

Date: 30th June 2026Pages: 1 + Attachments
BY EMAILSecretary, 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) AND SHOP AND SERVICES (CONVENIENCE STORE) AT WORKSHOPS 7 & 8 ON GROUND FLOOR, METRO CENTRE, 32 LAM HING STREET, KOWLOON BAY, KOWLOON**Planning Application No. A/K13/334 – Further Information (4)**

Reference is made to the email dated 11th & 24th June 2026 and tele-conversation dated 15th & 16th June 2026 regarding comments from the Transport Department and Planning Department.

To address the comments, please find the attached documents for your reference:

- **Attachment 1** - Response-to-comment (R-to-C) table;
- **Attachment 2** – Replacement Pages for the Supplementary Planning Statement (Pages 1, 2, 3, 5, 8, 11, 12, 14, 15, Figure 3 & Figure 4) , and
- **Attachment 3** – Replacement Pages for the Traffic Review Report (Pages 1, 2, 4, 5, 6, Figure 6 and Figure 7).

Please note that the Proposed Application has been changed to “**Proposed Green Fuel Station (Electric Vehicle Charging) and Shop and Services (Convenience Store)**” based on the latest planning circumstances. The site area remains unchanged.

The Revised Consolidated Report supersedes the FI(3) submission dated 1st June 2026.

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

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




P.L. Greg Lam

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.

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>
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.

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>
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.

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>
<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



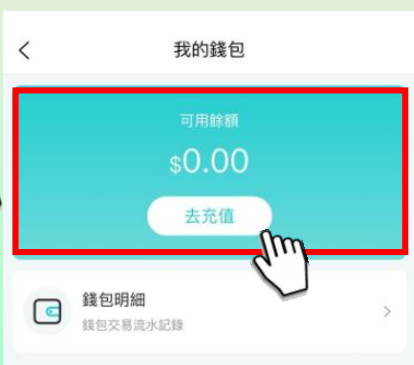
註: 充電上限設定SOC95%,
上限到達時充電將會停止

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)



