

Section 16 Town Planning Application

Revised Consolidated Report

PROPOSED GREEN FUEL STATION (ELECTRIC VEHICLE CHARGING) AND SHOP AND SERVICES (CONVENIENCE STORE) 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) and Shop and Services (Convenience Store) ("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) and Shop and Services (Convenience Store). A total of 8 EV charging spaces is proposed within the Subject Premises, served with 6 quick chargers and 2 waiting spaces.

The proposal is justified mainly on the following reasons:

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

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

行政摘要

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

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

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

該規劃申請的主要理據如下：

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

有鑑於以上理據，敬希城規會支持本次的規劃申請。

（內容如與英文版本有任何差異，概以英文版本為準）

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) **and Shop and Services (Convenience Store)** (“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 shop and services** that 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

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. Also, according to TPB PG No.22D, the aggregate commercial floor areas on the ground floor of an existing industrial building with sprinkler systems should as a general principle not exceed 460 square meters.

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	Secretary for Environment and Ecology (SEE) supports the applicant’s proposal since it is in line with the Government’s policies and

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.
- 4.1.2. Besides the Green Fuel Station, a shop and services area of about 25 square meters is also proposed to be set up as local provisions store with separate entrances at the Subject Premises, with three vending machines located on the eastern and southern sides of the Subject Premises to support the operation of the Proposed Green Fuel Station by providing light refreshments. 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.
- 4.1.3. 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.
- 4.1.4. **Table 2** summarizes the key development parameters of the Subject Premises:

Table 2: Key development parameters of the Subject Premises

Premises Area (Subject to detailed survey)	About 404 square meters
No. of charging spaces	8 nos. (5m x 2.5m) - 6 quick chargers (<100kW)
No. of waiting spaces	2 nos. (5m x 2.5m)
No. of power cabinets and total output power	- West Side (serving Charing Space Nos. 1-4): 1 cabinet with a total output power of 520kW - East Side (serving Charing Space Nos. 5-8): 1 cabinet with a total output power of 400kW
Area for Shop and Services (Convenience Store)	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.
- 4.2.1. 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. A local provisions store with a separate entrance facing Lam Lee Street, 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. It is expected to have a low demand for loading/unloading activity is expected (approximately once per week). The Applicant will utilize the existing loading/unloading bays at the Metro Centre car park and use the passage way inside the existing building.
- 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.

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 will be installed on the Subject Premises as stated in the regulation by the Fire Services Department. The Subject Premises are equipped with the sprinkler system, fire extinguishers and fire sand buckets (refer to **Figure 4**). 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

