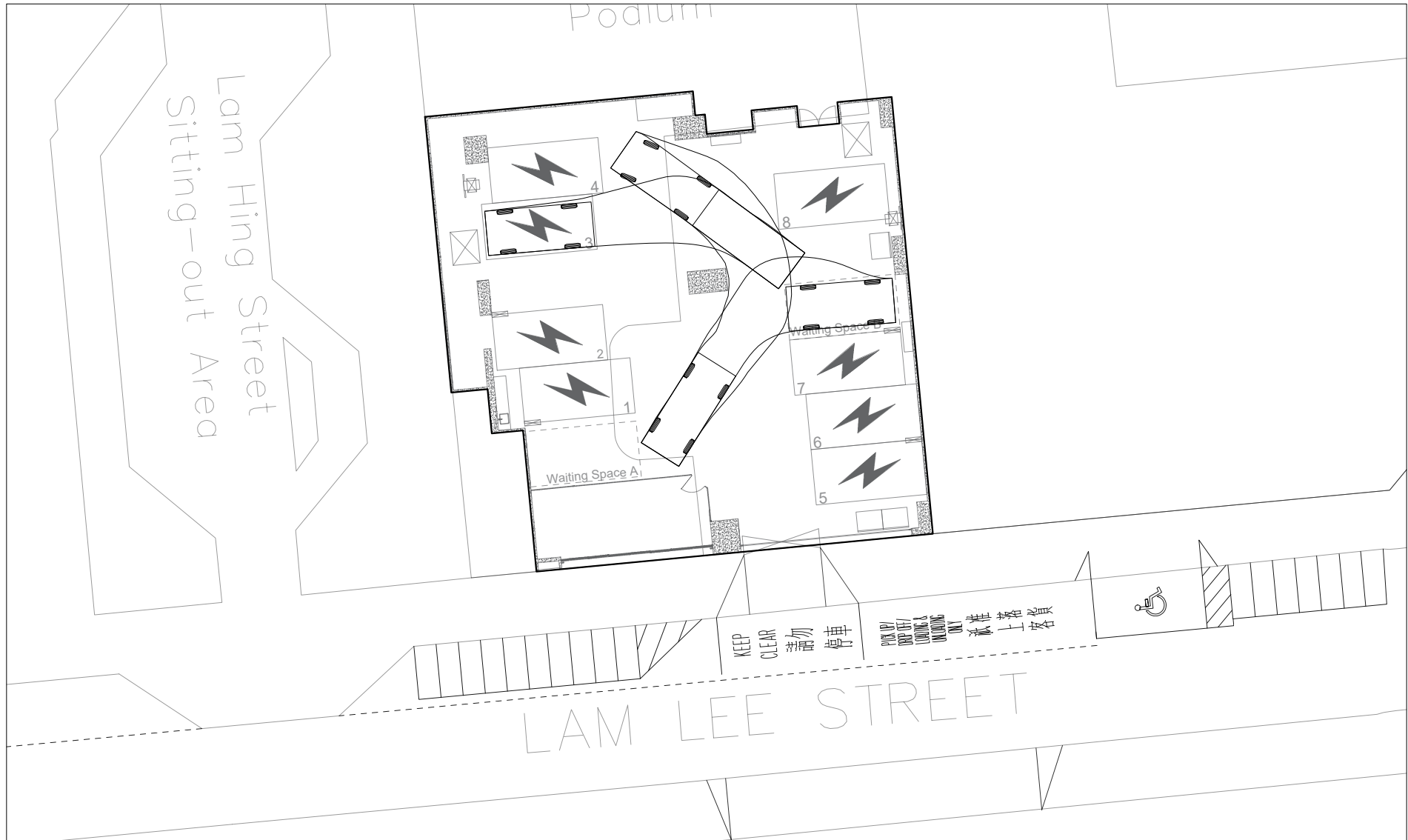
May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 2

Scale

1:250 in A4



Prepared By:



Figure

29

Date

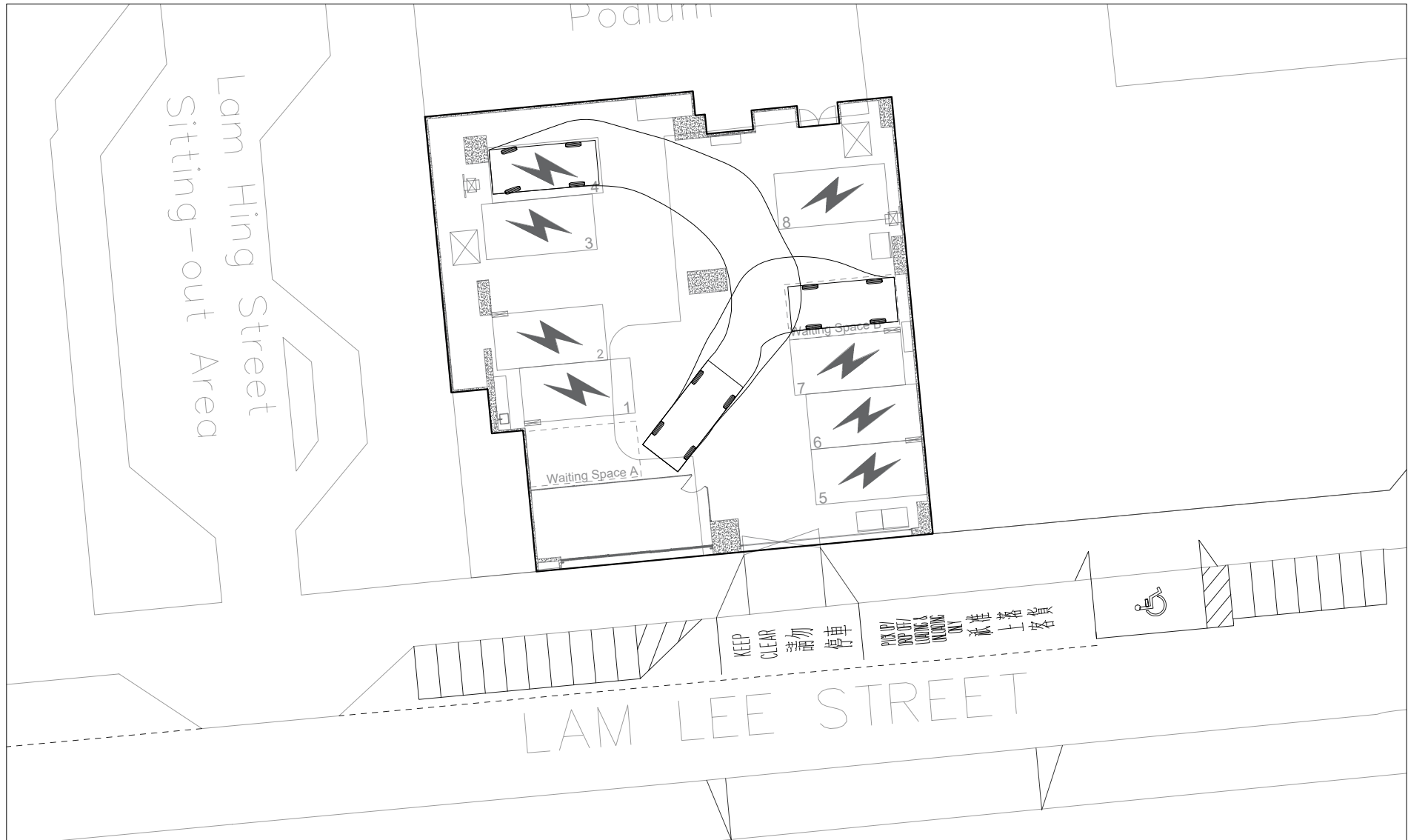
May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 3