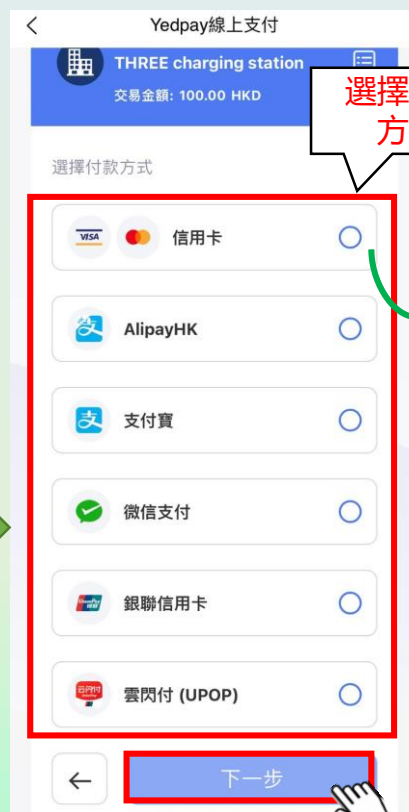
選擇充值金額



選擇Yedpay
支付平台



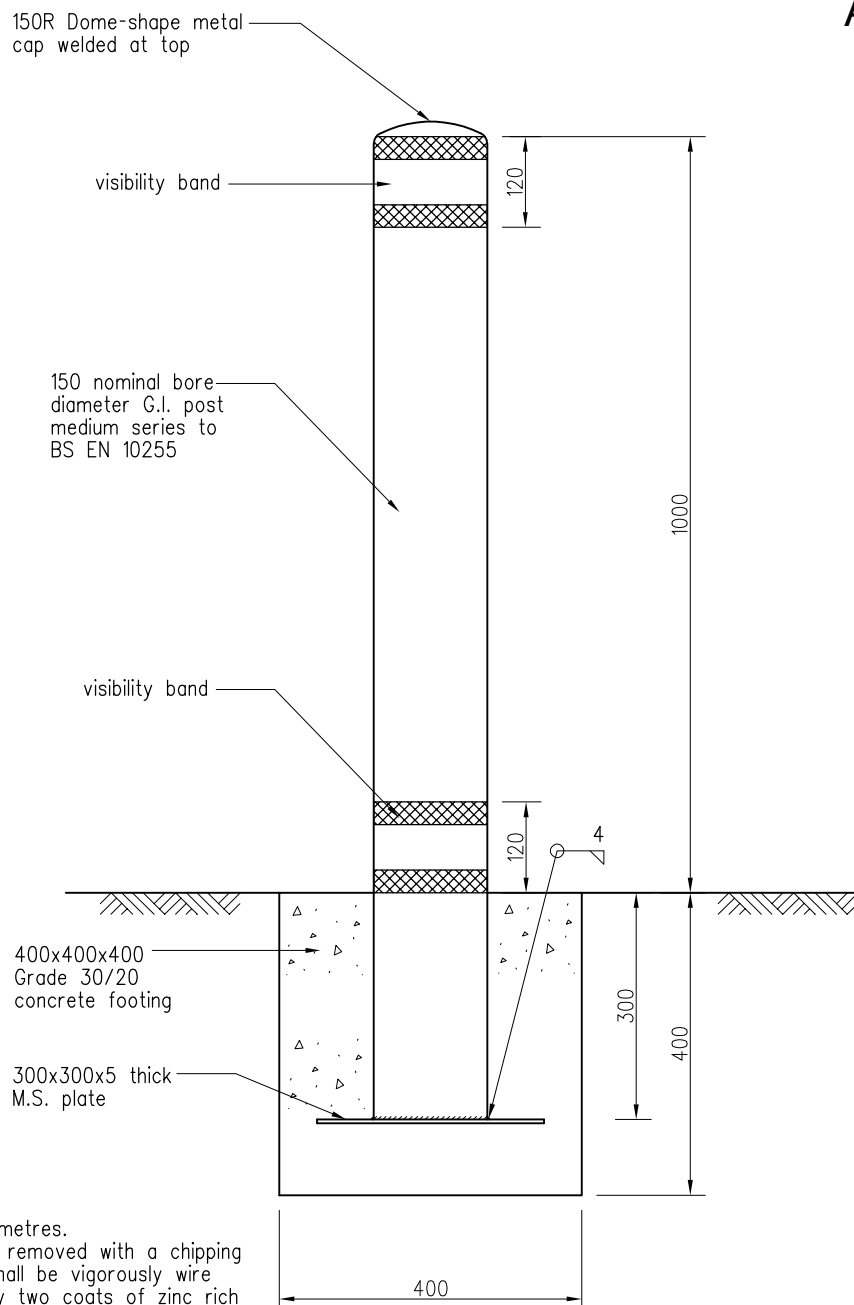
選擇付款
方式



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

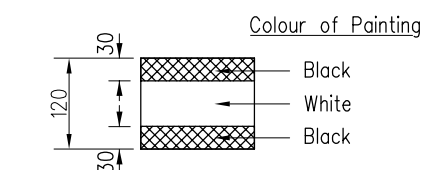
※於下一步按指示輸入
相關資料便可完成付款

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

Section 16 Town Planning Application

Revised Consolidated Report

PROPOSED GREEN FUEL STATION (ELECTRIC VEHICLE CHARGING) AND SHOP AND SERVICES (CONVENIENCE STORE) AT WORKSHOPS 7 & 8 ON GROUND FLOOR, METRO CENTRE, 32 LAM HING STREET, KOWLOON BAY, KOWLOON

Applicant:

Sino Express Intelligence Co. Ltd



Town Planning Consultant:

DeSPACE (International) Limited



June 2026



EXECUTIVE SUMMARY

This planning application is submitted on behalf of Sino Express Intelligence Co., Limited ("the Applicant") in support of a proposed Green Fuel Station (Electric Vehicle (EV) Charging) and Shop and Services (Convenience Store) ("the Proposed Use") at Workshops 7 & 8 on Ground Floor, Metro Centre, 32 Lam Hing Street, Kowloon Bay ("the Subject Premises"). The application seeks the Town Planning Board's ("TPB") approval under Section 16 of the Town Planning Ordinance.

