DeSPACE (International) Limited

Appendix Ic of
MPC Paper No. A/K13/334A

Date: 10th March 2026

Pages: 1 + Attachments
BY EMAIL
[redacted]

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Dear Sir/Madam,

SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)
****

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

Planning Application No. A/K13/334 – Further Information (1)

References are made to the email dated 23rd February 2026, 5th March 2026 and 9th March 2026 in relation to comments from various government departments.

To address the comments, please find the attached response-to-comment (R-to-C) table (**Attachment 1**), Revised Supplementary Planning Statement (**Attachment 2**) and the Traffic Review Report (**Attachment 3**) for your reference.

Should you have any queries with this submission, please feel free to contact [redacted].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

Greg Lam

DeSPACE (International) Limited 構建(國際)有限公司

[redacted]

[redacted]

Planning Application No. A/K13/334

Attachment 1

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

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

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

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

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

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

Departmental Comments	*Response*
	show real-time availability for drivers.
9. In accordance with the Para. 4.6 of Town Planning Board Guidelines No. 22D, the aggregate commercial floor areas (CFA) on the ground floor of an existing industrial/I-O building with and without sprinkler systems should as a general principle not exceed 460m2 and 230m2 respectively and such limits do not apply to uses which are ancillary to or for the purposes of supporting the industrial activities and the routine activities of the workers in the industrial or I-O building. Detailed uses are specified in the same paragraph of TPB PG No. 22D. Please clarify which ancillary use does the proposed ancillary shop and services (about 25m2) belong to.	Please be clarified that the proposed ancillary shop and services will serve as a local provision store, providing light refreshments to supplement the operation of the Green Fuel Station for drivers (who are members of the station) to take rest, which aligns with the relevant specification in TPB PG No. 22D. Moreover, a sprinkler system has been installed in the local provision store at the Subject Premises to ensure fire safety.
Environment and Ecology Bureau received on 09.03.2026 by email	
1. EEB has no comment on the proposed s.16 application provided that those relevant statutory requirements and procedures (such as land lease, traffic and safety requirements) are fulfilled.	Noted with thanks.
2. The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3 000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the operations of electric taxis and achieve the aforesaid target. In addition, the Government announced the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles in February 2026, which states that the Government will leverage market forces in the future to build a public charging network with fast chargers as the backbone. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the subject site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis, electric light goods vehicles.	Noted. Due to power supply restrictions at the Subject Premises, and depending on other factors such as the occupancy rate of charging spaces and the charging progress of each EV which share the power, the actual output power for EVs may be less than 100kW. Nonetheless, with the adjustable power output of each charger, all chargers installed at the Subject Premises are equipped with a rated output power of more than 100kW. The Applicant will explore opportunities in future to install more fast chargers with a rated output power of 100kW or higher at the subject site or, if not feasible, on other feasible sites.
3. The applicant is also suggested to consider arranging some of the	Noted. The Applicant will consider to install some chargers in

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

Departmental Comments	*Response*
	access real-time availability of charging spaces through the vacancy display panel at the entrance or via the mobile application managed by the Applicant.
The following government departments have no objection/adverse comment on the subject application:	
• Water Supplies Department • Environmental Protection Department • Director of Electrical and Mechanical Services • CE/Mainland South, Drainage Services Department	Noted with thanks.

Attachment 2

Section 16 Town Planning Application

Revised Supplementary Planning Statement

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

中匯智能 SINO EXPRESS INTELLIGENCE

Town Planning Consultant:

DeSPACE (International) Limited

DeSPACE (International) Limited

March 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 號鋪（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 支高速充電椿及 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椿供應的目標；
- 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	• 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	• 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	• 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	• 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	• 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	• The proposed EV harging station can meet the demand for such facilities from nearby residents and

		Station for a Period of 3 Years	visitors. In this regard, SEE has no adverse comment on the application from EV charging policy perspective. • 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	• 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 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 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.

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

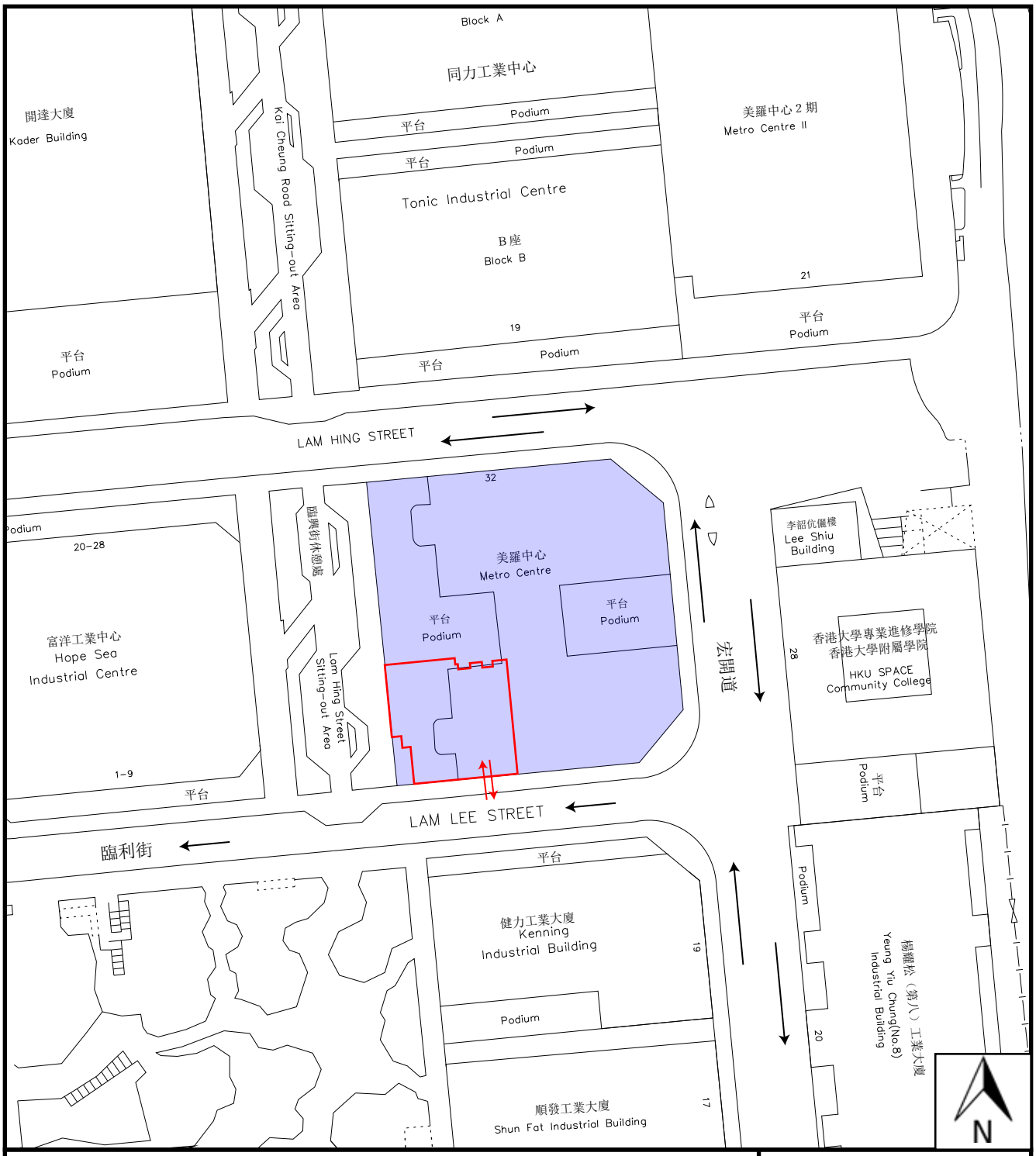
5.7.1. The Proposed Use is a non-polluting activity that includes only the charging service for electric vehicles while electricity is considered a clean energy resource. No repairing, car washing, car beautification (including paint spraying), or other workshop activities will be carried out on the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

Date JAN 2026

Scale 1 : 1000 at A4

Figure No. 1

Title Location Plan

Prepared By:

DeSPACE (International) Limited

Legend

Application Boundary

Date JAN 2026

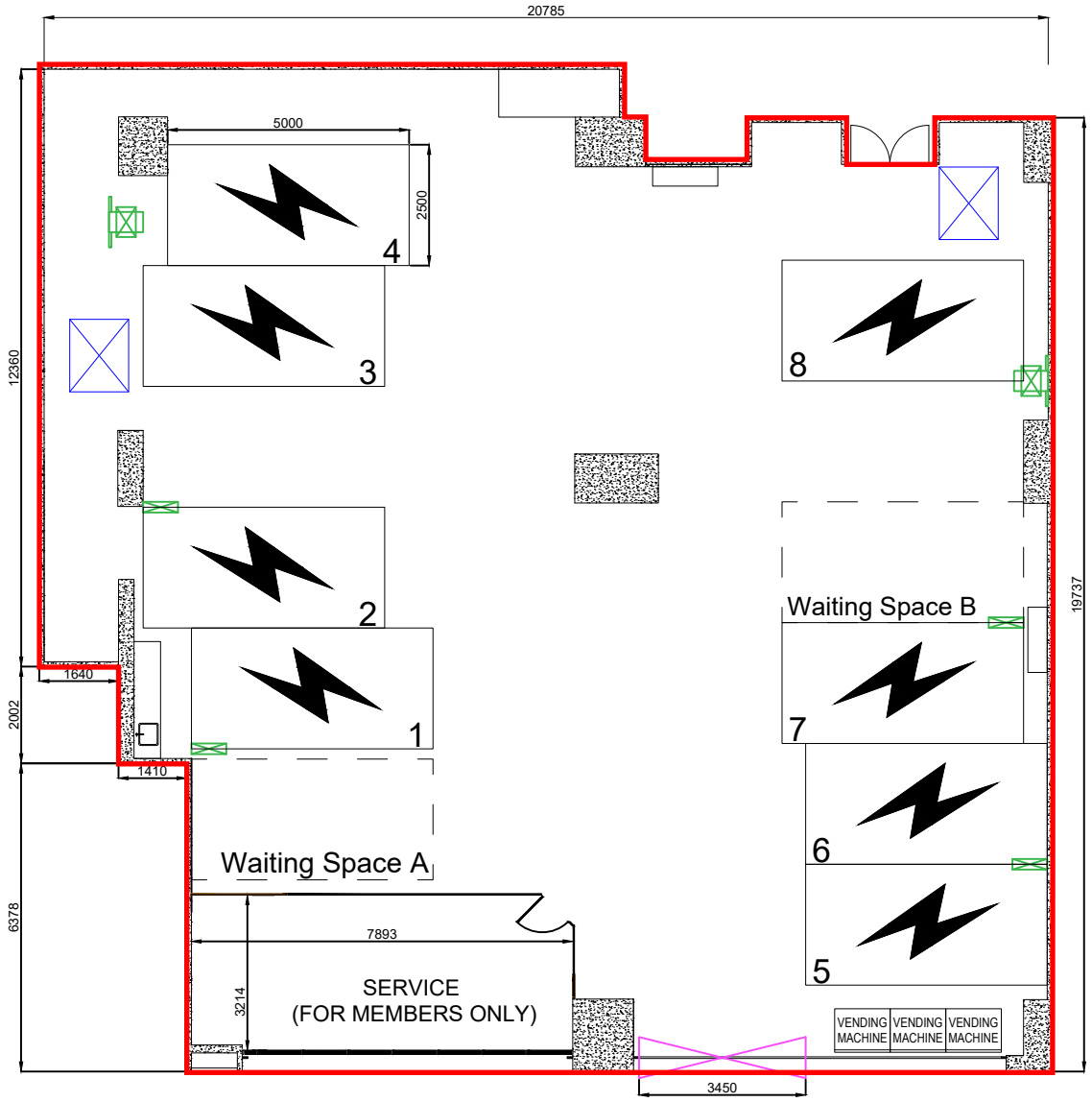
Scale 1 : 1000 at A4

Figure No. **2**

Title Outline Zoning Plan (No. S/K13/34)

Prepared By:

DeSPACE (International) Limited



LAM LEE STREET

Legend

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

Date MAR 2026

Scale N. T. S.