Scale

1:250 in A4



Prepared By:



Figure

30

Date

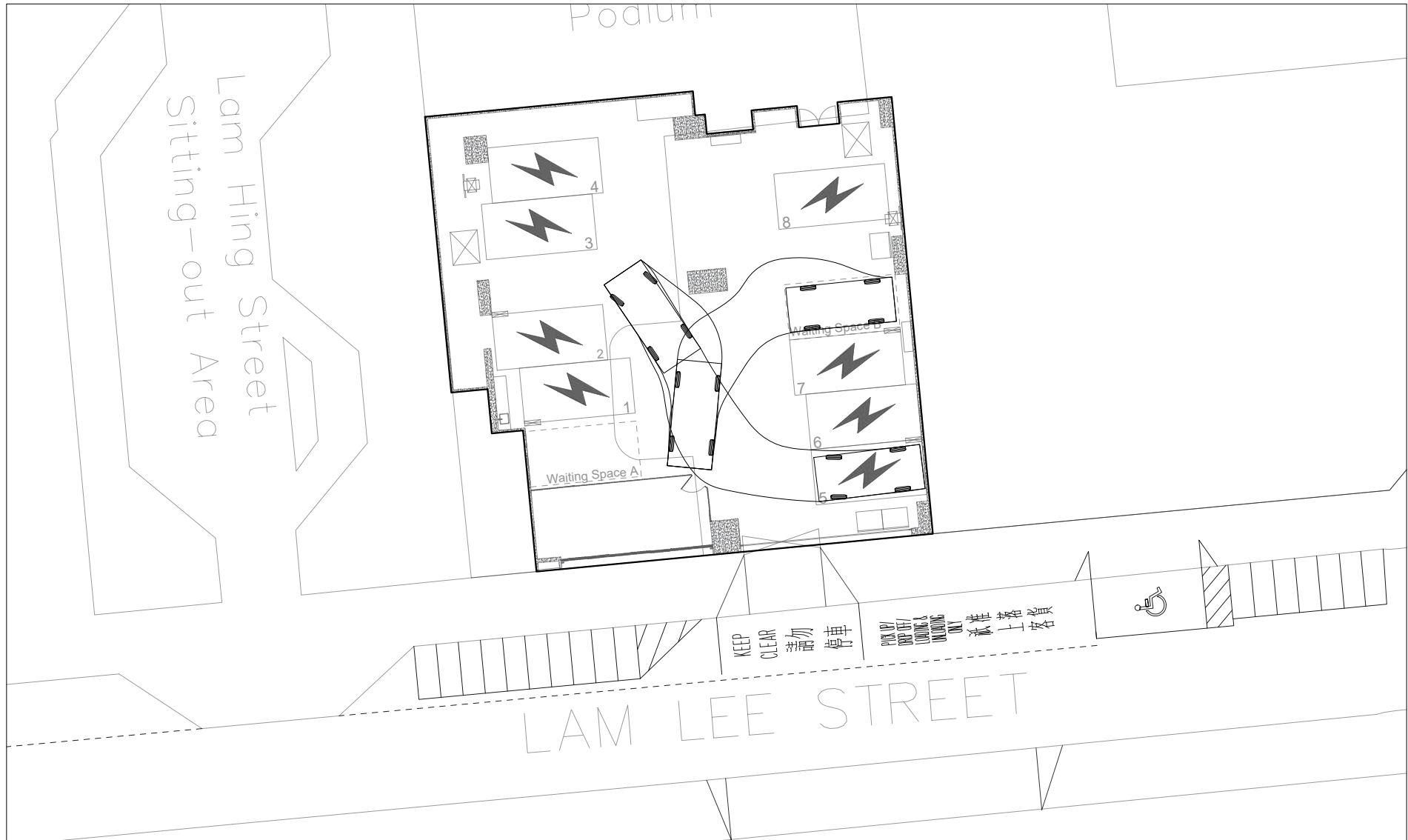
May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 4

Scale

1:250 in A4



Prepared By:



Figure

31

Date

May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 5

Scale

1:250 in A4



Prepared By:



Figure

32

Date

May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 6

Scale

1:250 in A4



Prepared By:



Figure

32A

Date

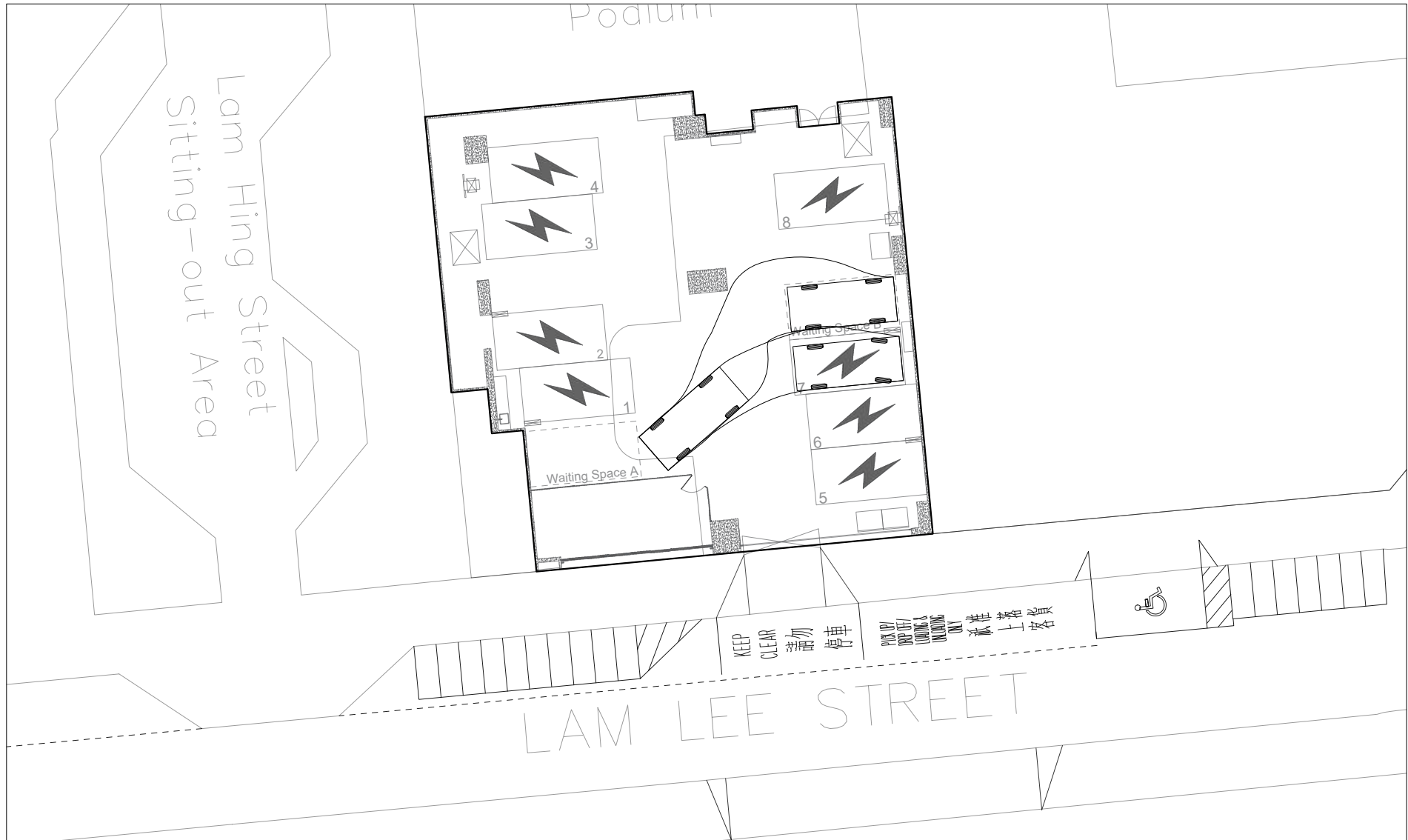
June 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car Leaving from
Charging Space No.6 (Using Waiting Space B)