The Subject Premises falls within an area zoned "Other Specified Use (Business)" on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34. According to the Notes of the OZP, the use of "Petrol Filling Station" (in which Green Fuel Station is a subsidiary entity) is a Column 2 use that requires planning permission from the TPB.

The Subject Premises is located within two units on the ground floor of Metro Centre. The Applicant proposes to establish a Green Fuel Station (EV Charging) and Shop and Services (Convenience Store). A total of 8 EV charging spaces is proposed within the Subject Premises, served with 6 quick chargers and 2 waiting spaces.

The proposal is justified mainly on the following reasons:

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

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

行政摘要

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

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

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

該規劃申請的主要理據如下：

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

有鑑於以上理據，敬希城規會支持本次的規劃申請。

（內容如與英文版本有任何差異，概以英文版本為準）

SECTION ONE – INTRODUCTION

1.1. Background information

- 1.1.1. DeSPACE (International) Limited acts on behalf of the Applicant, namely, Sino Express Intelligence Co. Ltd, to submit this Section 16 Town Planning Application to the Town Planning Board (“TPB”). This application seeks approval for the proposed Green Fuel Station (Electric Vehicle (EV) Charging) **and Shop and Services (Convenience Store)** (“the Proposed Use”) at Workshops 7 & 8 on Ground Floor, Metro Centre, 32 Lam Hing Street, Kowloon Bay, Kowloon (“the Subject Premises”). Location of the Subject Premises is shown on **Figure 1**.
- 1.1.2. The Subject Premises falls within the area zoned “Other Specified Uses (Business)” (“OU(B)”) on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34 (“the OZP”). According to the Notes of the OZP, the use of “Petrol Filling Station” (in which Green Fuel Station is a subsidiary entity) is a Column 2 use that requires planning permission from the TPB.
- 1.1.3. The Subject Premises are situated on the ground floor of Metro Centre, where the Applicant proposes to establish a Green Fuel Station (EV Charging). In addition, the Subject Premises will **include shop and services** that are always permitted in the purpose-designed non-industrial portion on the lower floors of the industrial building.
- 1.1.4. The Applicant was established in 2022 and is now operating 16 branches of EV Charging Stations in Hong Kong. The Applicant envisions to establish up to 300 EV charging stations in the territory with the provision of 1,200 quick chargers by 2029 to support the promotion of electric vehicles and sustainable transportation. The proposed use is part of the Applicant’s plan in expanding its EV charging services and contributing to a green society in Hong Kong.

1.2. Policy Initiative

- 1.2.1. In line with the vision of creating a green, livable, and smart city, the Hong Kong government announced the “Hong Kong Roadmap on Popularization of Electric Vehicles” in 2021. With the mission of achieving “**Zero Carbon Emissions, Clean Air, Smart Mobility**,” the roadmap sets out strategic targets to promote the adoption of electric vehicles (EVs) and establish robust charging networks to meet future demand. One of its key goals is to **end the registration of new fuel-powered private cars by 2035** or earlier, **including hybrid vehicles**.
- 1.2.1. Building on the roadmap, the promotion of green transport and the development of supporting infrastructure have been recurring priorities in the **Policy Address** for **six consecutive years** since 2020. These efforts include offering tax

SECTION THREE – PLANNING CONTEXT

3.1. Statutory Planning Context

3.1.1. The Subject Premises falls within the zoning of “OU (Business)” on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34 (“OZP”) (**Figure 2**). This zone is intended for general business uses. According to the Notes for the “OU (Business)” zone, “Petrol Filling Station” use is a Column 2 use which requires planning permission from the Town Planning Board.