Figure No. 3

Title Layout Plan

Prepared By:

DeSPACE (International) Limited

中匯智能 SINO EXPRESS INTELLIGENCE

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

Applicant:	Sino Express Intelligence Co. Limited
Town Planning Consultant:	DeSPACE (International) Limited
Prepared By:	DeSPACE (International) Limited
Date:	March 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. 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);

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**
13:01-14:00	8	8	8	**16**
14:01-15:00	8	4	4	**8**
15:01-16:00	8	6	6	**12**
16:01-17:00	8	8	8	**16**
17:01-18:00	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**
13:01-14:00	8	2	2	**4**
14:01-15:00	8	4	4	**8**
15:01-16:00	8	4	4	**8**
16:01-17:00	8	6	6	**12**
17:01-18:00	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	26th February 2026	Weekday	09:00-17:00; 20:00 Every 2/3 hours	**Appendix C1**
	8th March 2026	Weekend	08:00-20:00 Every Hour	**Appendix C2**
	9th March 2026	Weekday	08:00-20:00 Every Hour	**Appendix C3**
LB2	26th February 2026	Weekday	09:00-17:00 Every 2 hours	**Appendix D1**
	8th March 2026	Weekend	08:00-20:00 Every Hour	**Appendix D2**
	9th March 2026	Weekday	08:00-20:00 Every Hour	**Appendix D3**
LB3	8th March 2026	Weekend	08:00-20:00 Every Hour	**Appendix E1**
	9th 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 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**	
Time Period	**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 an 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 as detailed in **Figure 6**:

a) A speed limit of 5 km/h will be set within the Subject Premises to ensure the vehicles are moving at a low speed when they enter or leave the Green Fuel Station. Clear Signage indicating the speed limit will be installed;
b) Signages such as “BEWARE OF VEHICLES” and “BEWARE AND PEDESTRIANS” will also be installed near and at the run-in/out point to remind both drivers and pedestrians for road safety;
c) Convex mirror will be installed at the run-in/out point to provide clear sightlines for drivers when they enter or leave the charging spaces;
d) Warning lights and buzzers will be installed at the Subject Premises to enhance visibility for both pedestrians and drivers. The system will operate and alert pedestrians when vehicles enter or depart the Subject Premises;
e) Traffic cylinder posts along the hatched area adjacent to the motorcycle parking spaces to physically separate the motorcycle parking spaces from the vehicular traffic through the proposed run-in/-out;
f) On-site staff will be on duty at all time throughout the opening hours of the proposed Green Fuel Station to manage traffic and ensure smooth and safe operations especially at the proposed run-in/out.
g) The Applicant will install a vacancy display panel showing the real-time availability of charging spaces at the prominent location of the run-in/out to display the availability of EV charge entrance of the Subject Premises.
h) 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;
i) 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

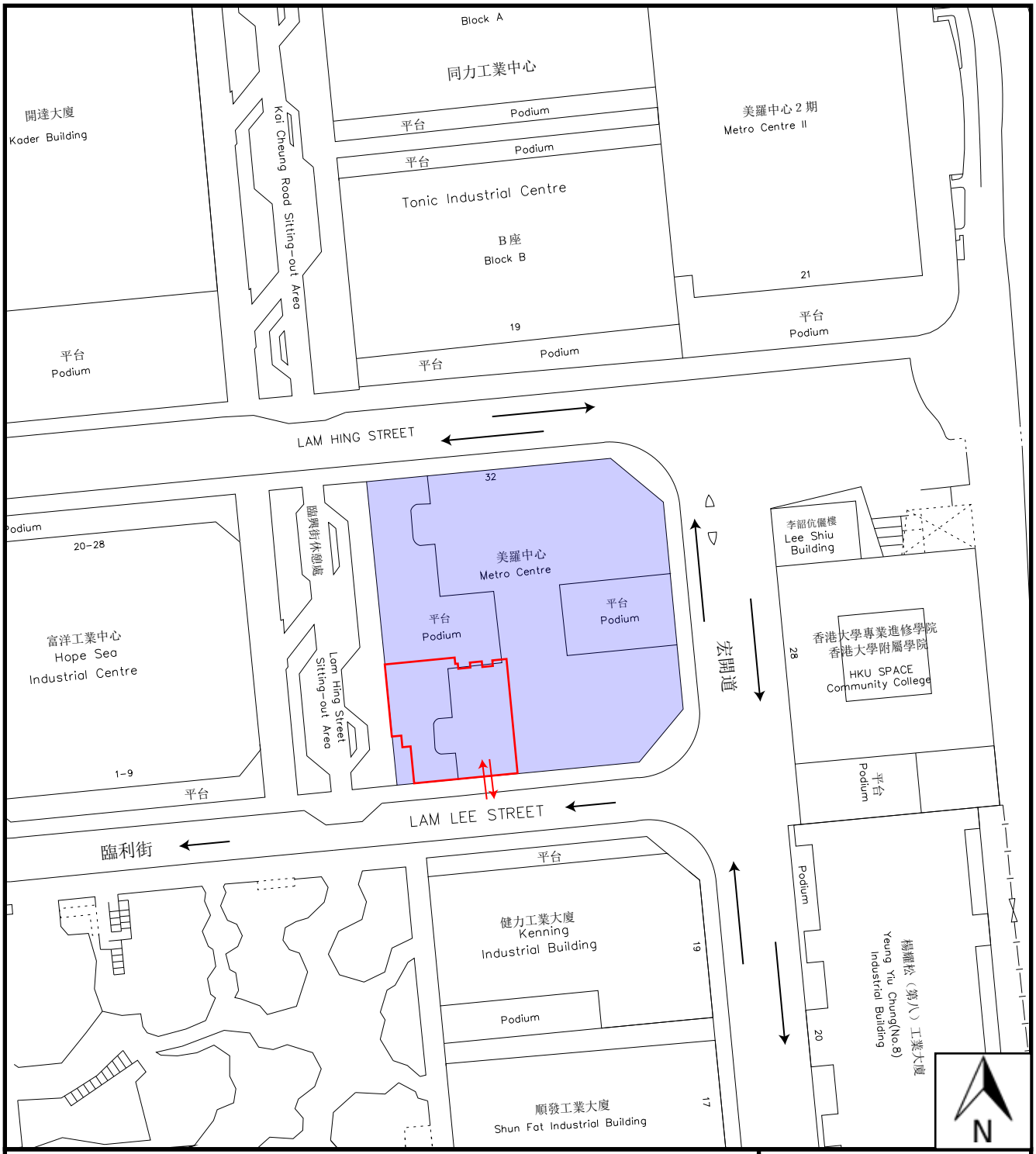
j) On-site staff will present to manage traffic and remind drivers to depart once they have finished charging. Drivers will not be allowed to queue or wait outside the Subject Premises once the waiting spaces are in use and will be directed to leave the area;

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

Date JAN 2026

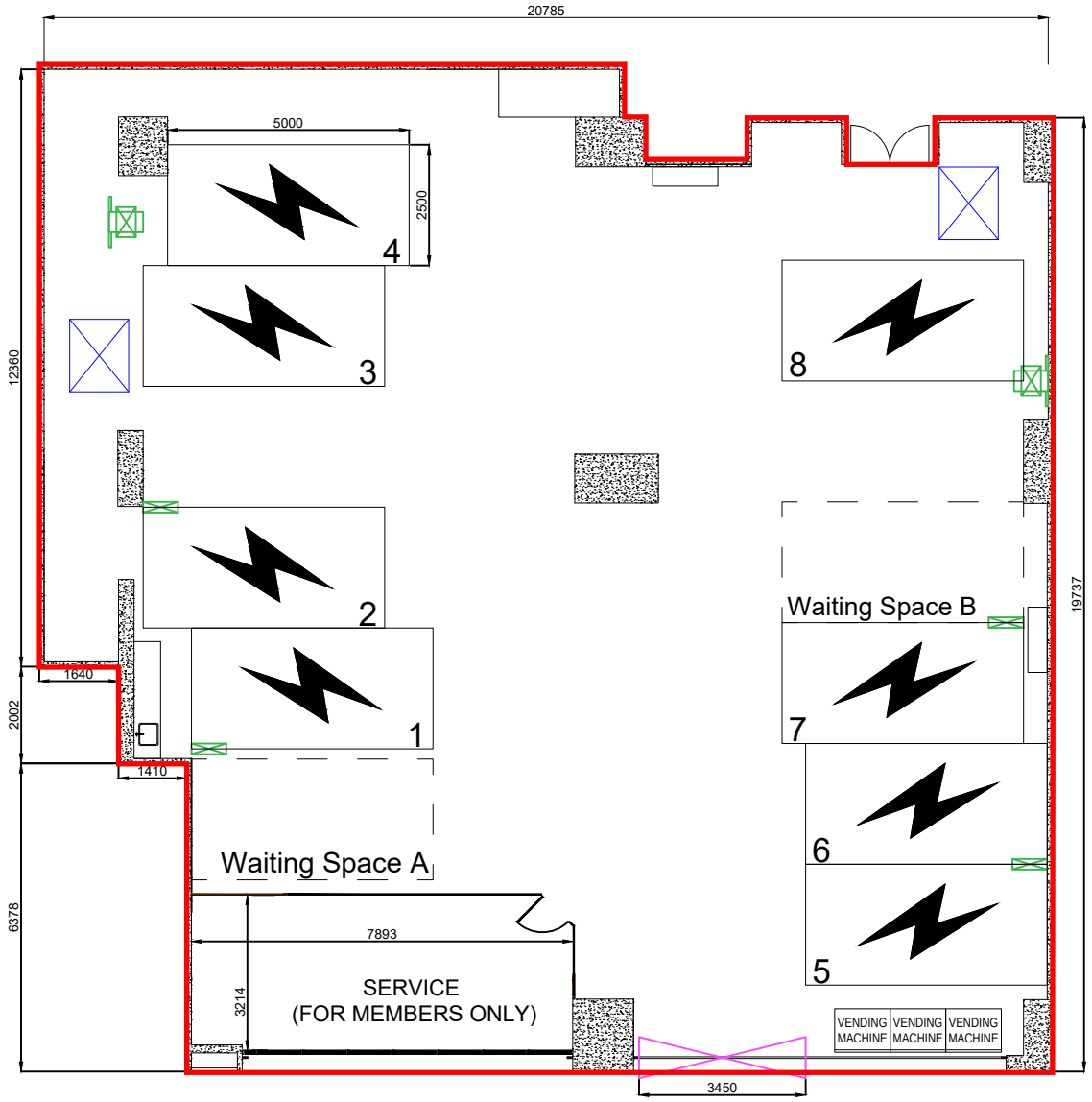
Scale 1 : 1000 at A4

Figure No. 1

Title Location Plan

Prepared By:

DeSPACE (International) Limited



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 (3.45m)
- EV Chargers (Natural-cooling/Liquid-cooling)
- Power Cabinets for EV Chargers (1.5m x 1.22m)

Date MAR 2026

Scale N. T. S.