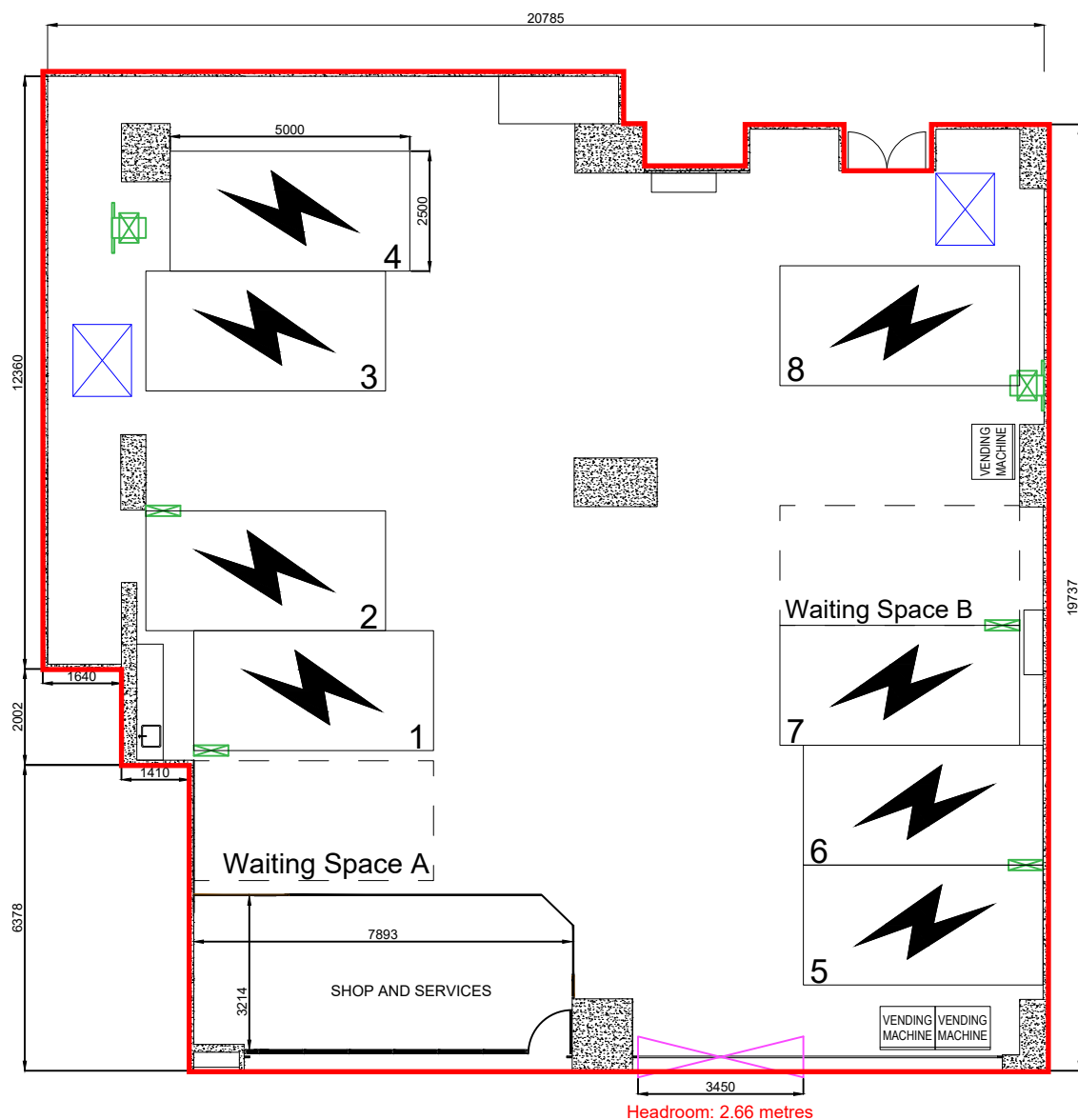
5.7.1. The Proposed Use is a non-polluting activity that includes only the charging service for electric vehicles while electricity is considered a clean energy resource. No repairing, car washing, car beautification (including paint spraying), or other workshop activities will be carried out on the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



LAM LEE STREET

Legend

-  Application Boundary
-  EV Charging Space (5m x 2.5m) (8 nos.)
-  Waiting Space (5m x 2.5m) (2 nos.)
-  Proposed Ingress/Egress (Width: 3.45m) (Headroom: 2.66m)
-  EV Chargers (Natural-cooling/Liquid-cooling)
-  Power Cabinets for EV Chargers (1.5m x 1.22m)

Date JUNE 2026

Scale N. T. S.