3.1.2. According to the Town Planning Board’s Definition of Terms, Petrol Filling Station/ Green Fuel Station means any place or premises where gasoline, liquefied petroleum gas, oil, grease, electricity, hydrogen and other green fuels, etc. may be supplied and dispensed at retail. The proposed Green Fuel Station (EV Charging) is subsumed under the use of Petrol Filling Station.

3.1.3. Under the “OU(Business)” zone of the OZP, Shop and Services are always permitted in the purpose-designed non-industrial portion on the lower floors of an existing industrial building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion. Also, according to TPB PG No.22D, the aggregate commercial floor areas on the ground floor of an existing industrial building with sprinkler systems should as a general principle not exceed 460 square meters.

3.2. Planning History

3.2.1. The Subject Premises does not involve any previous planning applications.

3.3. Similar Planning Applications

3.3.1. There is no similar application for Green Fuel Station (EV Charging) use within the “OU (Business)” Zone. Nevertheless, planning applications for providing EV charging facilities were mostly approved by the Town Planning Board. Some recent examples are table hereunder:

Table 1: Similar town planning applications

Case No.	Date Approved	Application	Planning Considerations
A/YL-NSW/318	27/10/2023	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with	Secretary for Environment and Ecology (SEE) supports the applicant’s proposal since it is in line with the Government’s policies and

SECTION FOUR – THE PROPOSED DEVELOPMENT

4.1. The Subject Premises

- 4.1.1. The Proposed Green Fuel Station (EV Charging) will provide 8 charging spaces (5m x 2.5m) for EVs served by 6 chargers (see **Figure 3**). 2 power cabinets will be equipped in the Subject Premises to support the Green Fuel Station. The power output of each charger is designed to be adjustable that the total output power of 520kW (on the west side) and 400kW (on the east side) respectively are divided and shared among the chargers based on the charging demand at one time, the charging progress and the resulting distribution of usage. In other words, a low occupancy of the charging spaces will render a higher power output of an individual charger in use.
- 4.1.2. Besides the Green Fuel Station, a shop and services area of about 25 square meters is also proposed to be set up as local provisions store with separate entrances at the Subject Premises, with three vending machines located on the eastern and southern sides of the Subject Premises to support the operation of the Proposed Green Fuel Station by providing light refreshments. 2 waiting spaces are also set up in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) for drivers when the charging spaces are full.
- 4.1.3. The proposed ingress/egress of the Subject Premises is located on the southern side of the Subject Premises, with a width of approximately 3.45 meters. Please refer to **Figure 3** for the revised layout plan and design of the proposed ingress/egress.
- 4.1.4. **Table 2** summarizes the key development parameters of the Subject Premises:

Table 2: Key development parameters of the Subject Premises

Premises Area (Subject to detailed survey)	About 404 square meters
No. of charging spaces	8 nos. (5m x 2.5m) - 6 quick chargers (<100kW)
No. of waiting spaces	2 nos. (5m x 2.5m)
No. of power cabinets and total output power	- West Side (serving Charing Space Nos. 1-4): 1 cabinet with a total output power of 520kW - East Side (serving Charing Space Nos. 5-8): 1 cabinet with a total output power of 400kW
Area for Shop and Services (Convenience Store)	About 25 square meters