Scale

1:250 in A4



Prepared By:



Figure

33

Date

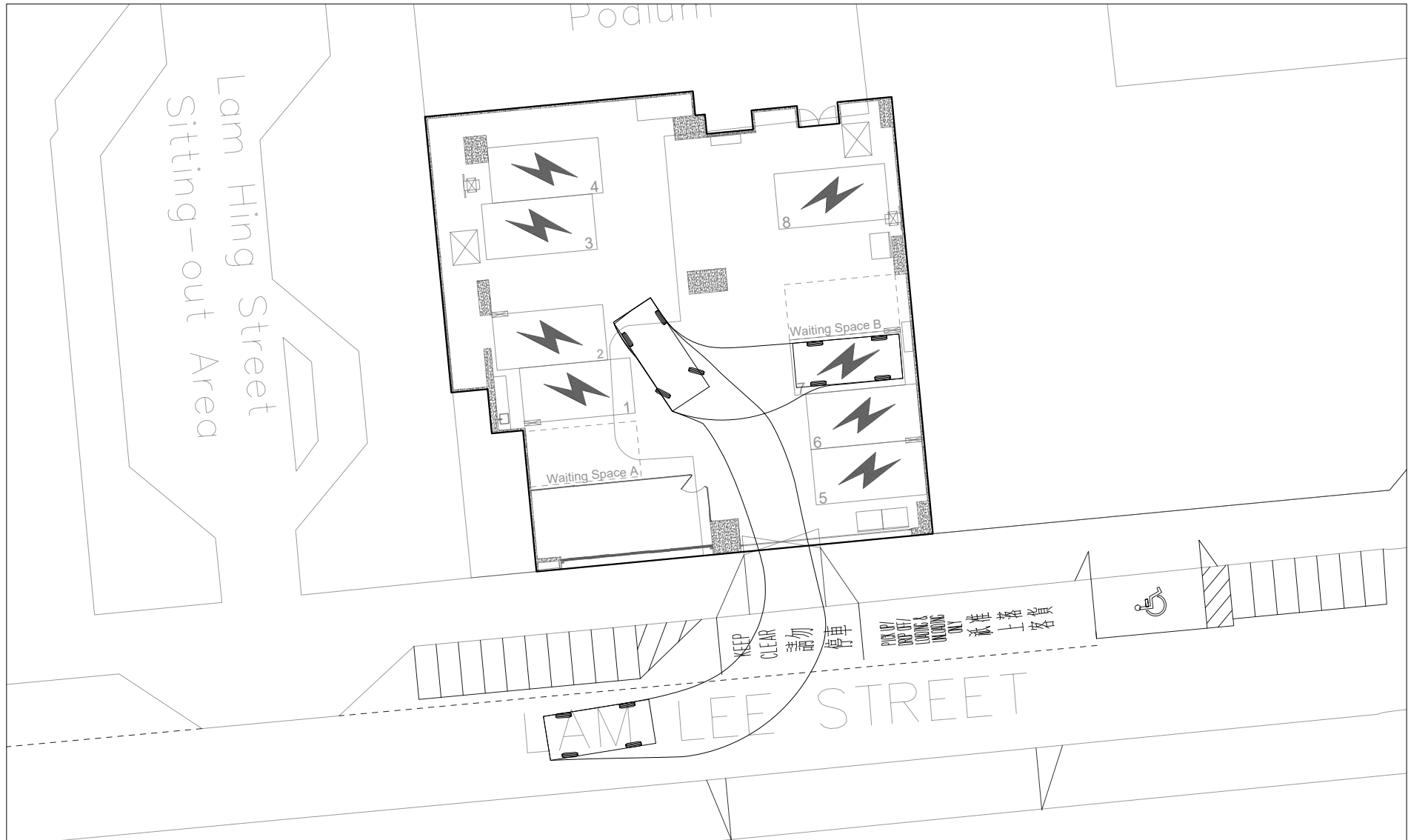
May 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 7

Scale

1:250 in A4



Prepared By:



Figure

33A

Date

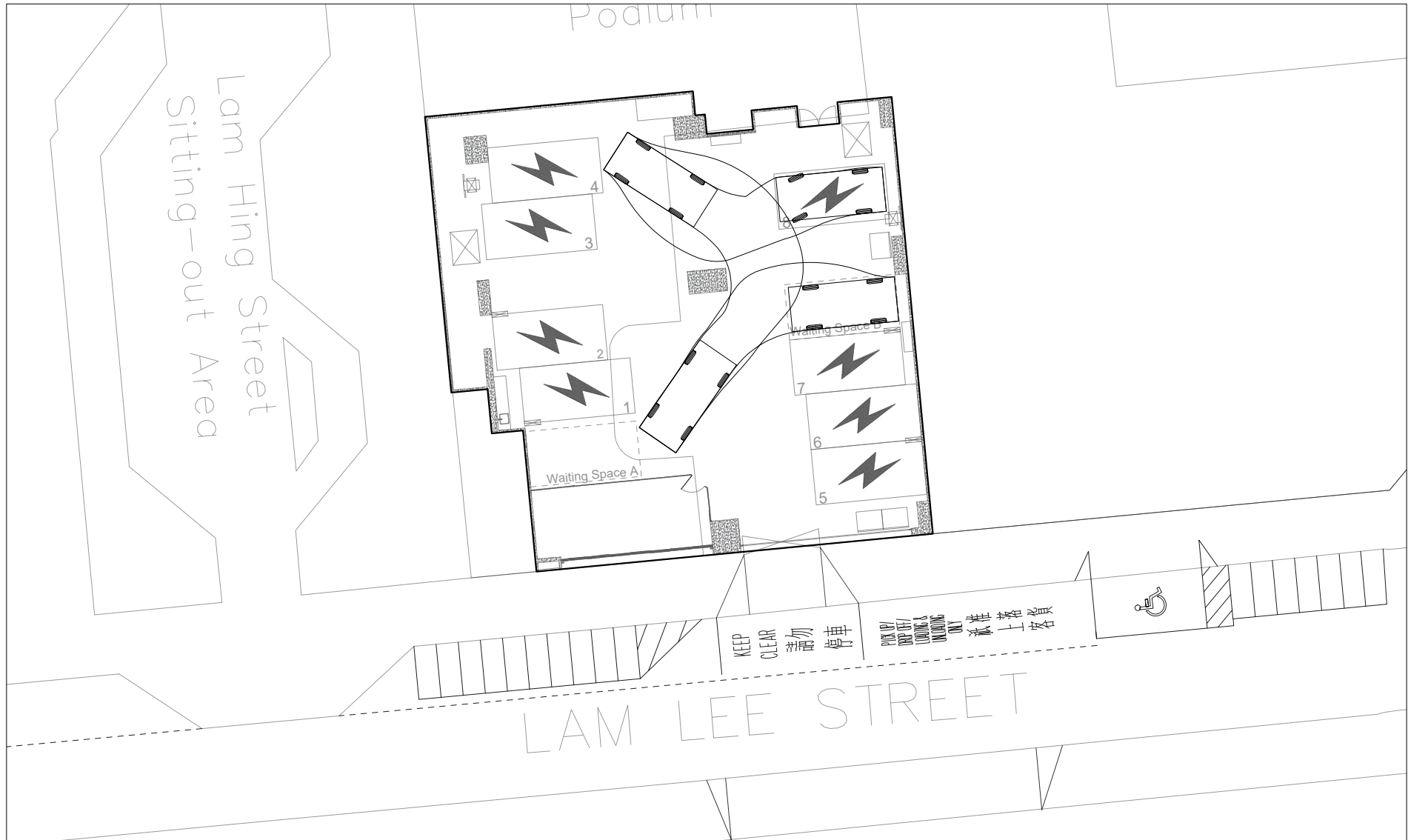
June 2026

Title

Planning Application No. A/K13/334
Swept Path of Private Car Leaving from
Charging Space No.7 (Using Waiting Space B)