Figure No. 3

Title Layout Plan

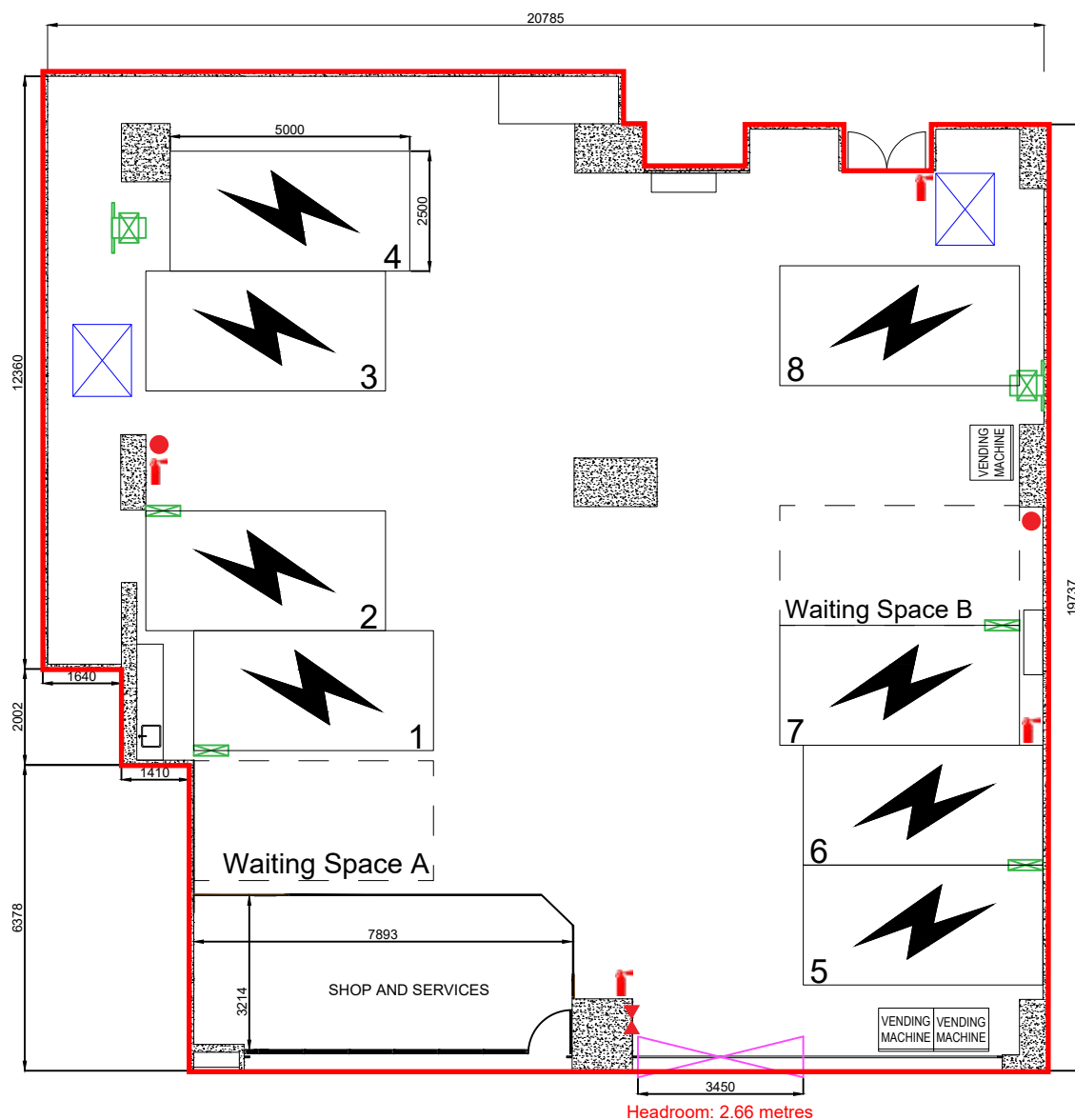
Prepared By:



DeSPACE (International) Limited



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INTELLIGENCE



LAM LEE STREET

Remarks: The Subject Premises are equipped with sprinkler system.

Legend

- 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)
-  Location of Fire Extinguishers
-  Location of Fire Sand Buckets
-  Location of Fireman's Emergency Switch (*to be installed & subject to detail design stage)

Date JUNE 2026

Scale N. T. S.

Figure No. 4

Title Fire Service Installations Plan

Prepared By:



DeSPACE (International) Limited



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