4.2. Site Operation

- 4.2.1. Apart from the always permitted service in the other portion of the Premises, the Proposed Use will only provide EV charging services for electric vehicles.
- 4.2.1. The proposed hours of operation at the Subject Premises are 24 hours daily from Mondays to Sundays (including public holidays). The Applicant also confirms that there will be no repairing, car washing, paint spraying and other workshop activities conducted at the Subject Premises.
- 4.2.2. A local provisions store with a separate entrance facing Lam Lee Street, along with vending machines, is designed to serve as a convenient breakout space and to provide supporting functions, such as offering light refreshments for drivers to purchase while waiting for their EVs to complete the charging process. It is expected to have a low demand for loading/unloading activity is expected (approximately once per week). The Applicant will utilize the existing loading/unloading bays at the Metro Centre car park and use the passage way inside the existing building.
- 4.2.3. The fee arrangement for the proposed Green Fuel Station (EV Charging) will follow the existing stations operated by the Applicant, in which users will be charged at time basis as they go; a mobile application catered for electric vehicle drivers will be adopted, which will include the payment platform for EV charging; and real-time availability of EV charging spaces will be provided at the entrance of the Green Fuel Station (EV Charging) with a close monitoring and management by the Applicant's staff.

exist with surrounding land uses in a complementary way without inducing any environmental conflicts.

5.4. At a suitable location for meeting the demand of commercial EVs in the locality

- 5.4.1. The Subject Premises is a strategic location for the expansion of the Applicant's services, offering excellent accessibility due to its proximity to key road networks in Hong Kong and its location within the major commercial areas of Kowloon Bay. While the driving demand of commercial vehicles is high in the central business district and parking spaces are in shortage, the Subject Premises allowing commercial EVs to conveniently access to EV charging facilities, recharge, and seamlessly continue their operations within the urban areas is of paramount importance in promoting the shift to EVs usage for commercial vehicles under the Government policy.

5.5. No Adverse Traffic Impact

- 5.5.1. The design of the proposed Green Fuel Station has taken into account the manoeuvring and vehicular circulation within the Premises to ensure no vehicles is expected to queue or wait outside the Subject Premises together with the display of real-time availability of EV charging spaces at the entrance of the Premises. The ingress/egress of the Subject Premises is more than 20m from the nearest junction, to which any adverse impact is expected to be minimal. Drivers can also refer to the mobile application to gather the real-time availability of the charging spaces onsite, and they can be diverted to other stations operated by the Applicant once the spaces on the Subject Premises are full with the interactive and informative features of the mobile apps. Therefore, the Proposed Use will not induce significant traffic impact to the surrounding areas. Please refer to **Appendix 1** for the Traffic Review Report.

5.6. No Adverse Fire Safety Impact

- 5.6.1. Fire safety requirements will be strictly adhered to within the Subject Premises to ensure a safe and secure environment for all drivers. Appropriate fire safety measures will be implemented to safeguard all users. A Fireman's Emergency Switch will be installed on the Subject Premises as stated in the regulation by the Fire Services Department. The Subject Premises are equipped with the sprinkler system, fire extinguishers and fire sand buckets (refer to **Figure 4**). All other existing facilities will be reviewed and upgraded to comply with the latest regulations and codes of practice as per Fire Service Department's advice.

5.6.2. In addition to compliance with the fire safety requirements, it is noted that the Subject Premises is not located near any Licensed Dangerous Goods Stores under the Dangerous Goods License (Cap. 295), according to the records of the Fire Services Department.