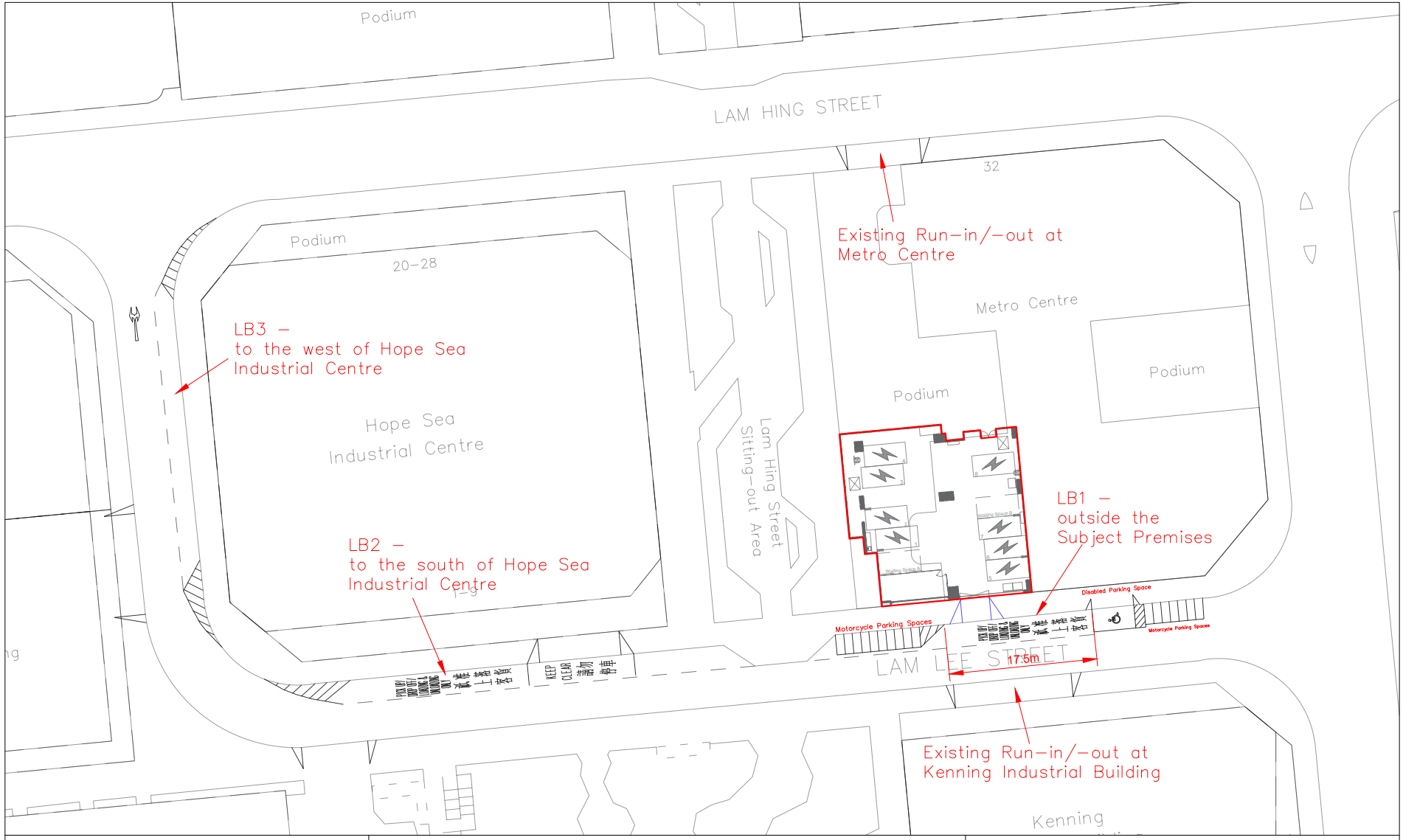
Figure No. **2**

Title Layout Plan

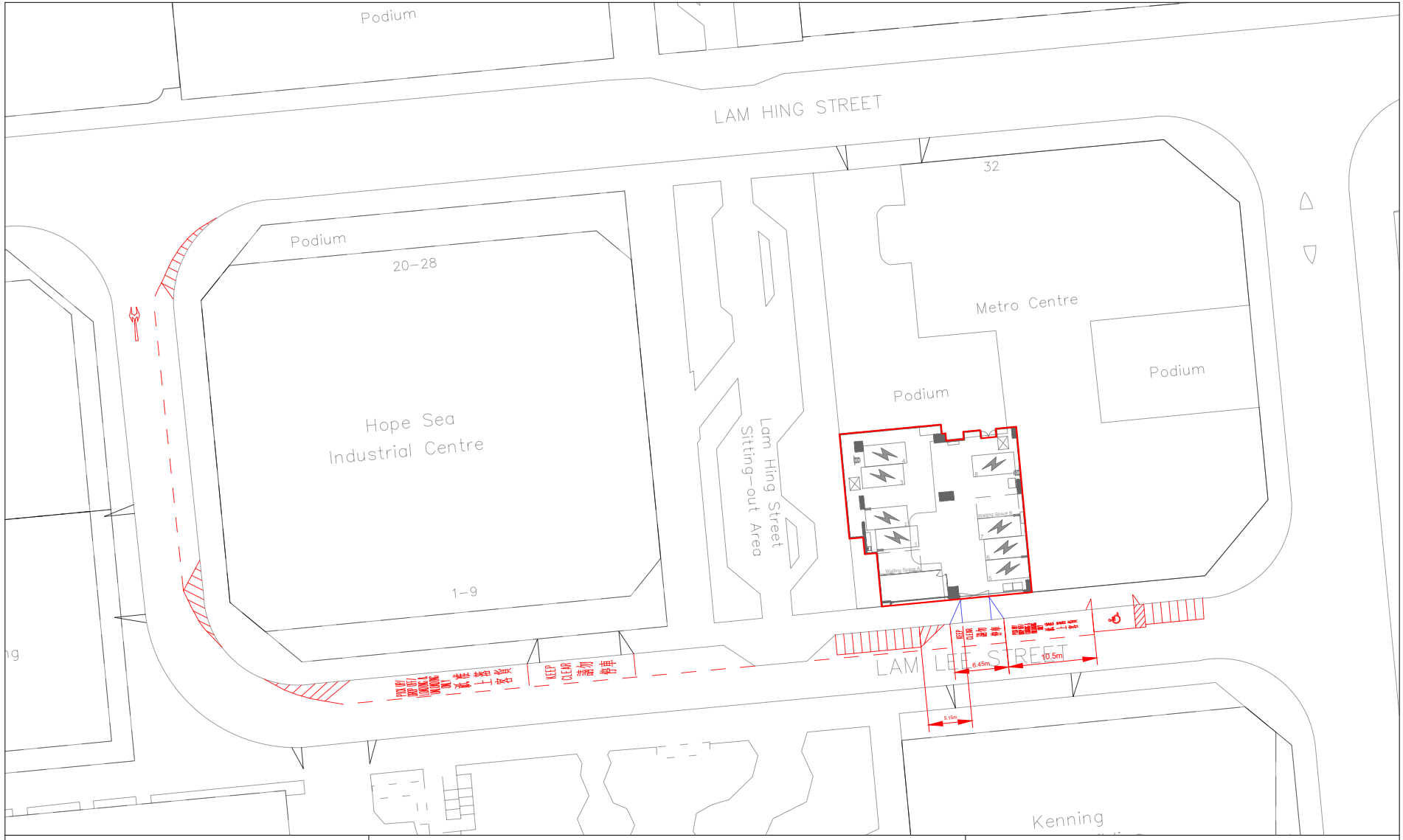
Prepared By:

DeSPACE (International) Limited

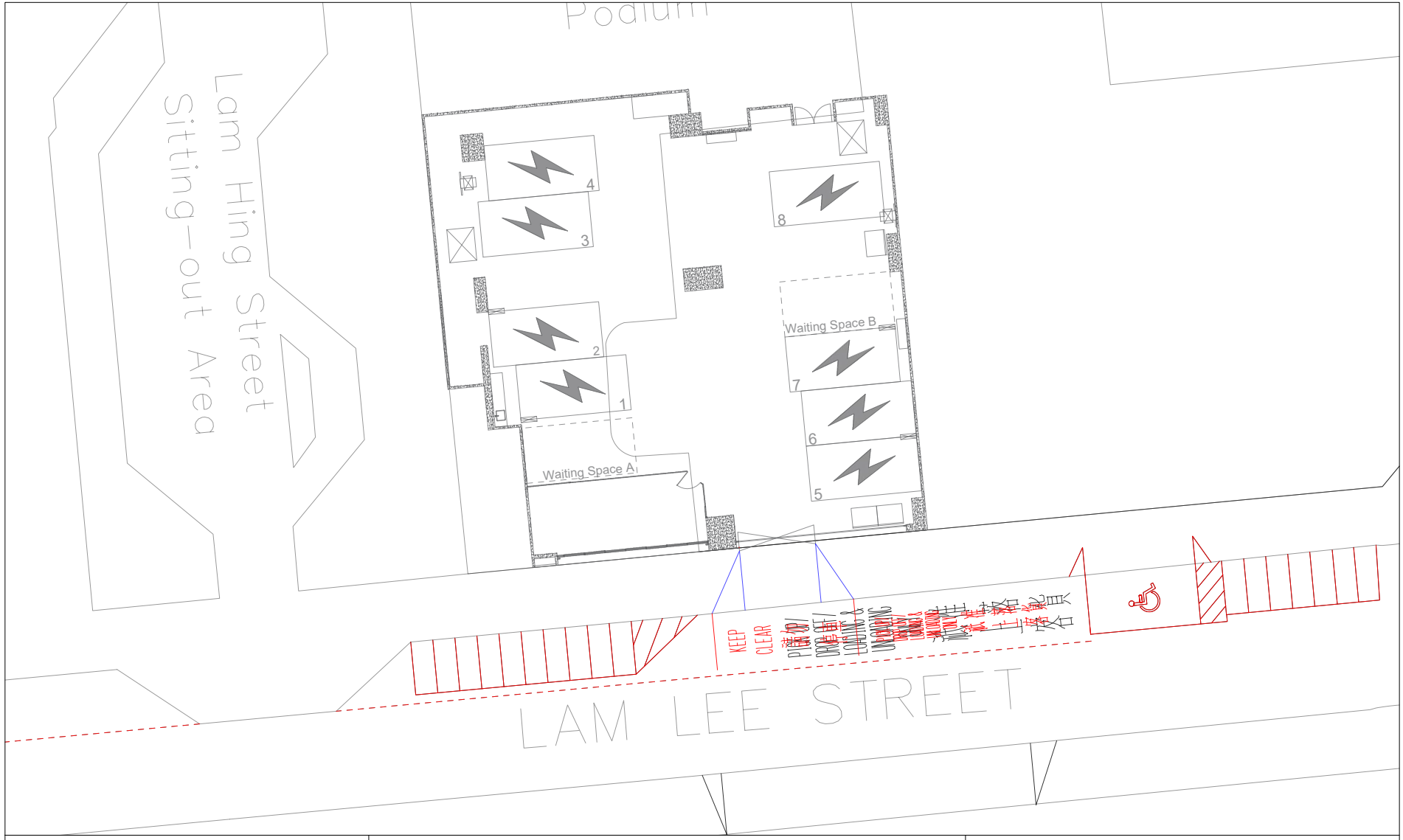
中匯智能 SINO EXPRESS INTELLIGENCE



Prepared By: DeSPACE (International) Limited	Figure 3	Date March 2026
	Title Existing Lay-by and parking spaces along Lam Lee Street	Scale 1:625 in A4



Prepared By: DeSPACE (International) Limited	Figure 4	Date March 2026
	Title Proposed Lay–by Rearrangement Plan	Scale 1:625 in A4