Scale

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Prepared By:



Figure

34

Date

May 2026

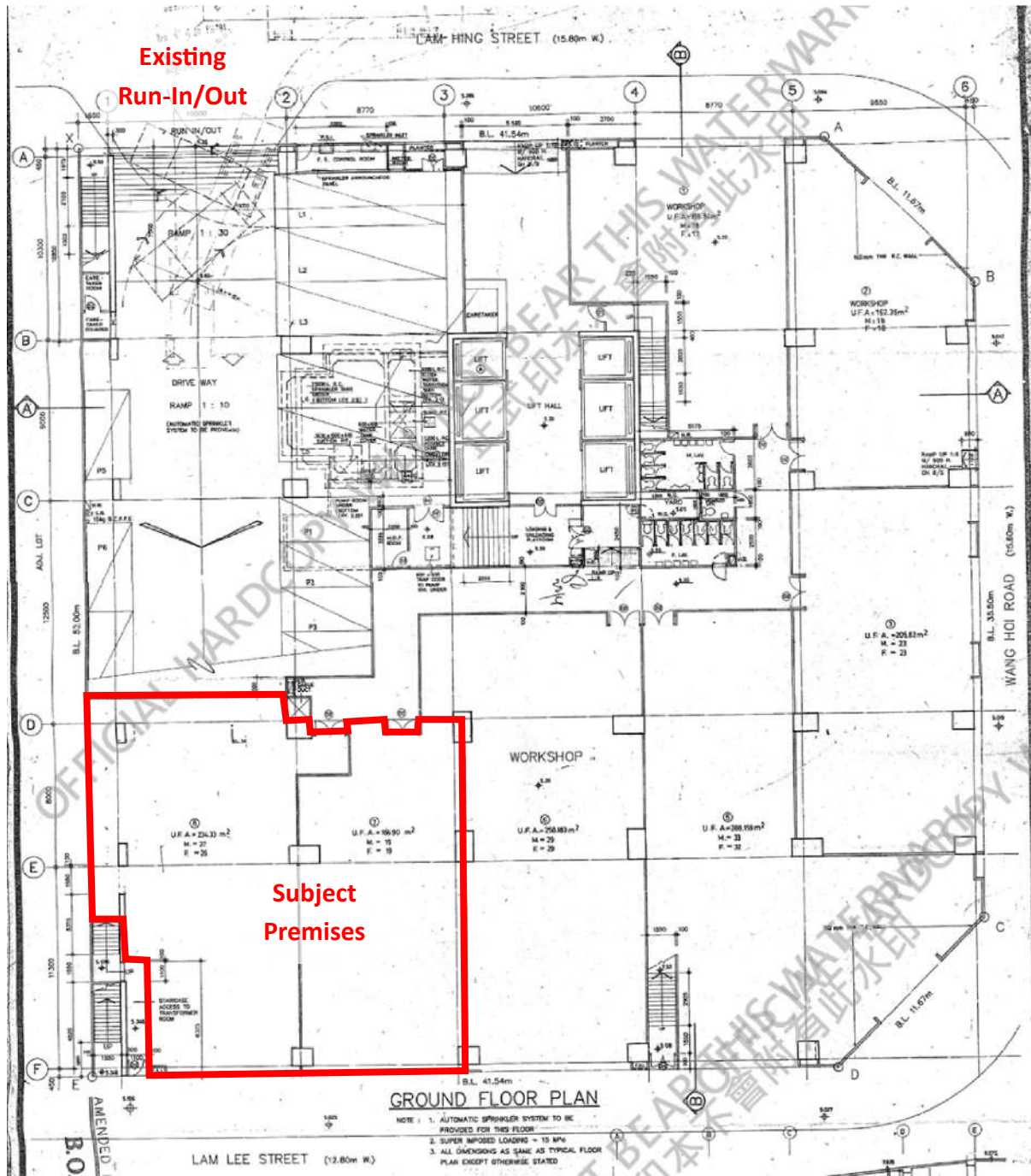
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Planning Application No. A/K13/334
Swept Path of Private Car from Waiting
Space B to Charging Space No. 8

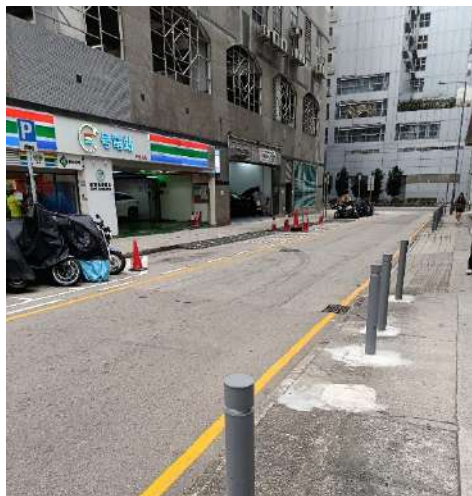
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**Appendix B General Building Plan of Metro Centre (G/F Plan)
(No. 2/4088/89)**



Appendix C1 Photo Record of LB1 as at 26th February 2026



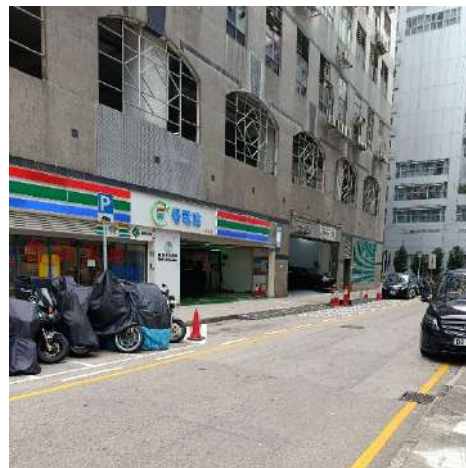
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11:00



13:00



15:00



17:00



20:00

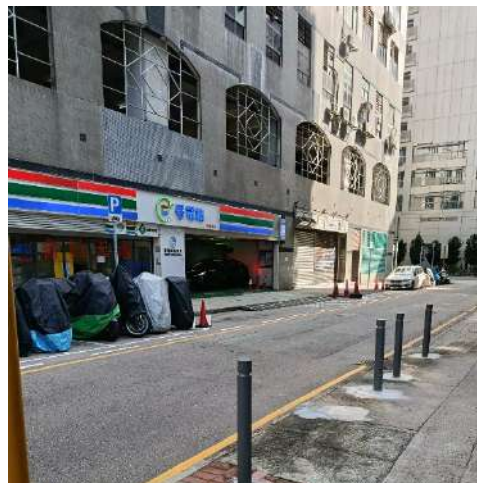
Appendix C2 Photo Record of LB1 as at 8th March 2026



