

Planning Application No. A/K13/334

Attachment 1

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

<i>Departmental Comments</i>	<i>Response</i>
Transport Department received on 25.03.2026 by email	
1. According to our previous comments (8) provided to the Applicant on 23.2.2026, the new vehicular access should be designed in accordance with TPDM requirements and constructed up to Highways Standard and to the satisfaction of our office and Highways Department. The design and construction of the new vehicular access shall be carried out by the Applicant and the associated cost should also be borne by the Applicant. In view of this, the Applicant is requested to commit a reasonable programme of the design and construction of the new vehicular access.	Noted. Please refer to Appendix A for the implementation schedule.
Planning Department received on 11.06.2026 by email	
<u>User Eligibility for Proposed Shop Portion and Vending Machine</u> 1. As clarified in your response to PlanD's comments No. (9) in FI(1), the proposed shop portion will offer light refreshment for drivers (who are members of the station). Please clarify whether there is any restriction(s) imposed to become a member?	Please note that the application has been updated to ' Proposed Green Fuel Station (Electric Vehicle Charging) and Shops and Services (Convenience Store) ,' for which member verification is not required at this stage for entering the shop portion. Please refer to Figure 3 of Attachment 2 for the revised floor plan for the shop and services portion. To become members and enjoy the services at the proposed station. For using the EV charging facilities, drivers must first upload their vehicle information.
2. Please supplement the procedures to register as member and whether the application is available for all to download and register.	Users are required to download the mobile application developed by the Applicant and register for an account. They must then enter their vehicle information to enable charging at the Green Fuel Stations operated by the Applicant. Please refer to Appendix B of this attachment for the registration procedures provided by the

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

<i>Departmental Comments</i>	<i>Response</i>
	Applicant.
3. Please advise whether the vending machines proposed are also serving the member only, and its verification action(s) of membership.	Please note that the application has been updated to ' Proposed Green Fuel Station (Electric Vehicle Charging) and Shops and Services (Convenience Store) ', for which the vending machines are ancillary to the EV charging use in nature, but practically allowed for public use. The Applicant will proceed with the waiver application at the Lands Department once the town planning approval is obtained.
4. Please advise whether the proposed shop portion and vending machines would serve the local workers of the industrial building.	Yes. The proposed shop portion would serve the local workers of the industrial building. The vending machine is ancillary to the EV charging use in nature, but practically allowed to serve the local workers of the building.
5. It is noted from your response to PlanD's comments No. (5) in FI(1), the on-site staff will require visitors to verify the membership and the 24-hour CCTV will monitor to ensure only members can access the shop portion. Please supplement how the 24-hour CCTV will monitor and ensure that only members are allowed to purchase goods from the proposed shop portions and the vending machines for the period beyond the working hours of on-site staff.	Please note that the application has been updated to ' Proposed Green Fuel Station (Electric Vehicle Charging) and Shops and Services (Convenience Store) ' that the shop portion is now open to the public.
6. Please confirm whether a member without using the charging services will be allowed to purchase goods from the shop and vending machines? If negative, please explain the verification action(s) to be taken including those outside the working hours of the on-site staff.	Ditto.
<u>Uses within the Premises</u> 7. According to our site visit photos in Annex I , an automatic printing services machine (<i>Figure 1</i>) is situated at the proposed shop portion and it appears to be not aligned with the definition of local provision store under Town Planning Board Guidelines No. 22D. Besides, an automatic storage locker (i.e. 小鐵智能寄存櫃 in <i>Figure 2</i>) is provided within the portion of charging station and was not	No. Both the automatic printing service machine and the automatic storage locker will cease to operate.