5.7. No Environmental Impact

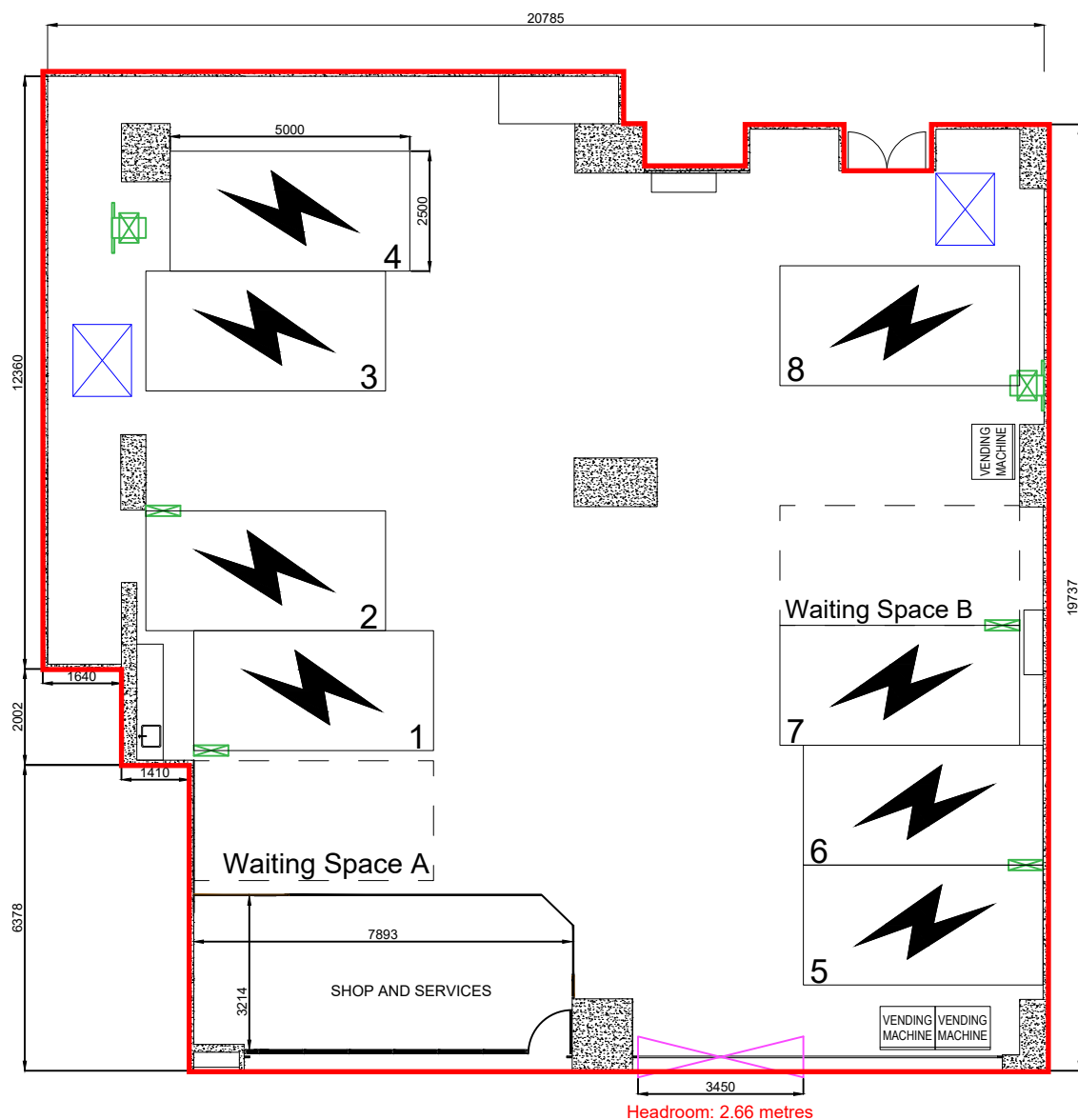
5.7.1. The Proposed Use is a non-polluting activity that includes only the charging service for electric vehicles while electricity is considered a clean energy resource. No repairing, car washing, car beautification (including paint spraying), or other workshop activities will be carried out on the Subject Premises. There are no environmentally sensitive receivers within the Proposed Use and in the vicinity. This aligns with the intention of non-polluting commercial use within the "OU (Business)" Zone as stated in Town Planning Board Guideline No. TPB PG-No. 22D. Therefore, the Proposed Use as a Green Fuel Station (EV Charging) will not generate any pollution or adverse environmental impacts on the surrounding areas.

SECTION SIX – CONCLUSION

This Planning Statement is submitted to the Town Planning Board in support of the application for a Proposed Green Fuel Station (EV Charging) and **Shop and Services (Convenience Store)** at the Subject Premises. This Planning Statement has demonstrated the general background of the Subject Premises, the development proposal and the planning justifications.