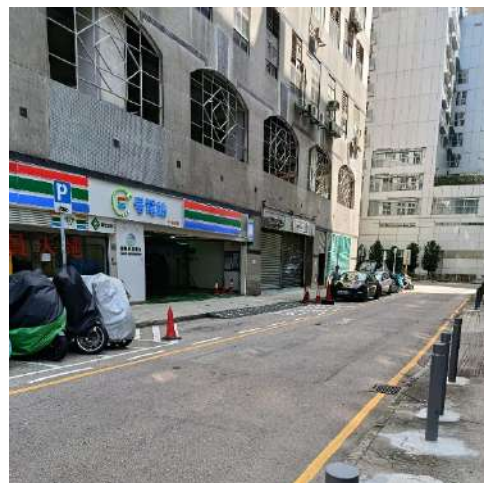
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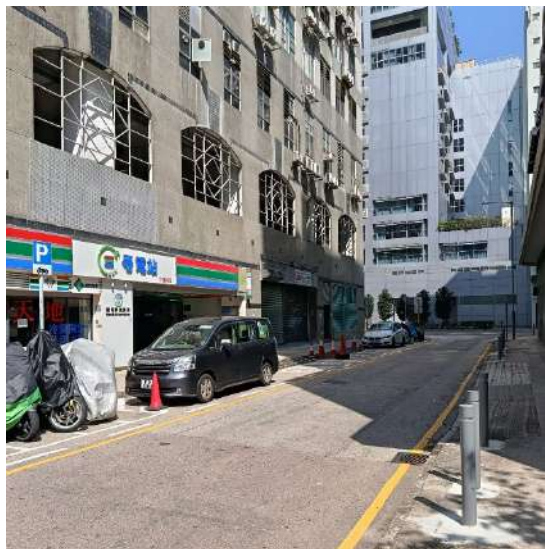
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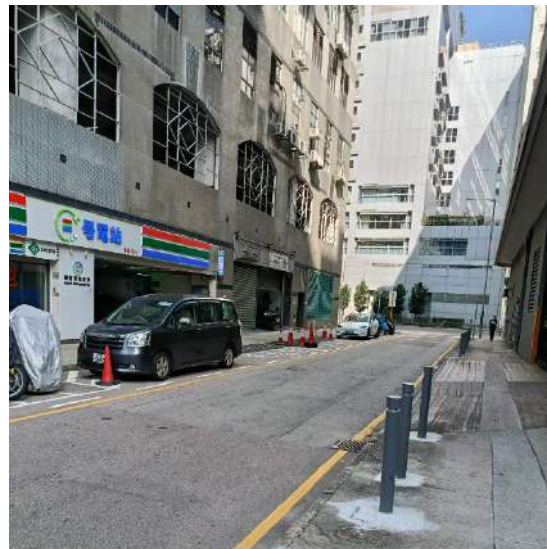
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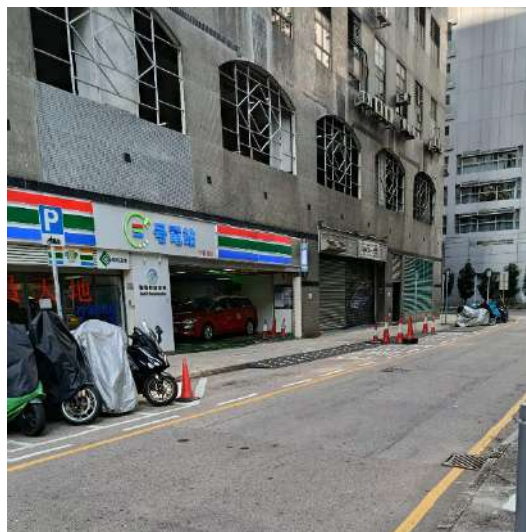
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14:00



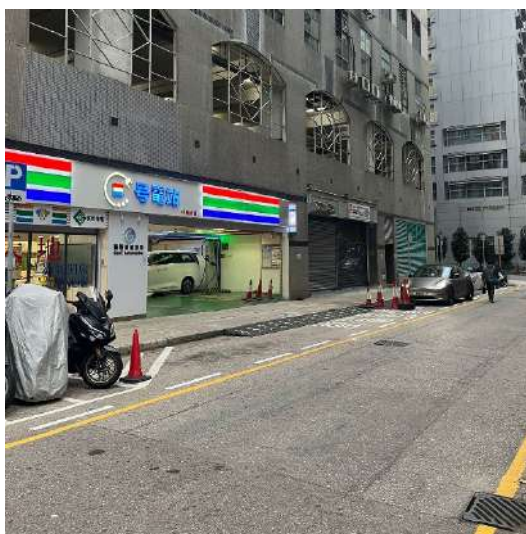
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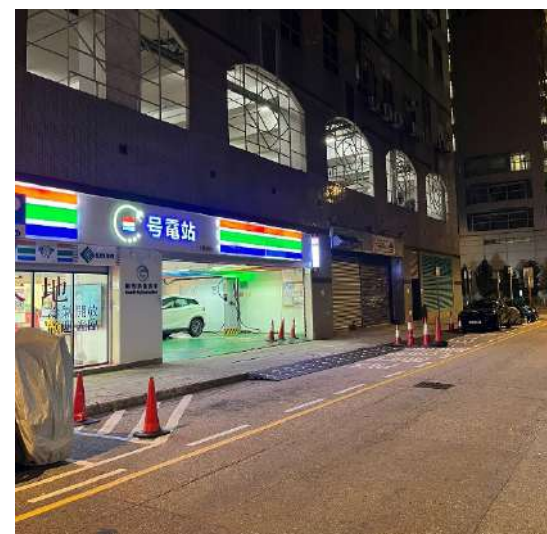
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17:00



18:00



19:00



20:00

Appendix C3 Photo Record of LB1 as at 9th March 2026



08:00



09:00



10:00



11:00



12:00



13:00



14:00



15:00



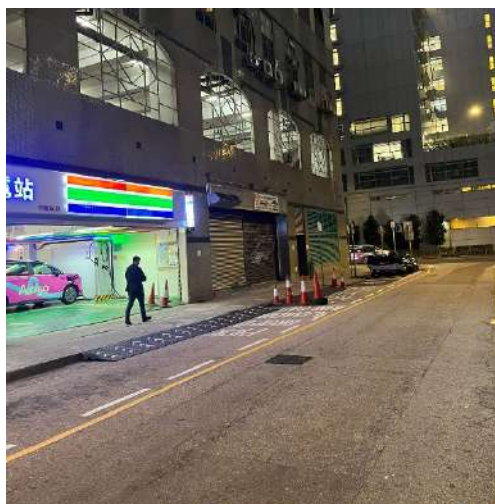
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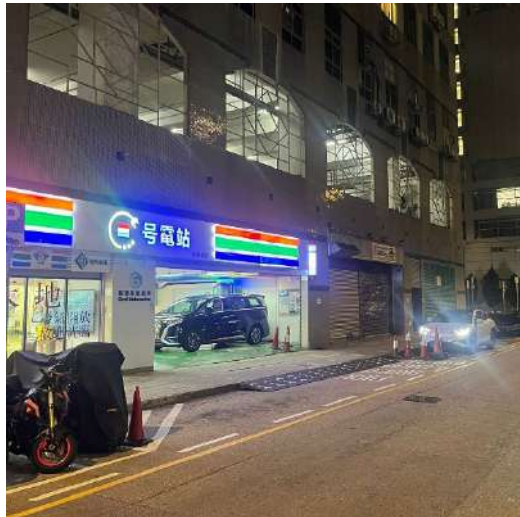
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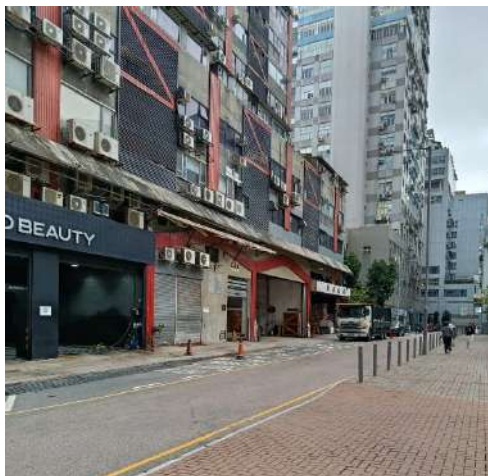