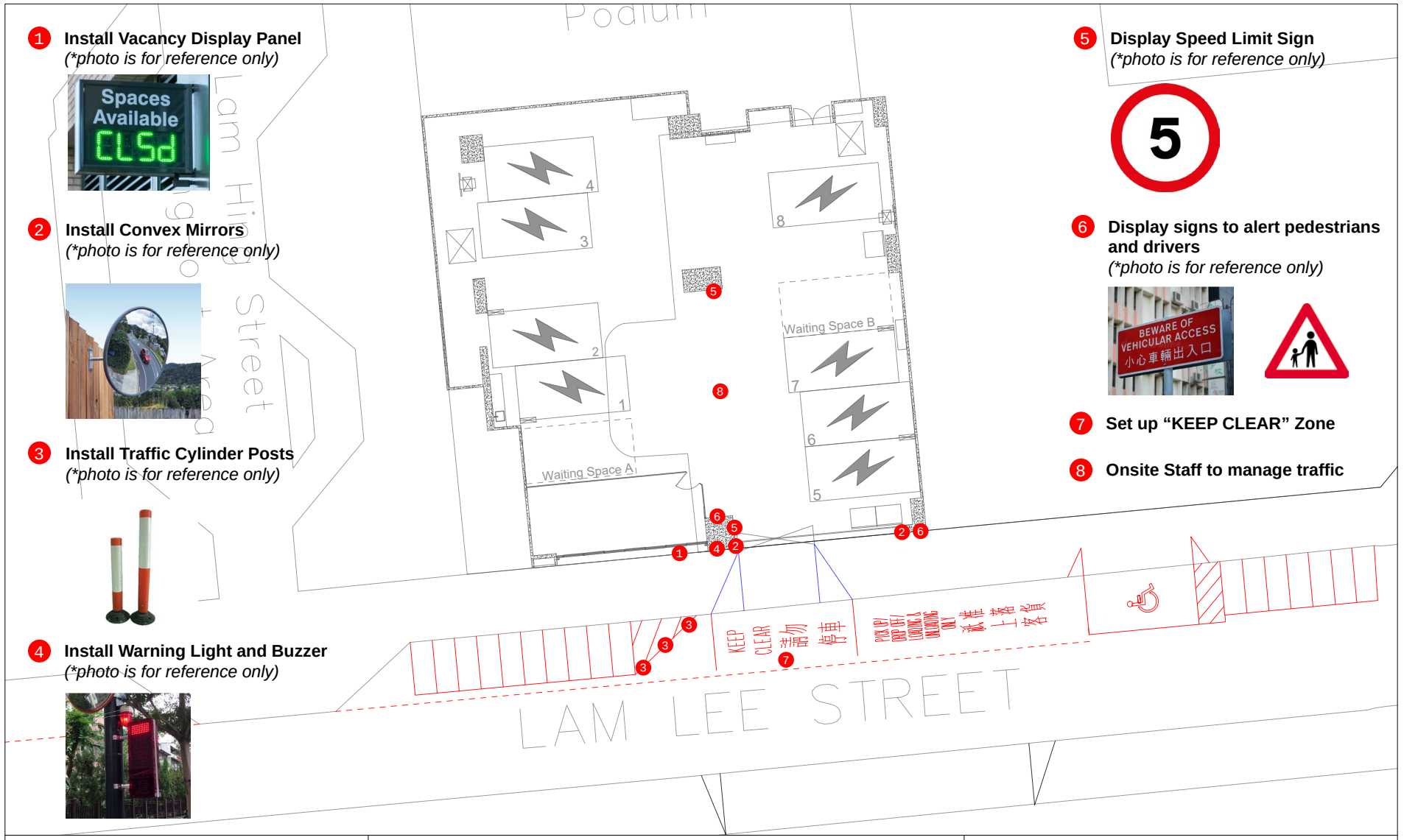
Prepared By: DeSPACE (International) Limited	Figure 5	Date March 2026
	Title Comparison between the existing lay-by and new arrangement outside the Subject Premises	Scale 1:250 in A4

1 **Install Vacancy Display Panel**
*(*photo is for reference only)*

2 **Install Convex Mirrors**
*(*photo is for reference only)*

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

4 **Install Warning Light and Buzzer**
*(*photo is for reference only)*



5 **Display Speed Limit Sign**
*(*photo is for reference only)*

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

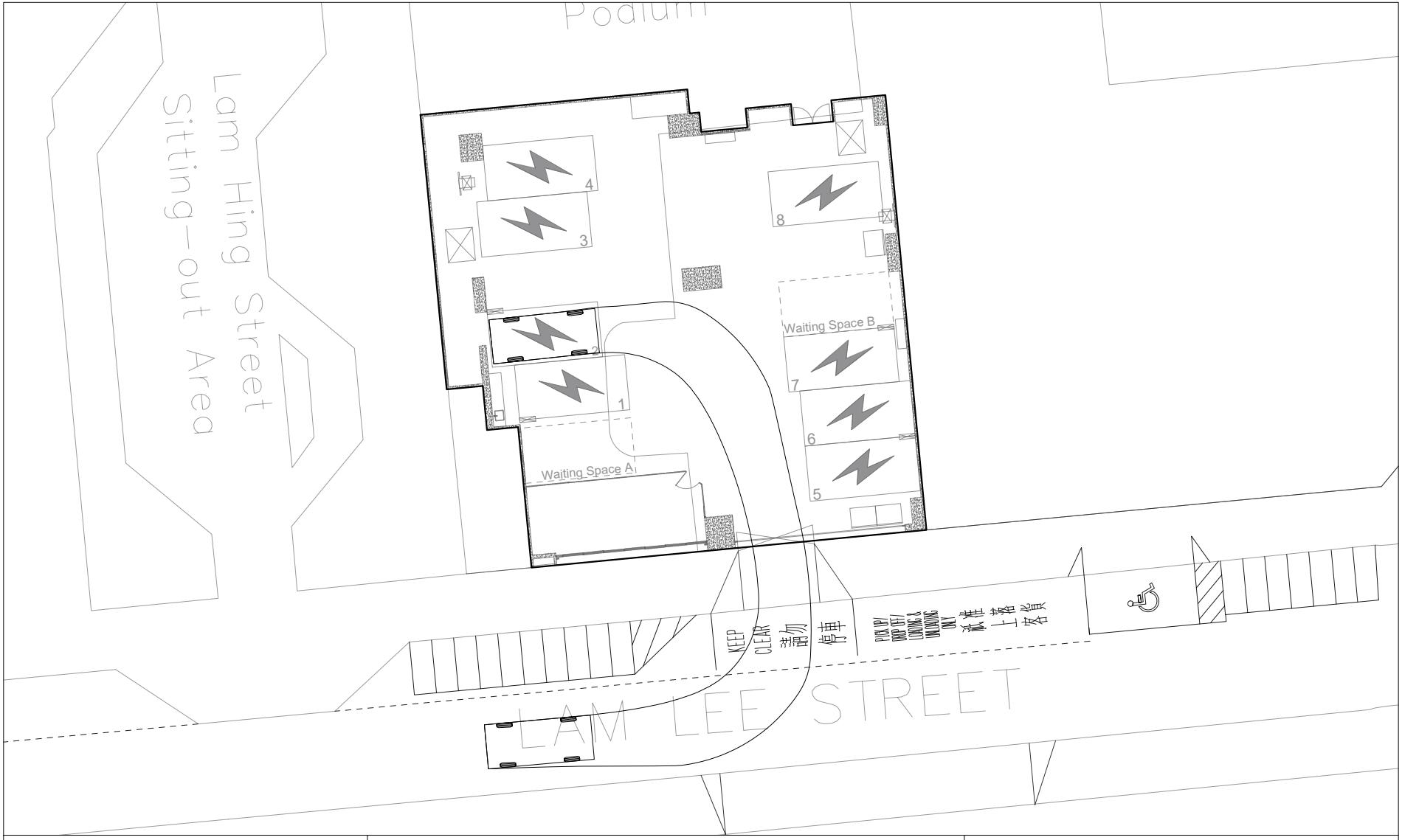
7 **Set up "KEEP CLEAR" Zone**

8 **Onsite Staff to manage traffic**

Prepared By: DeSPACE (International) Limited	Figure 6	Date March 2026
	Title Proposed Traffic Management Plan	Scale 1:250 in A4

Appendix A

Swept Path Analysis



Prepared By: DeSPACE (International) Limited	Figure 1	Date March 2026
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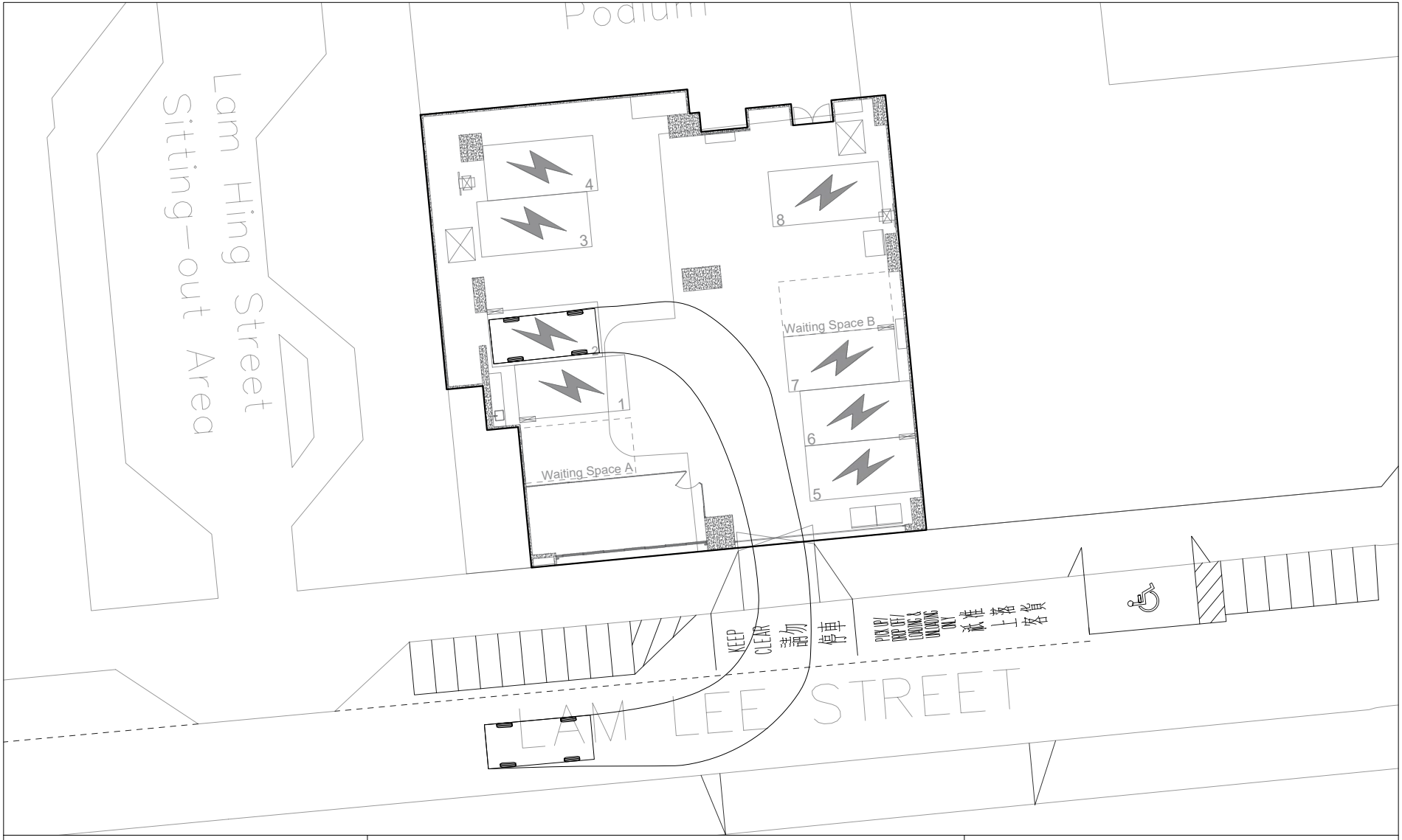