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<i>Departmental Comments</i>	<i>Response</i>
annotated on the proposed layout plan. Please advise whether these machines/ services would continue to be operated and will be proposed under the planning application. If affirmative, please justify its relation to the proposed uses.	
8. It is also noted from the site photo (<i>Figure 3</i>) that, the shop sign at the frontage of the proposed shop had been recently changed to “T. Momo Store (淘多多)”, please advise the types of goods/services that will be offered from the shop and vending machines;	Please be clarified that the frontage indicated in <i>Figure 3</i> is intended for advertisement only, and not related to the use of the Subject Premises. Nevertheless, the Applicant will remove this frontage shortly to avoid misunderstanding in this town planning application.
<u>Electricity Supply and Fire Safety</u> 9. Please identify the primary electricity source for the power cabinets and confirm if the additional demand to electricity poses any adverse impact to the local distribution network;	The primary electricity source for the power cabinets is Metro Centre. The Applicant has also been awarded the WR1 certificate by a registered electrical worker for the installation work and has confirmed that the use will not pose any adverse impact on the local distribution network.
10. A 2024 news article highlighted a fire incident due to short circuit of EV charging equipment occurred at the subject premises. In light of the similar operational characteristics of the proposed green fuel station, please outline the specific mitigation and safety measures that have been/will be introduced to prevent fire hazards and ensure secure operations.	The Subject Premises are equipped with a sprinkler system, and the Applicant has provided fire extinguishers and fire sand buckets in accordance with FSD Circular Letter No. 4/2020. Please refer to Figure 4 of Attachment 2 for the Fire Service Installations Plan. Please note that a fireman’s emergency switch will also be installed by the Applicant in compliance with the requirements from the circular letter.
<u>Traffic aspect</u> 11. Please advise the implementation schedule of the proposed traffic management plan (including installation of cylinder posts and GI bollard).	Noted. Please refer to Appendix A for the implementation schedule.
12. In addition to the commercial vehicles (specifically taxis) and private cars specified in FI(1), please clarify whether it is practicable for Light Goods Vehicles (LGVs) or other types of vehicle types to use	Due to size limitations at the Subject Premises, no charging services will be provided to LGVs or other types of vehicles.

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the charging services.	
13. Please clarify the purpose of the red boxes and yellow-hatched black boxes marked on the ground within the premises, as shown in the <i>Figure 4</i> of the Annex I.	Please note that the red boxes are markings left by previous tenants, and the Applicant has not carried out any further work on them. The yellow-hatched black boxes will be modified by the Applicant in accordance with the layout plan in this town planning application once it is approved.
14. It is noted that the proposed run-in/out width of 3.45m is narrower than the existing configuration of run-in/out. Please provide details on any structural or layout modifications required for the existing entrance to align with the proposed 3.45m width.	No structural or layout modifications will be required for the proposed width of the run-in/run-out for the ease of manoeuvring of vehicles entering and leaving the Subject Premises. The Applicant will install traffic cylinder posts to prevent vehicles from parking in that space. All vehicles should wait at the waiting spaces as indicated, or leave the Subject Premises once all spaces are full.
15. Please advise if any mitigation measures (such as reservation system) will be proposed to prevent attracting additional traffic to Lam Lee Street from non-member drivers searching for available charging spaces.	Please confirm that the Applicant has developed a mobile application containing information on a list of charging stations operated by the Applicant, including the subject EV charging station, and showing the real-time availability of charging spaces. When there is no available charging space as shown in the online platform, it is expected that no additional traffic will be generated. For non-member drivers, please also confirm that the Applicant will install a vacancy display panel at the entrance of the Premises to show real-time availability to drivers. Please also note that no vehicles are allowed to wait except in the designated waiting spaces within the Subject Premises, as enforced by the onsite staff management and the installed CCTV system. The Applicant will explore developing a reservation system to enhance the user experience for drivers for an information-based decision.
16. Please describe the existing traffic conditions along Lam Lee Street.	Noted. Please refer to Section 2.3 of the Traffic Review Report in Attachment 3 for the existing traffic conditions.

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<u>Pedestrian Safety</u> 17. Please provide responses to public comment received regarding pedestrian safety and the justification for providing charging services within vacant industrial premises rather than conventional car parks.	Noted. Please refer to the Traffic Review Report in Attachment 3 for the measures to be taken to ensure pedestrian safety. For the community as a whole, conventional car parking spaces within the urban area is constantly under shortage and immerse pressure that more land supply options for EV charging space are required in order to meet the Government's policy target. In light of the overall vacancy of industrial premises in recent year, please note that charging services provided within vacant industrial premises can help drivers save parking costs compared to charging at conventional car parks. Providing these services at industrial premises instead of conventional car parks can avoid increasing traffic pressure at the conventional car parks.
18. While the traffic review report includes photos showing low pedestrian volumes on the footpath fronting Workshops 7 and 8 along Lam Lee Street, please outline the pedestrian flow characteristics (for both weekdays and weekends).	Noted. Please refer to Section 2.5 of the Traffic Review Report in Attachment 3 for the pedestrian flow characteristics.
19. Please define what 'GI Bollard' refers to	Please refer to the standard drawing No. H2179C by Highways Department (Appendix C) for the definition of GI Bollard.
20. Please elaborate on how will the proposed GI bollards ensure pedestrian safety, and clarify whether they will adversely affect the existing footpath width for pedestrian circulation, particularly for wheelchair users	The proposed GI bollards will enhance pedestrian safety by acting as a robust physical barrier that prevents vehicular encroachment on both sides of the proposed run-in/-out. Additionally, the reflective visibility bands will remind pedestrians to pay attention to traffic conditions before they cross the run-in/-out. To ensure the passageway remains unobstructed, only one bollard is proposed to be installed on each side of the run-in/-out (to be confirmed during the detailed design stage), ensuring that the footpath width remains not less than 1,500mm in accordance with the TPDM Standard.