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20:00

Appendix D1 Photo Record of LB2 as at 26th February 2026



09:00



11:00



13:00



15:00

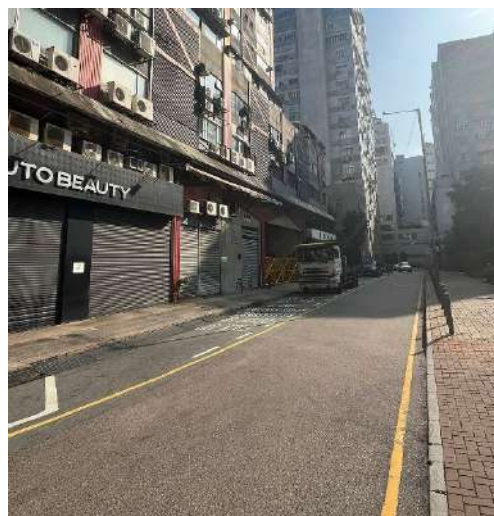


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Appendix D2 Photo Record of LB2 as at 8th March 2026



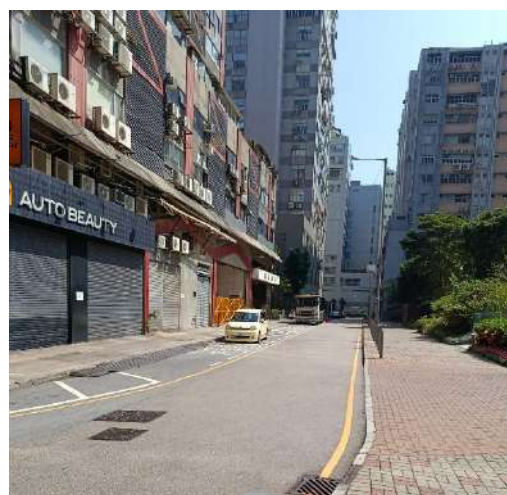
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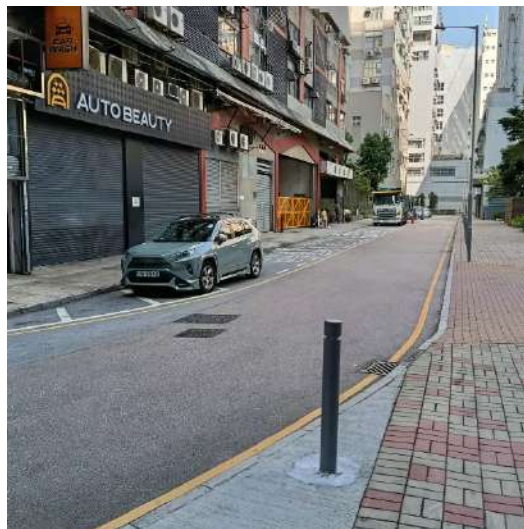
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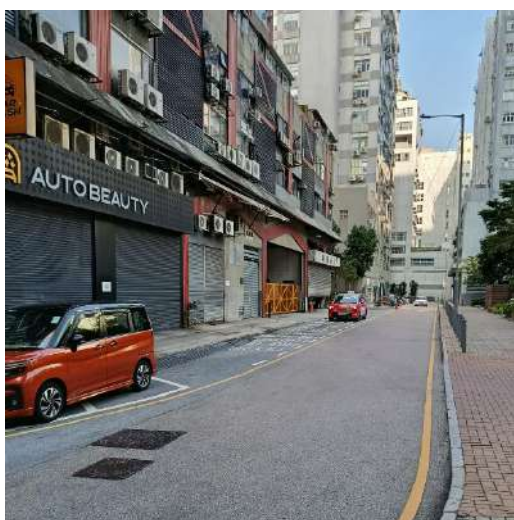
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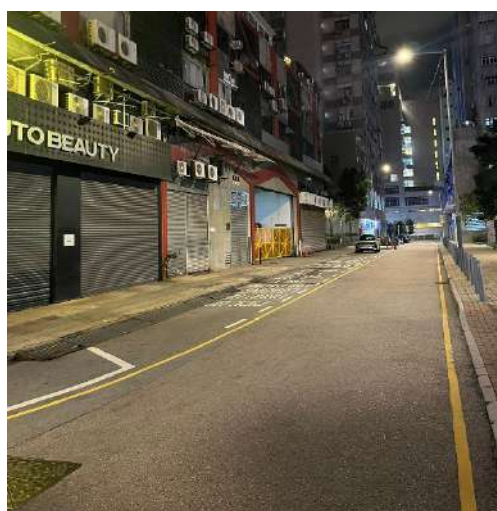
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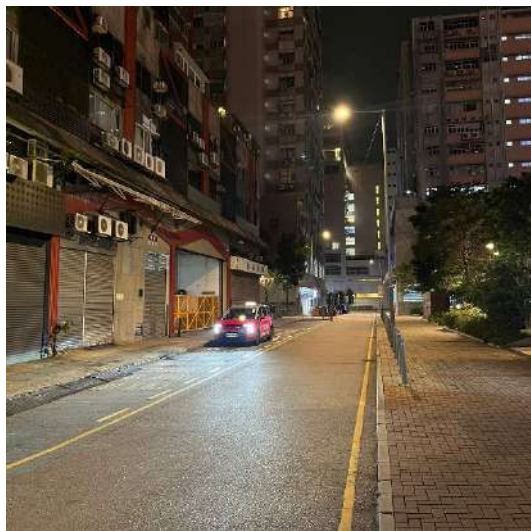
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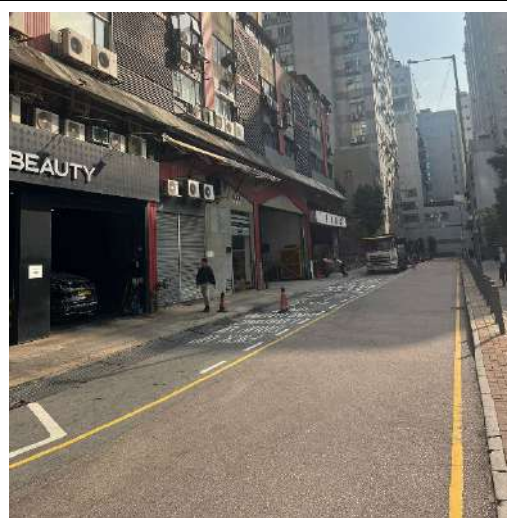