Prepared By: DeSPACE (International) Limited	Figure 2	Date March 2026
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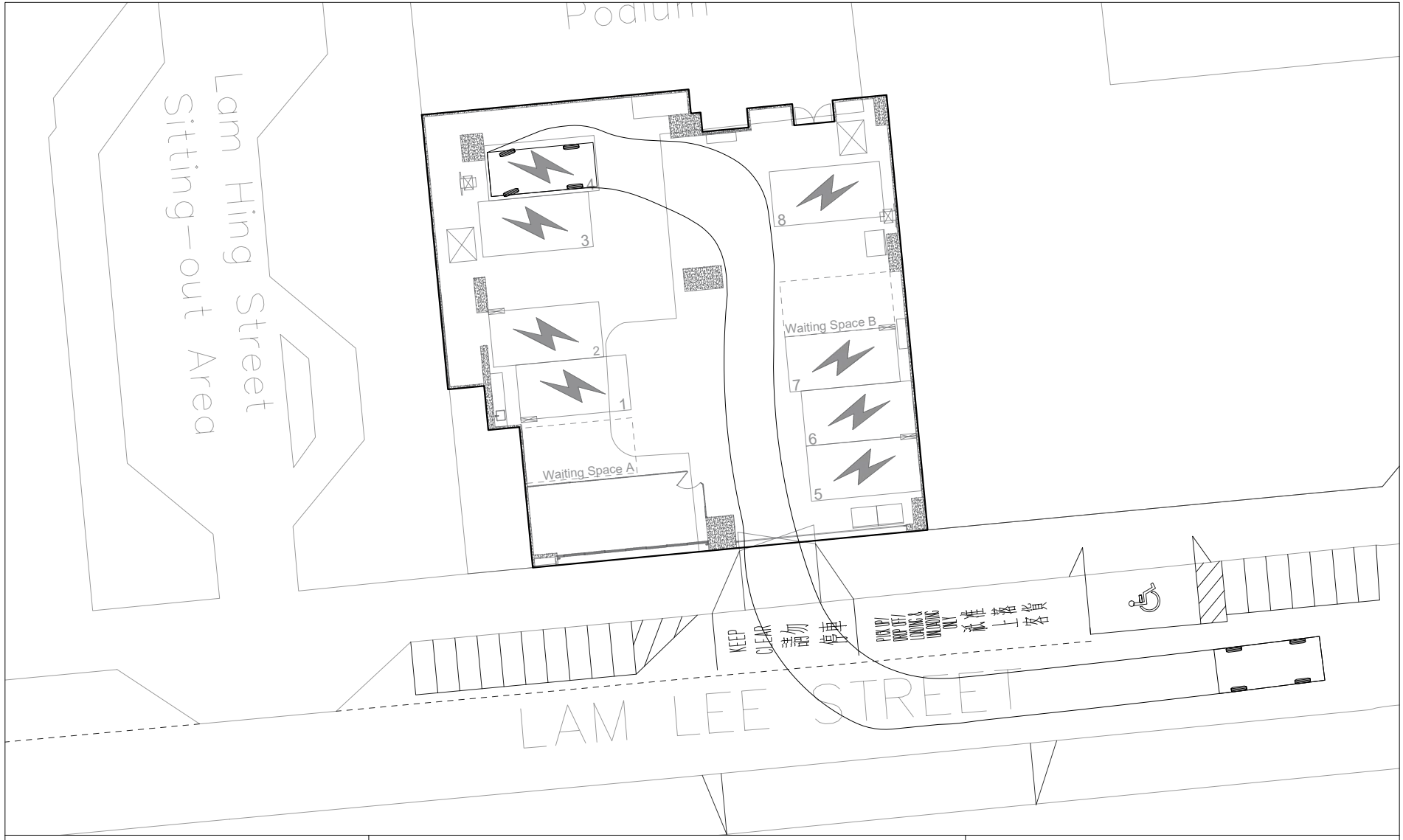

Prepared By: DeSPACE (International) Limited	Figure 3	Date March 2026
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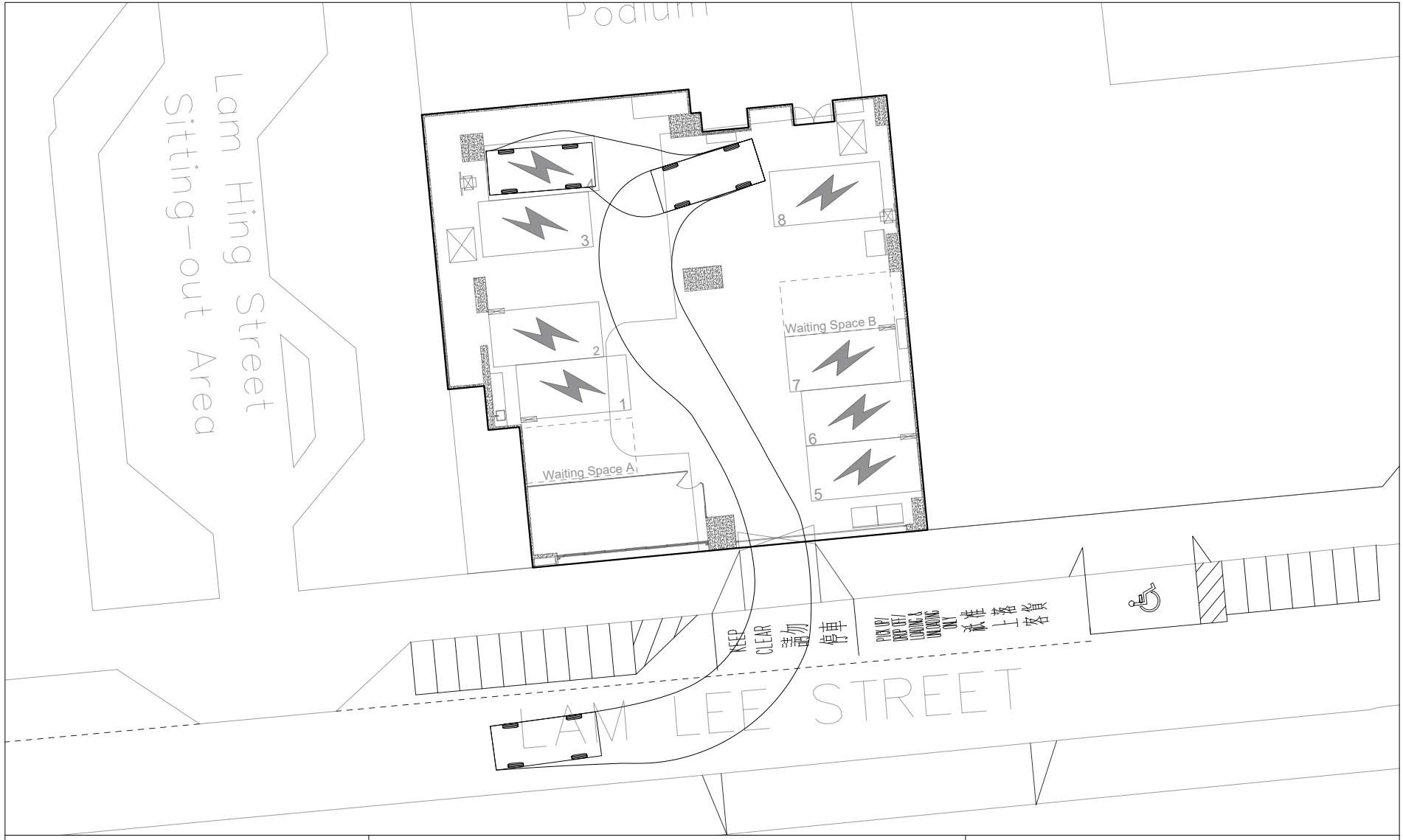

Prepared By: DeSPACE (International) Limited	Figure 4	Date March 2026
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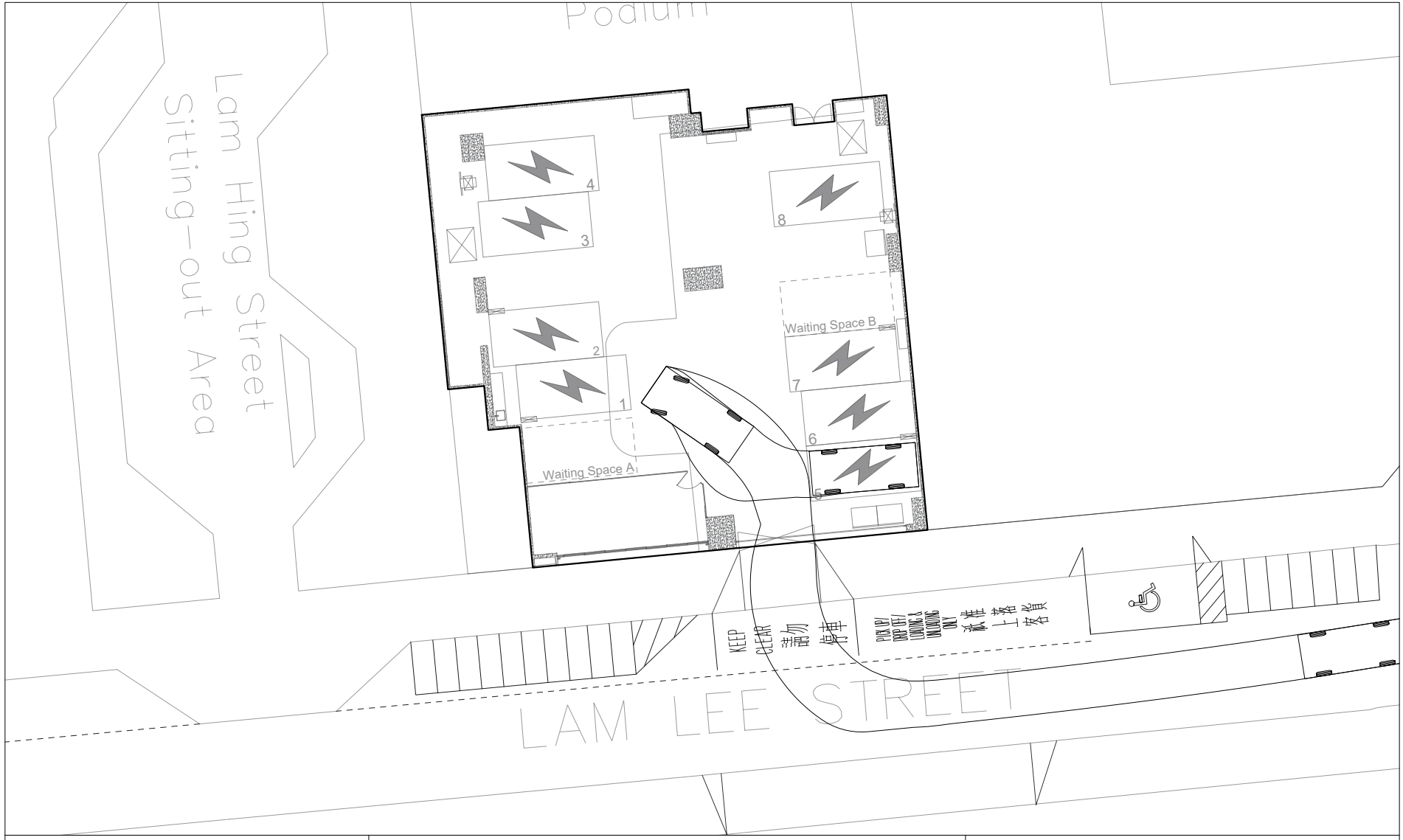