[illegible]

下載及註冊/登入應用程式App

Appendix B



掃描以下QR Code下載
三號電站 應用程式



新客戶:

個人中心

註冊登錄

設置帳戶信息

登錄及開始使用

現有客戶:

個人中心

短訊驗證
碼登錄

設置帳戶信息

登錄及開始使用

溫馨提示:

如無法收取短訊驗證碼, 可嘗試於垃圾訊息內查看

使用指南-(啟動充電步驟)

※建議先完成1+2啟動充電步驟後才插充電槍



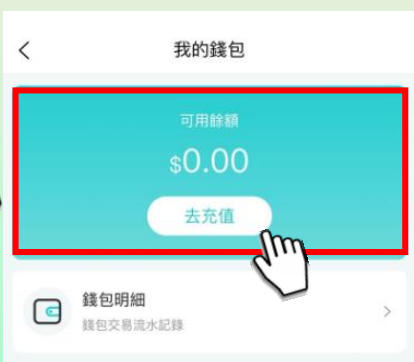
註: 充電上限設定SOC95%,
上限到達時充電將會停止

步驟1: 掃描充電樁QR Code

步驟2: 選擇充電量及支付模式

步驟3: 插槍啟動充電

使用指南-(錢包充值)



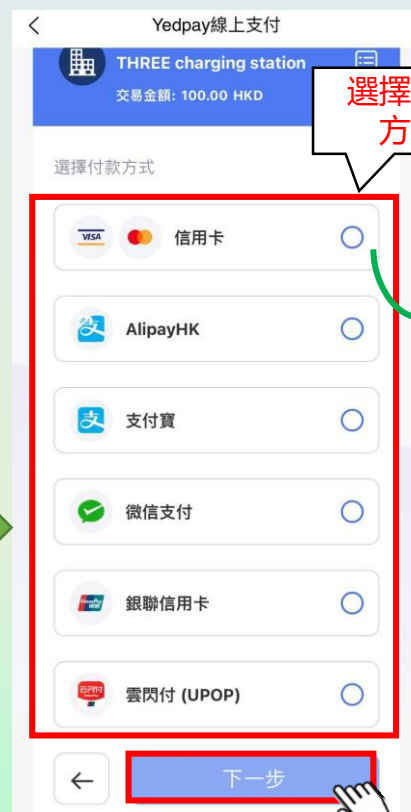
選擇充值金額



選擇Yedpay
支付平台



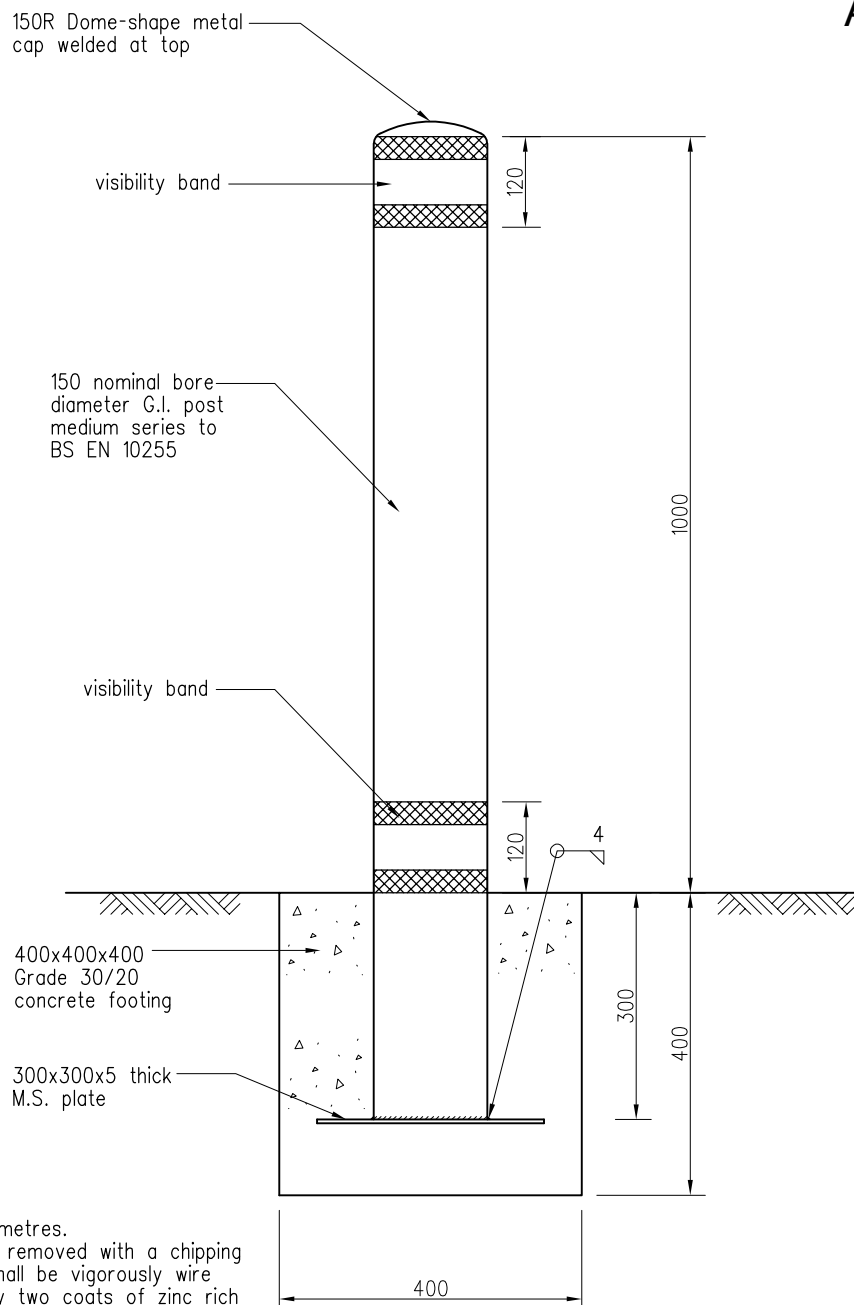
選擇付款
方式



*如閣下想使用
ApplePay/
Google Pay,
請點擊「信用
卡」以進入此
畫面

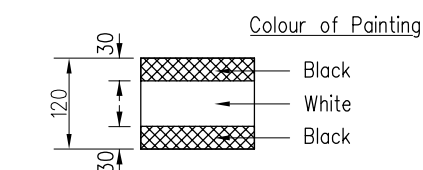
※於下一步按指示輸入
相關資料便可完成付款

如有查詢, 可致電或 whatsapp至 9367-3333



Notes:

1. All dimensions are in millimetres.
2. Any welding slag shall be removed with a chipping hammer and the welds shall be vigorously wire brushed and protected by two coats of zinc rich paint to BS 4652.
3. After manufacture, posts shall be cleaned, degreased, treated with mordant solution, rinsed with clean water, allowed to dry and painted to Paint System I as per Section 16.4 of Highways Department's Structures Design Manual for Highways and Railways with finished color in grey.
4. Finishing coat can be applied in-situ after erection.
5. If the construction of the footing would require diversion of utilities, the footing size may be amended subject to the approval of the Engineer to avoid or minimize such diversion.
6. Where the concrete footing is located in block paved footpath, the footing should be lowered to allow for the paving blocks and the sand course.
7. If bollard colour contrasts distinctly with surrounding paving, visibility band may be optional.
8. Visibility band of other colour combination may be acceptable subject to the agreement of TD and Landscape Division of HyD.



VISIBILITY BAND DETAILS

(See Notes 7 and 8)

C	Note 3, 4 & 8 revised		Dec 23
B	Visibility bands added, top edge rounded, Note 3 revised and Notes 7 & 8 added		Sept 09
A	Note 6 added		Nov 99
	New Issue		Nov 98
REF.	REVISION	SIGNATURE	DATE

G.I. BOLLARD

HIGHWAYS DEPARTMENT

REFERENCE
NH 40000

DRAWING No.

CAD

SCALE
1 : 10

H 2179C