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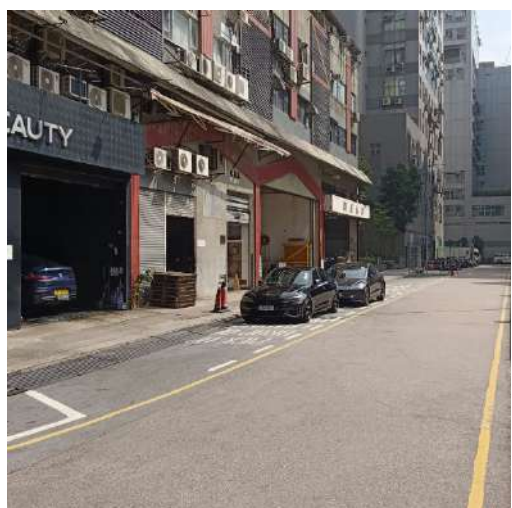
Appendix D3 Photo Record of LB2 as at 9th March 2026



08:00



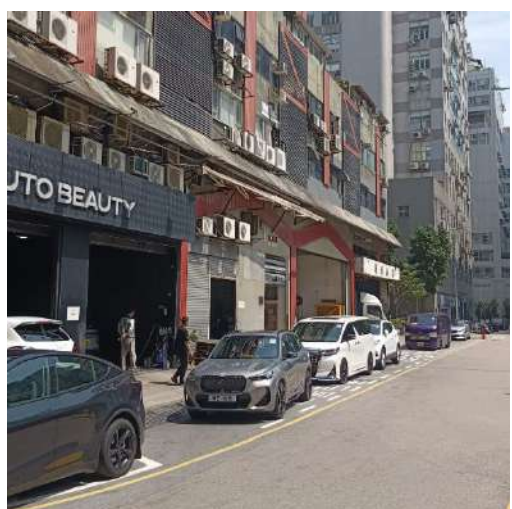
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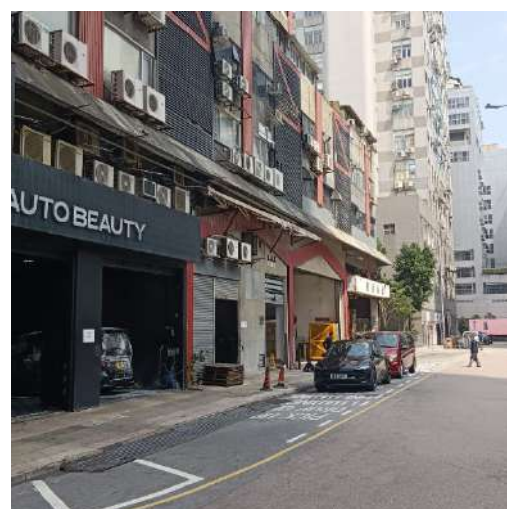
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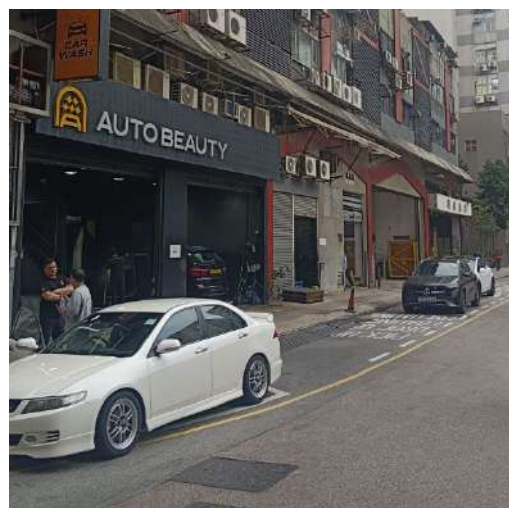
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16:00



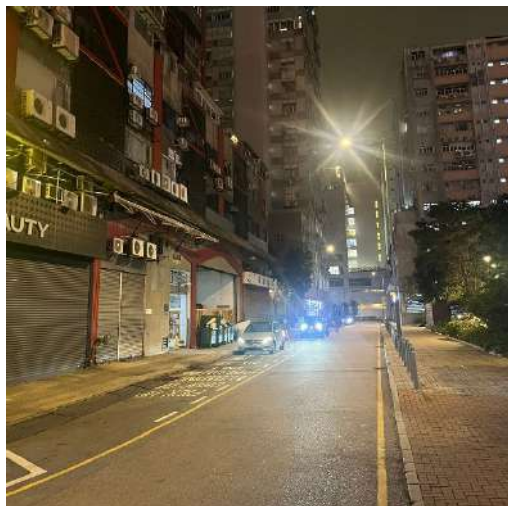
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20:00

Appendix E1 Photo Record of LB3 as at 8th March 2026



08:00



09:00



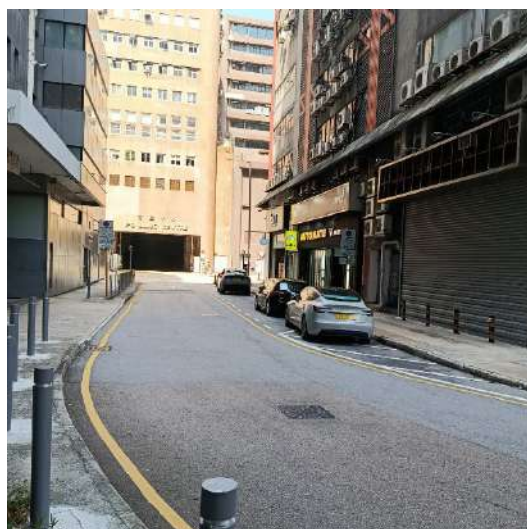
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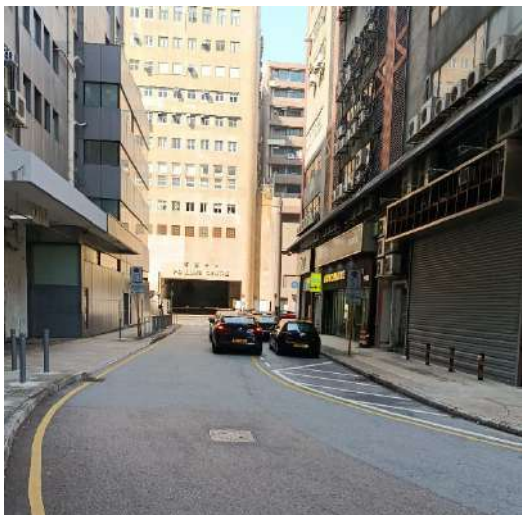
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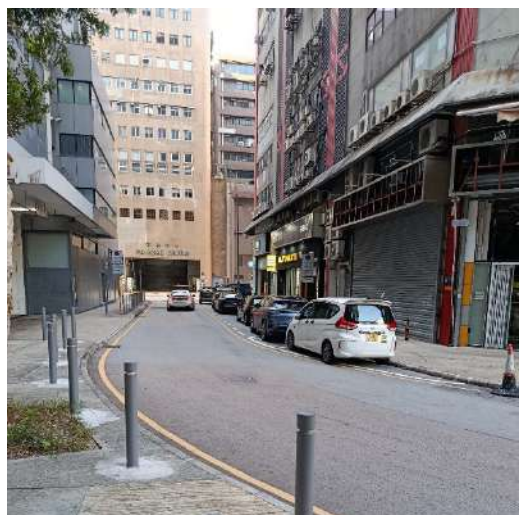
13:00