Prepared By: DeSPACE (International) Limited	Figure 5	Date March 2026
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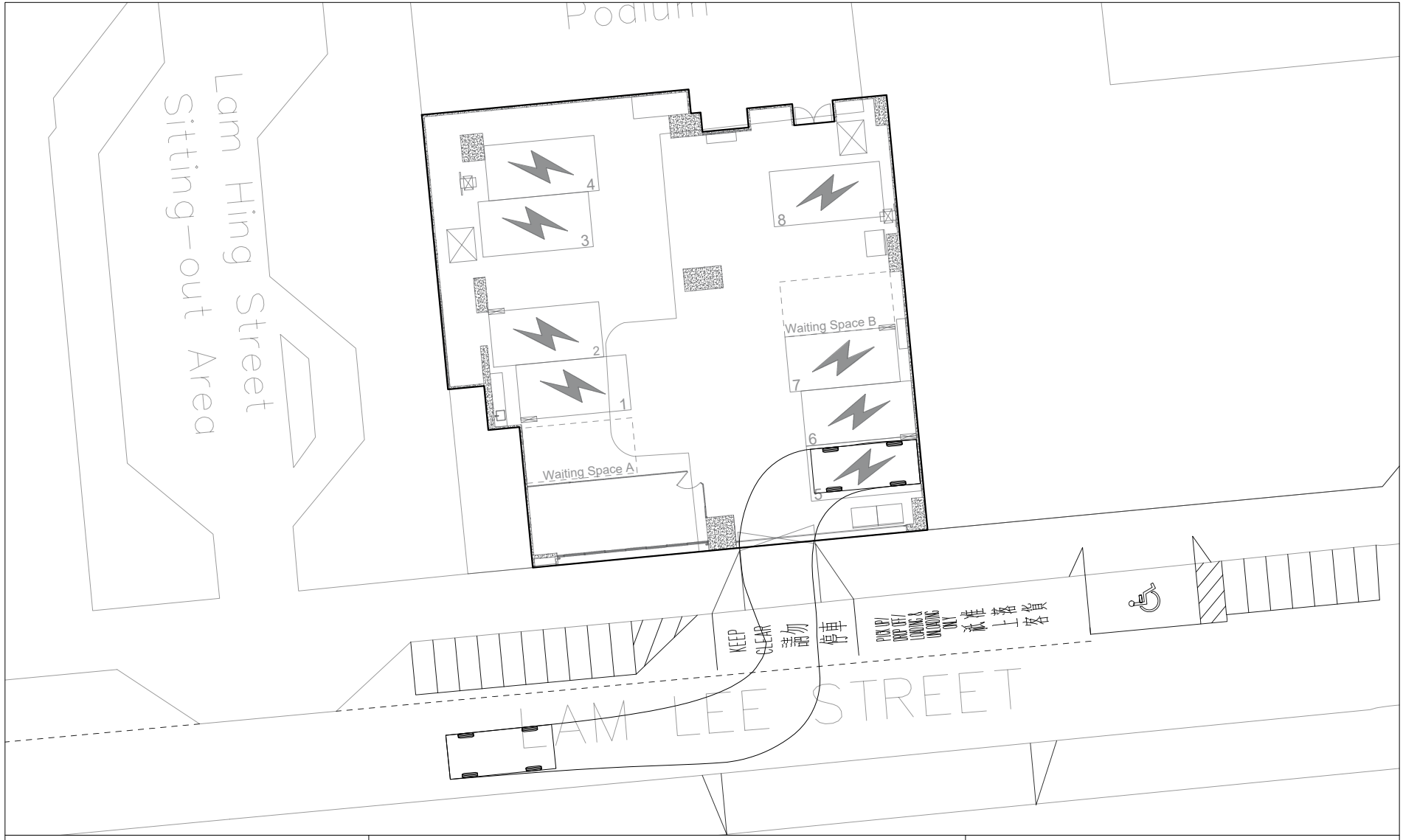
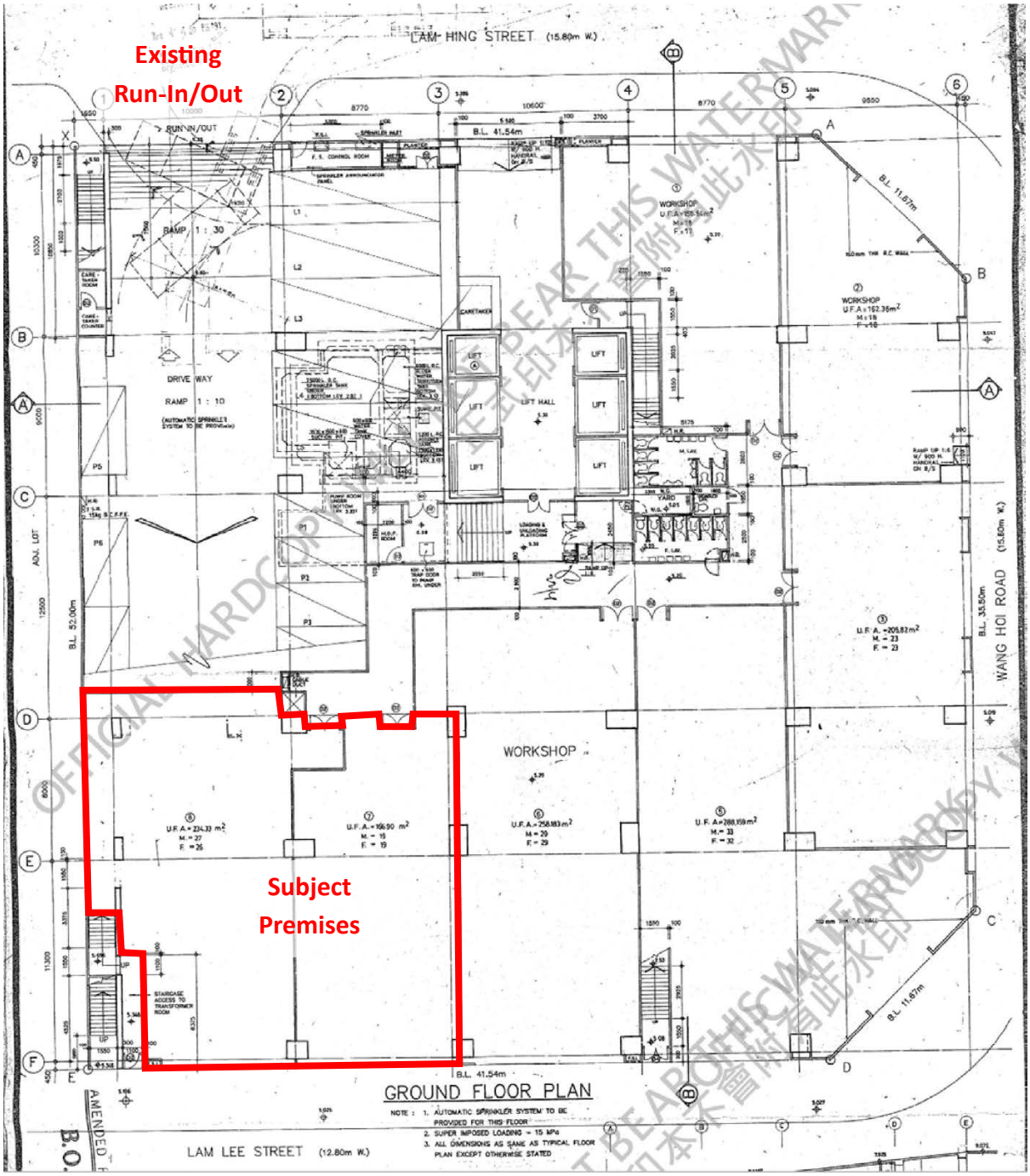
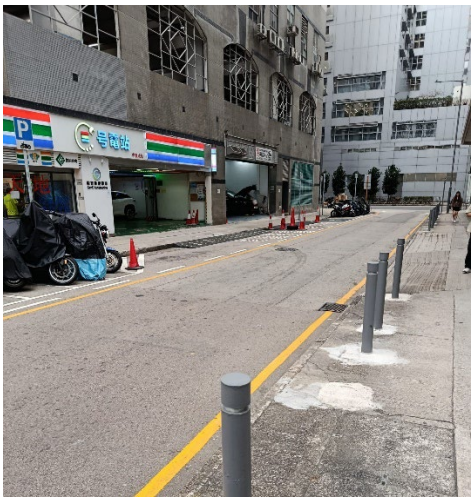
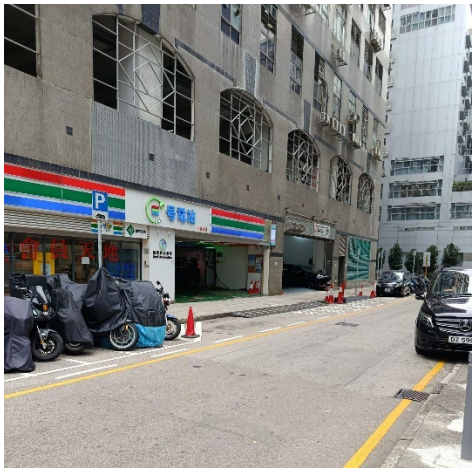
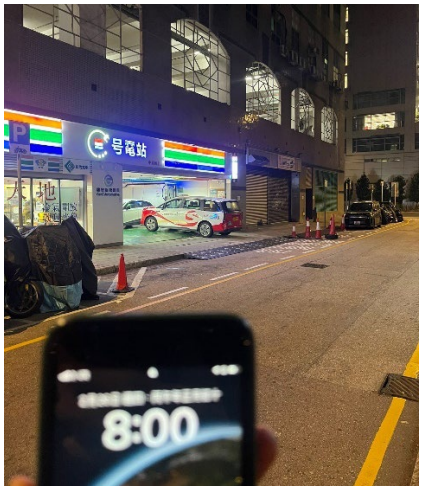


Prepared By: DeSPACE (International) Limited	Figure 6	Date March 2026
	Title Planning Application No. A/K13/334 Swept Path of Private Car Leaving Charging Space No. 5	Scale 1:250 in A4

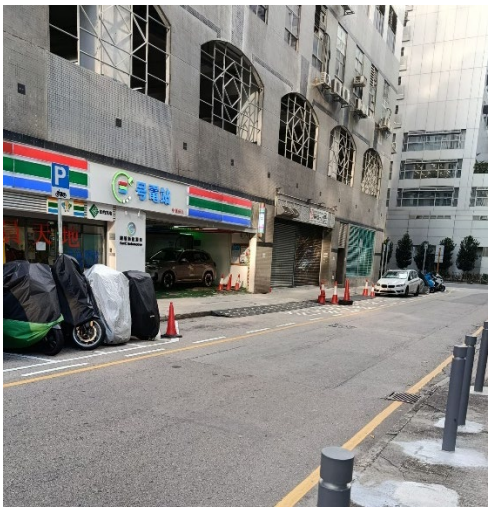
Appendix B General Building Plan of Metro Centre (G/F Plan) (No. 2/4088/89)



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

 09:00	 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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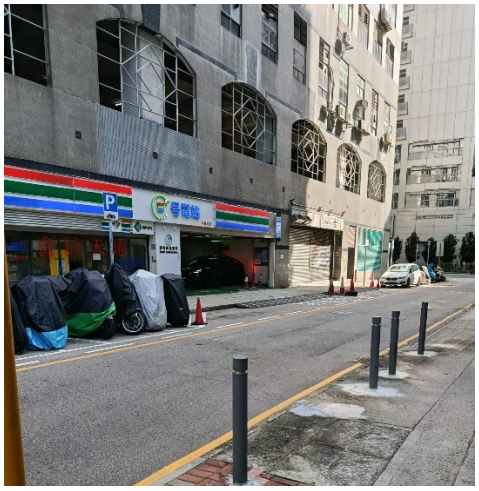

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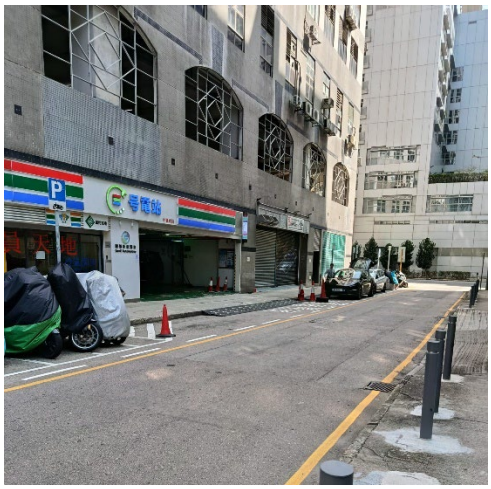

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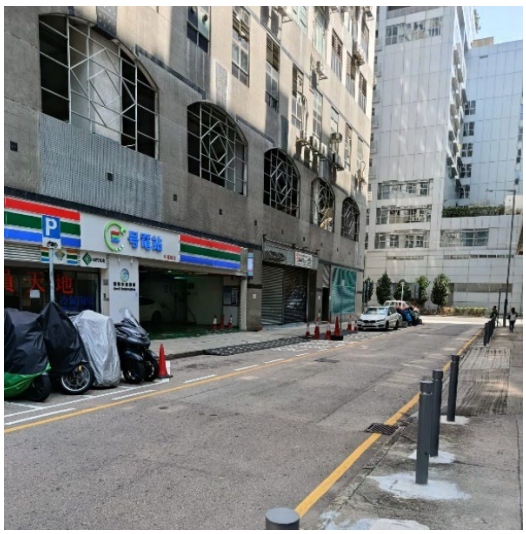

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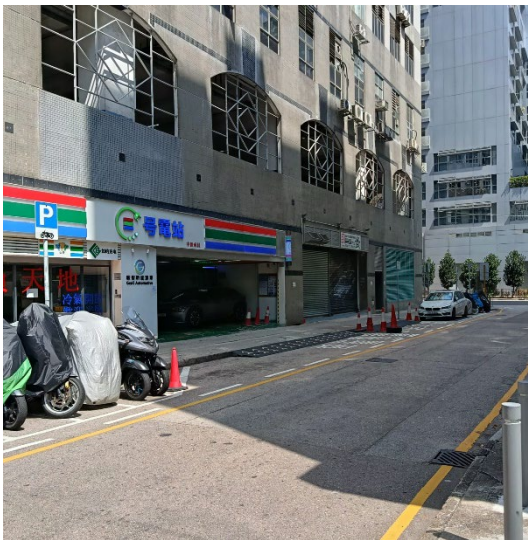

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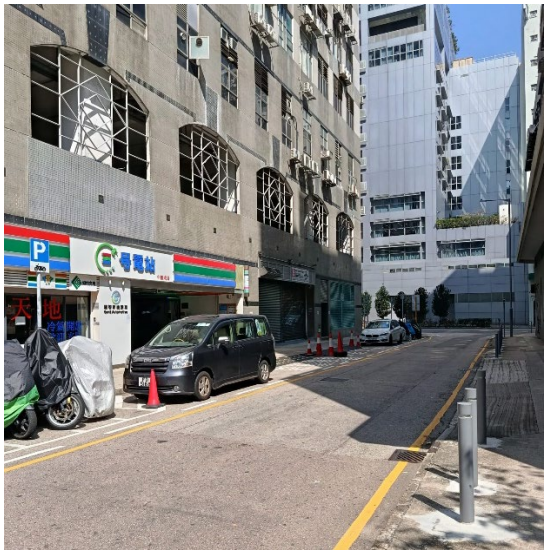

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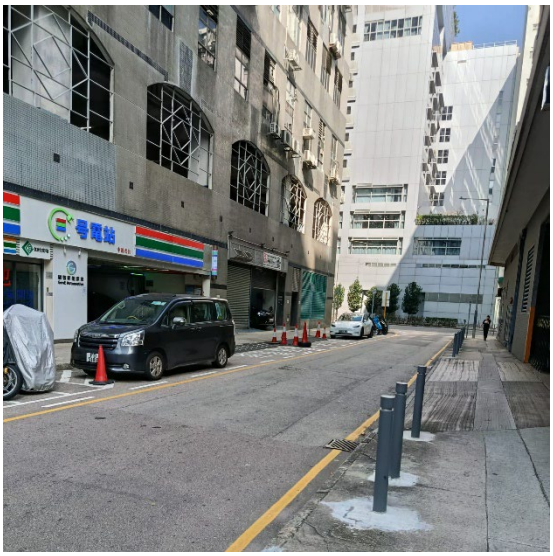

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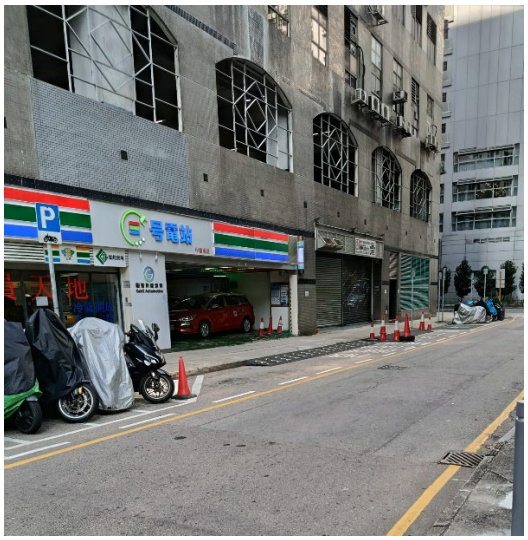

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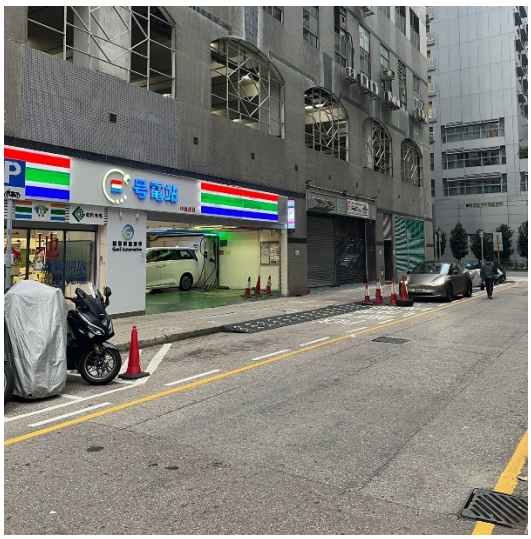

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Appendix C3 Photo Record of LB1 as at 9th March 2026

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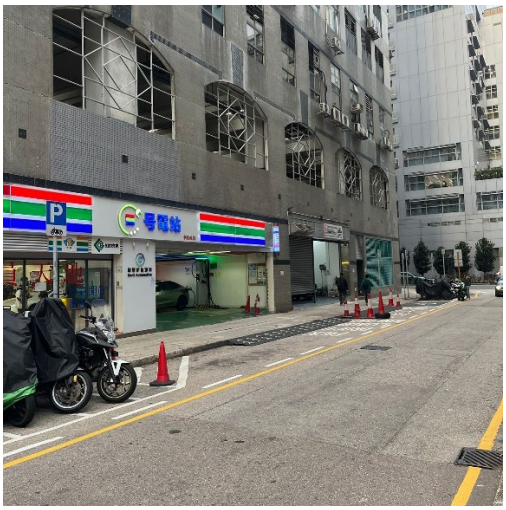
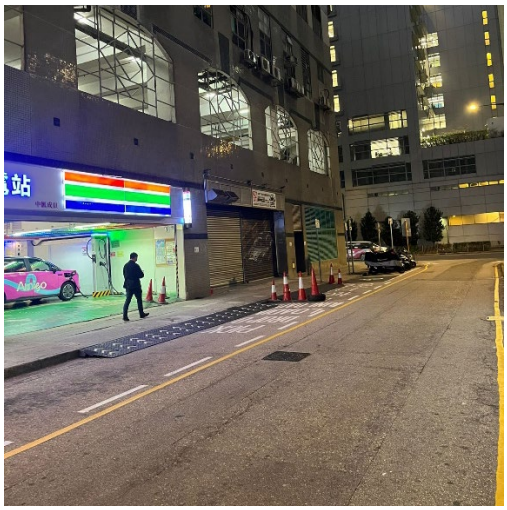
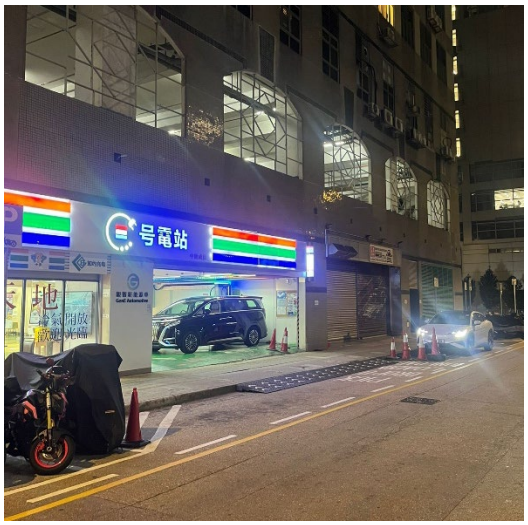
 18:00	 19:00



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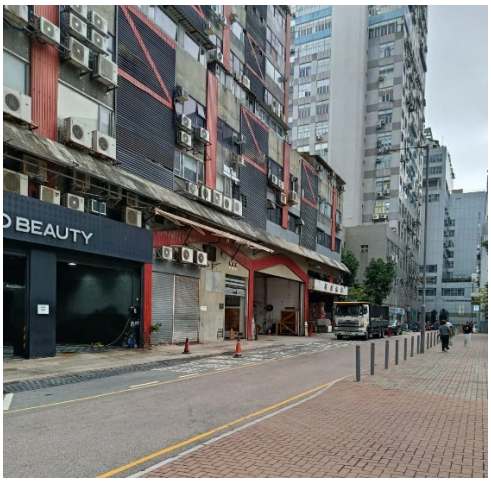
Appendix D1 Photo Record of LB2 as at 26th February 2026



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

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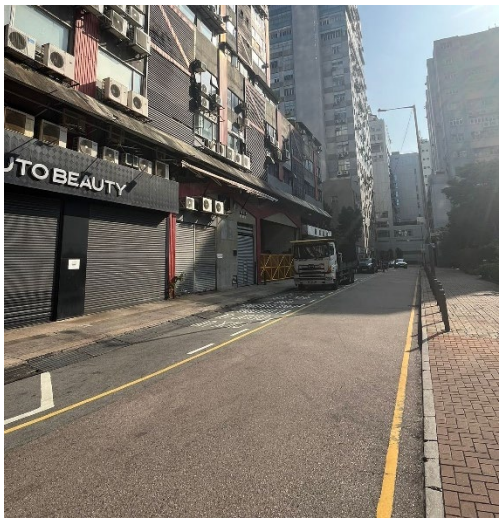

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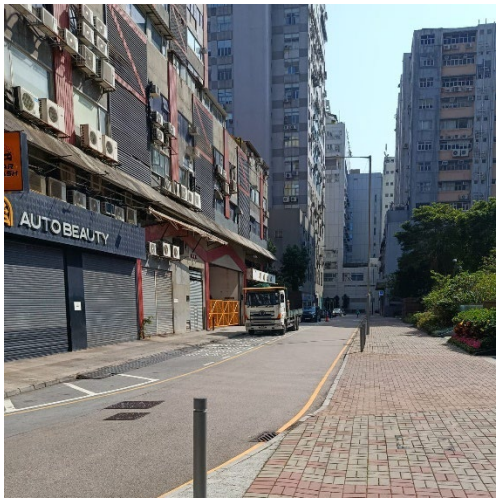

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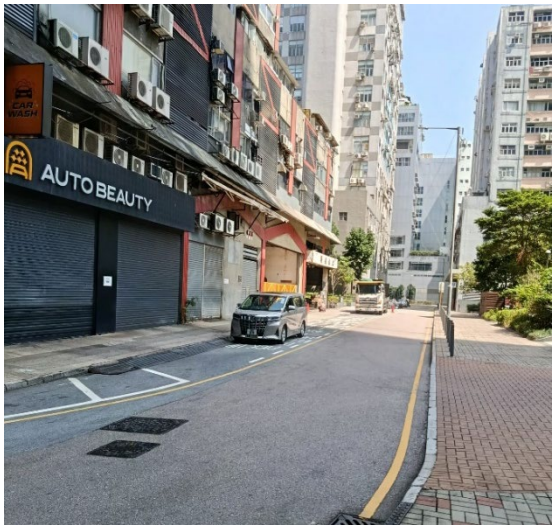