14:00



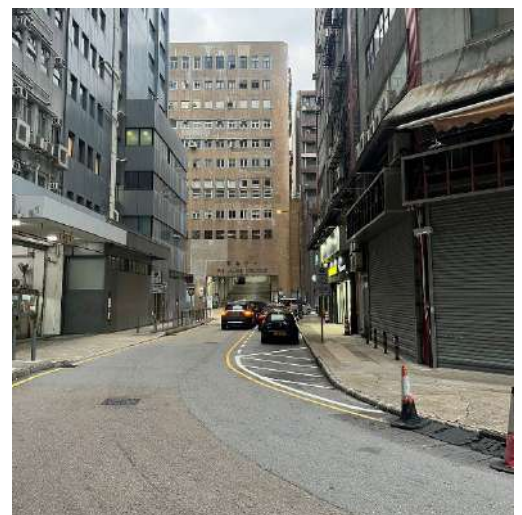
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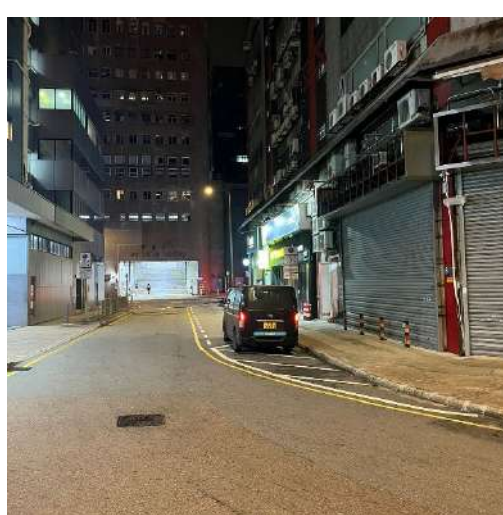
16:00



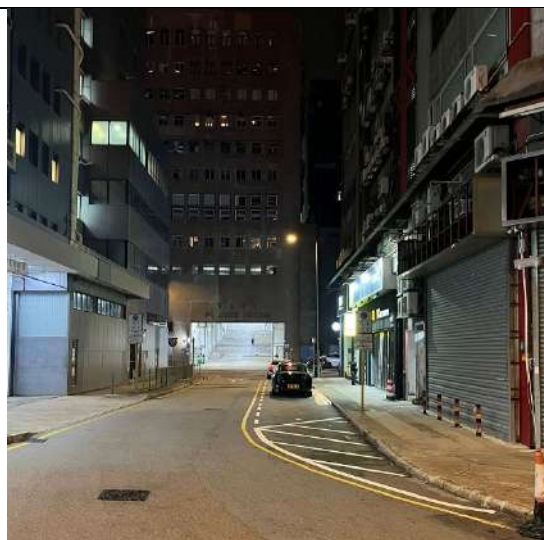
17:00



18:00



19:00

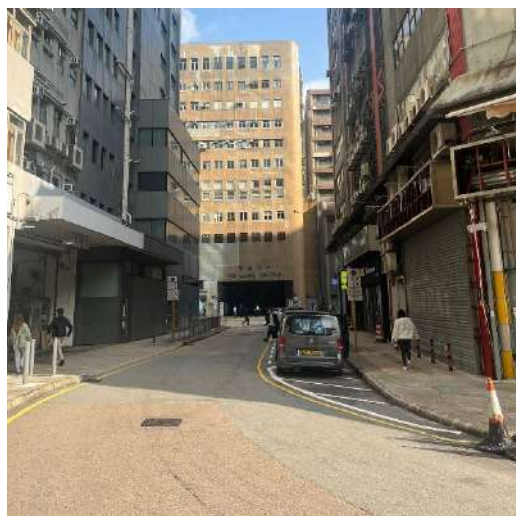


20:00

Appendix E2 Photo Record of LB3 as at 9th March 2026



08:00



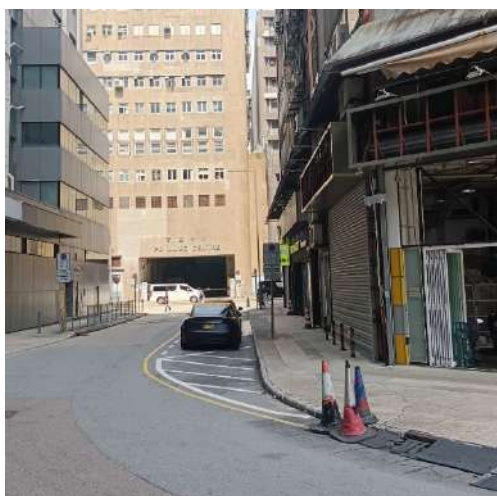
09:00



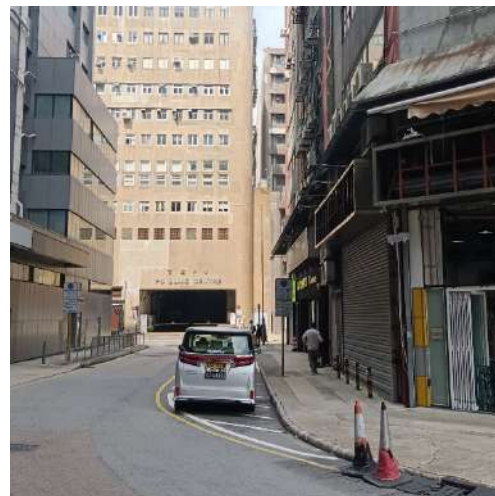
10:00



11:00



12:00



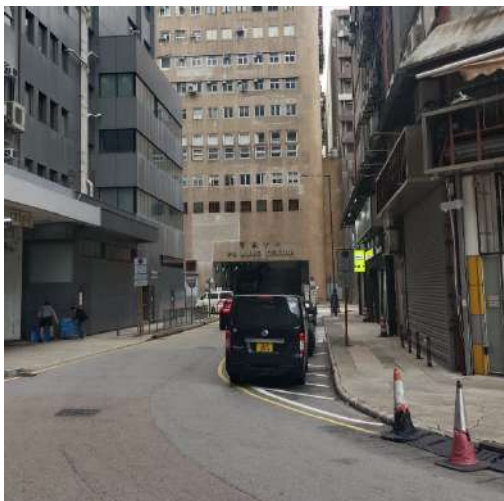
13:00



14:00



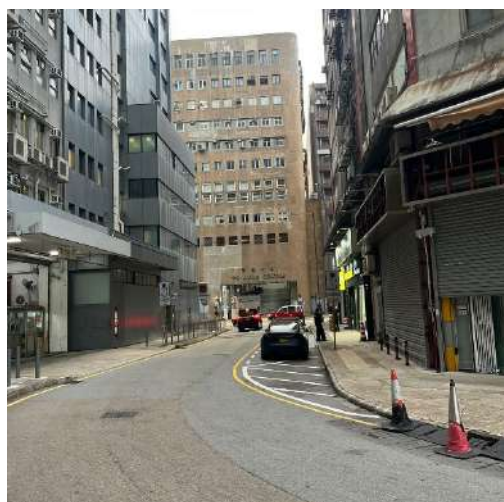
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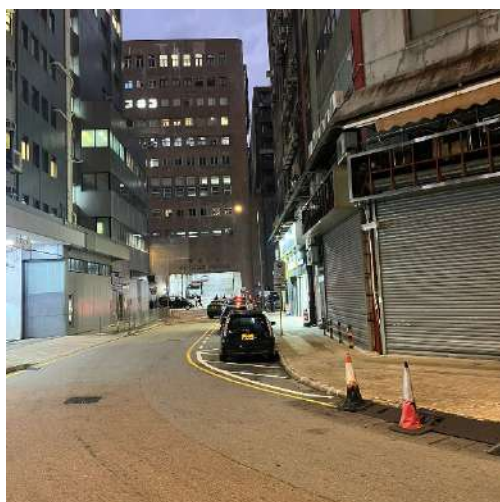
16:00



17:00



18:00



19:00



20:00