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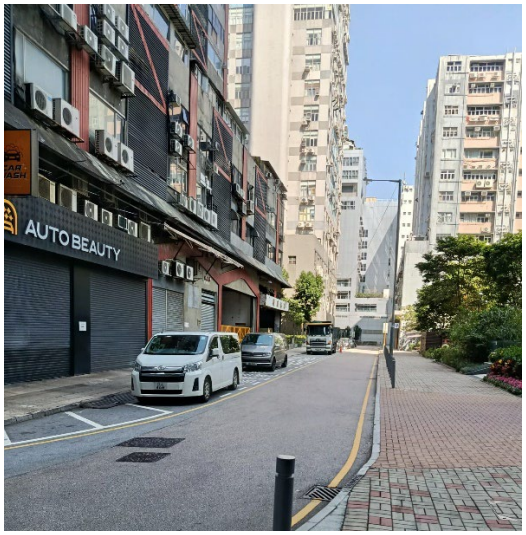
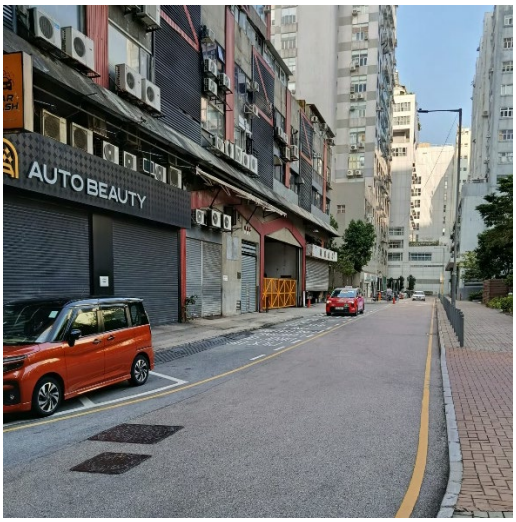


14:00

15:00



16:00

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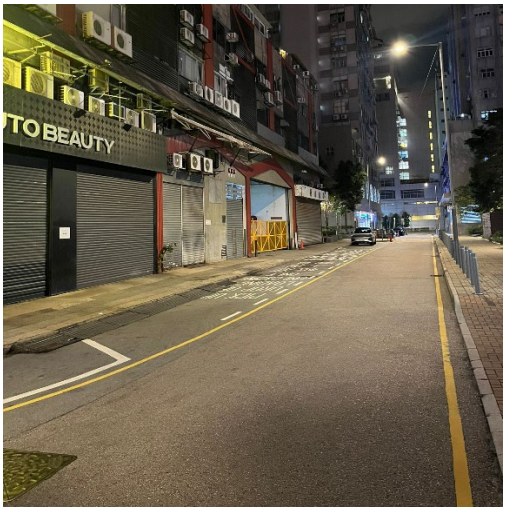
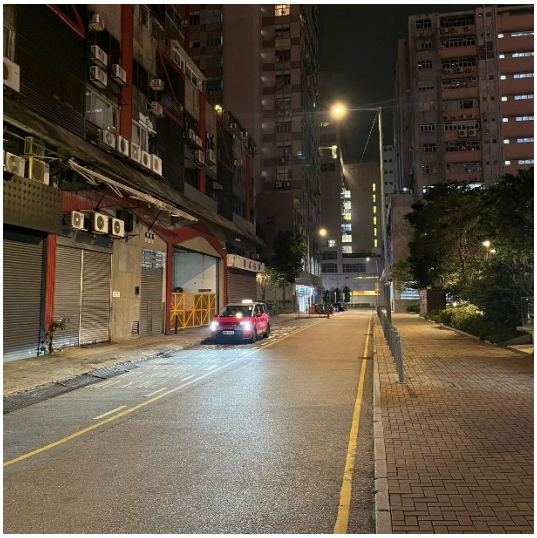
18:00



19:00



20:00

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

08:00

09:00

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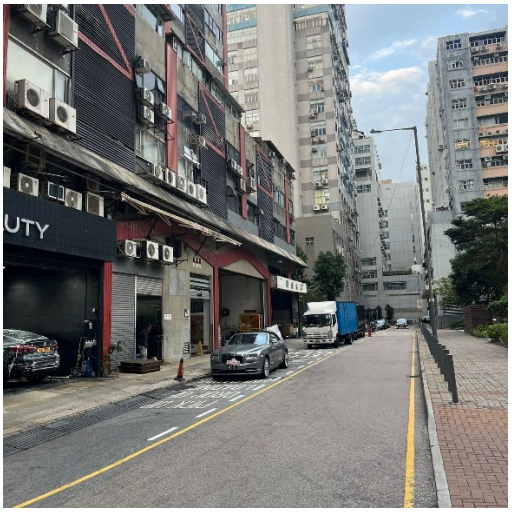
16:00



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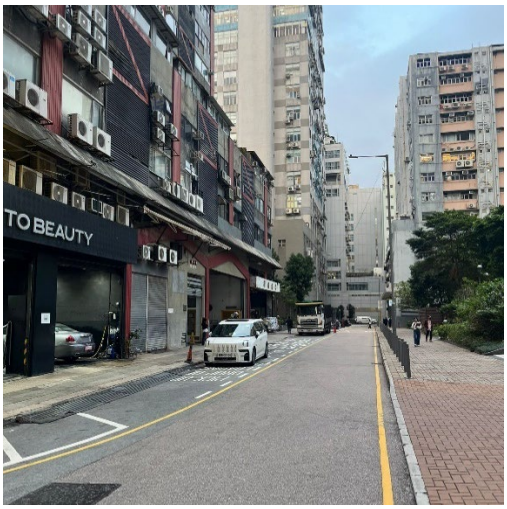
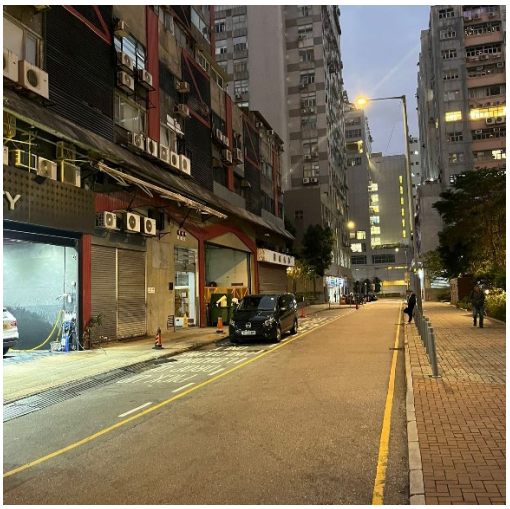
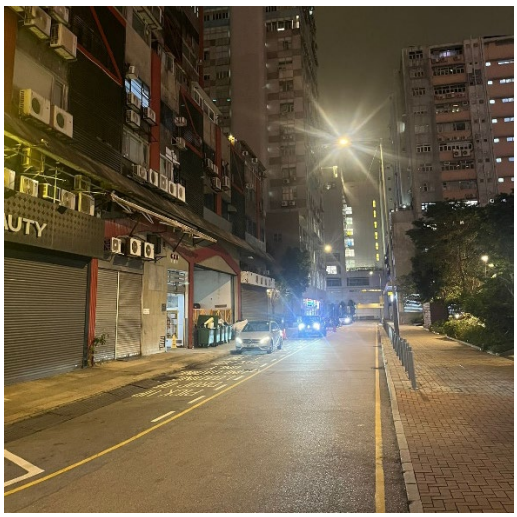


18:00



19:00



20:00

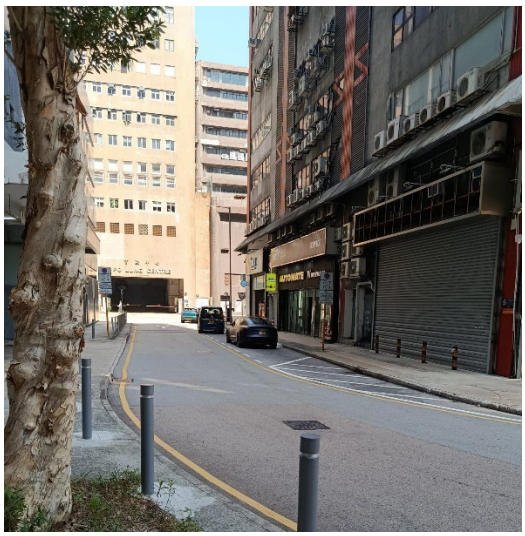
Appendix E1 Photo Record of LB3 as at 8th March 2026

08:00

09:00

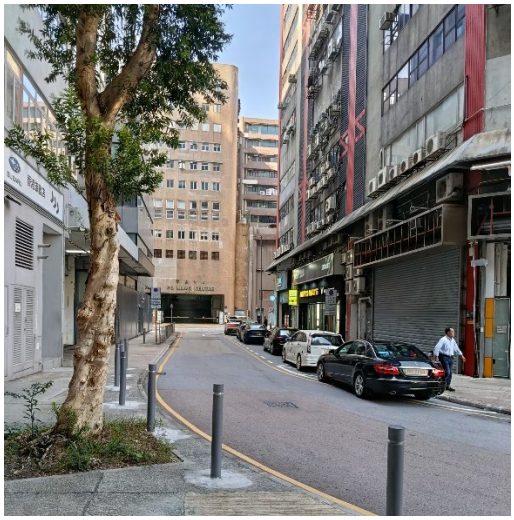
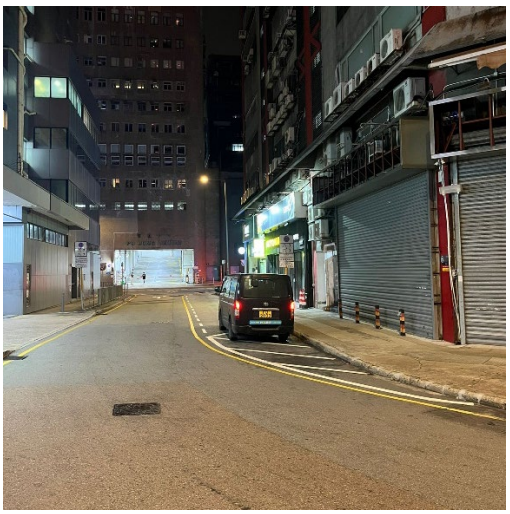
10:00

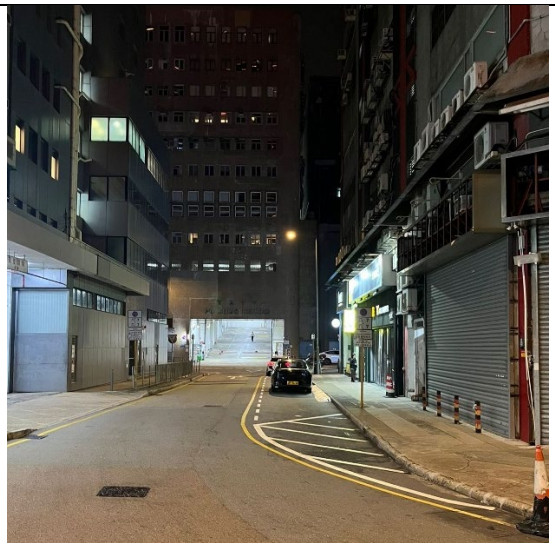
11:00



12:00

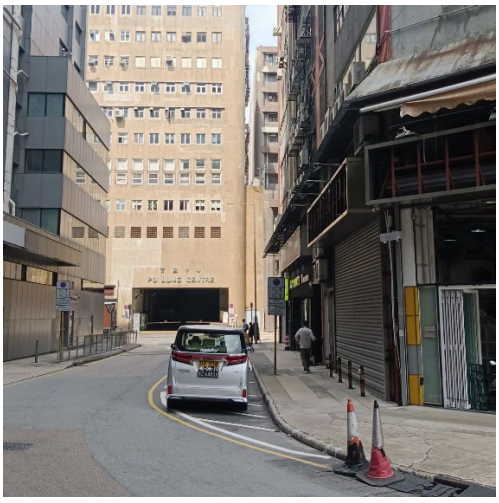
13:00

 14:00	 15:00
 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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