The Town Planning Board is cordially invited to give a favourable consideration to approve the current application with the following grounds:

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



Legend

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

Date JUNE 2026

Scale N. T. S.

Figure No. 3

Title Layout Plan

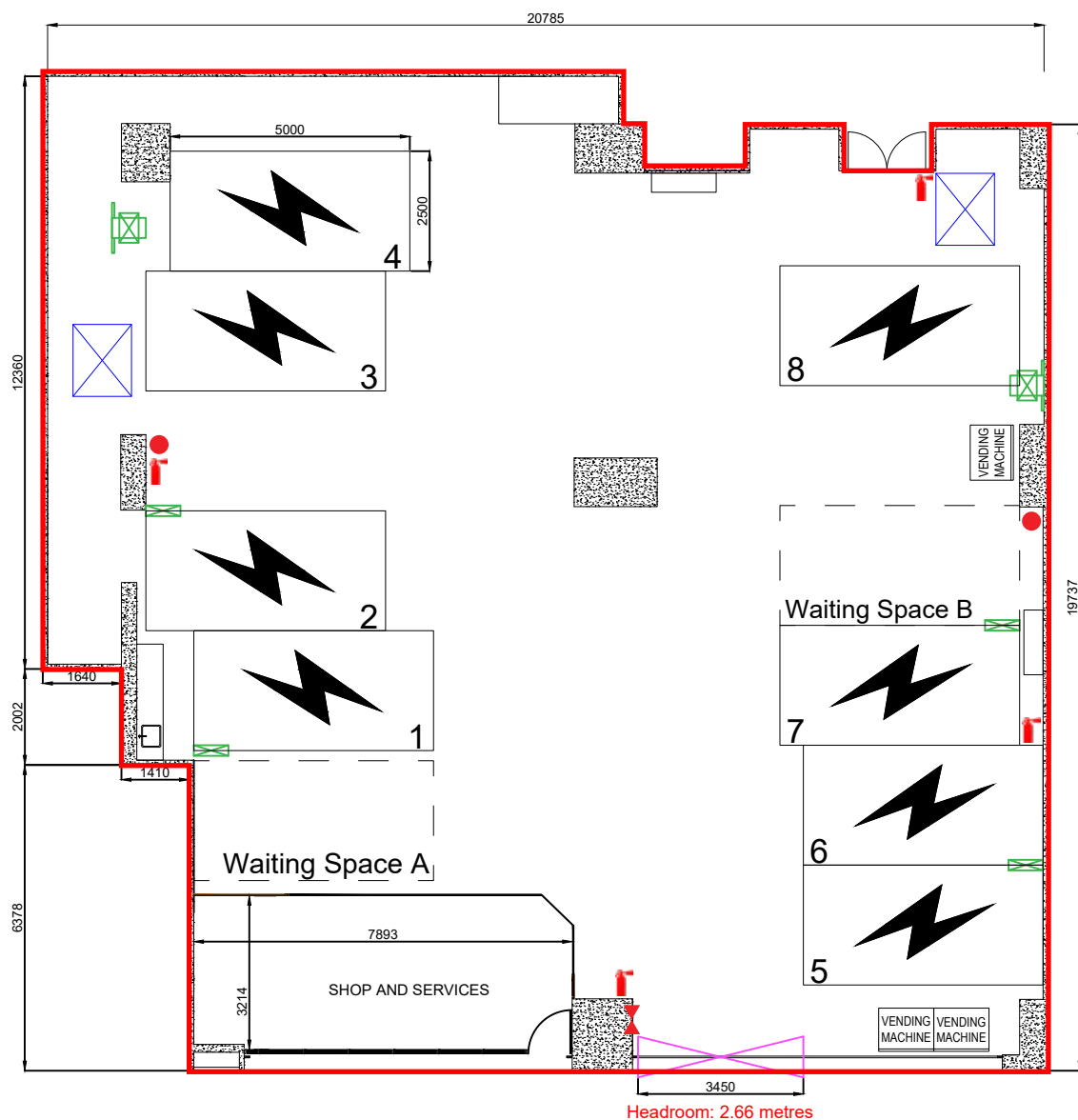
Prepared By:



DeSPACE (International) Limited



中匯智能
SINO EXPRESS
INTELLIGENCE



LAM LEE STREET

Remarks: The Subject Premises are equipped with sprinkler system.

Legend

- Application Boundary
-  EV Charging Space (5m x 2.5m) (8 nos.)
-  Waiting Space (5m x 2.5m) (2 nos.)
-  Proposed Ingress/Egress (Width: 3.45m) (Headroom: 2.66m)
-  EV Chargers (Natural-cooling/Liquid-cooling)
-  Power Cabinets for EV Chargers (1.5m x 1.22m)
-  Location of Fire Extinguishers
-  Location of Fire Sand Buckets
-  Location of Fireman's Emergency Switch (*to be installed & subject to detail design stage)

Date JUNE 2026

Scale N. T. S.

Figure No. 4

Title Fire Service Installations Plan

Prepared By:



DeSPACE (International) Limited



中匯智能
SINO EXPRESS
INTELLIGENCE

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

**Proposed Green Fuel Station (Electric Vehicle Charging)
and Shop and Services at Workshops 7 & 8 on Ground
Floor, Metro Centre, 32 Lam Hing Street, Kowloon Bay**

Traffic Review Report (Revised)

Applicant: Sino Express Intelligence Co. Limited

Town Planning Consultant: DeSPACE (International) Limited

Prepared By: DeSPACE (International) Limited

Date: 30 June 2026

LIST OF FIGURES

Figure 1	Location Plan
Figure 2	Revised Layout Plan
Figure 3	Existing Lay-by and parking spaces along Lam Lee Street (1:625)
Figure 4	Proposed Lay-by Rearrangement Plan (1:625)
Figure 5	Comparison between the existing lay-by and new arrangement outside the Subject Premises (1:250)
Figure 6	Overall Traffic Management Plan
Figure 7	Main Walking Routes To/From the Subject Premises

LIST OF APPENDICES

Appendix A	Swept Path Analysis
Appendix B	Extracted General Building Plan of Metro Centre (G/F Plan) (No. 2/4088/89)
Appendix C1	Photo Record of LB1 as at 26 th February 2026
Appendix C2	Photo Record of LB1 as at 8 th March 2026
Appendix C3	Photo Record of LB1 as at 9 th March 2026
Appendix D1	Photo Record of LB2 as at 26 th February 2026
Appendix D2	Photo Record of LB2 as at 8 th March 2026
Appendix D3	Photo Record of LB2 as at 9 th March 2026
Appendix E1	Photo Record of LB3 as at 8 th March 2026
Appendix E2	Photo Record of LB3 as at 9 th March 2026

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. Existing Traffic Condition

2.3.1. Lam Lee Street is a minor local road that connects Lam Hing Street to the northwest with Wang Hoi Road to the east. It primarily serves the surrounding industrial and office developments within the Kowloon Bay Business Area. On-street parking and kerbside facilities, including motorcycle parking spaces and loading/unloading bays, are located on the right-hand side of the street. Given its localized function, Lam Lee Street does not act as a major local distributor; through-traffic typically utilizes parallel distributors and major corridors, such as Lam Hing Street, Wang Hoi Road, Wai Yip Street, and Kai Cheung Road.

2.3.2. Traffic and kerbside activities along Lam Lee Street generally align with the operating hours of the adjacent commercial and industrial buildings. The street serves routine loading and unloading operations during weekday working hours. Conversely, traffic volumes and kerbside activities decrease during weekday nighttime periods, weekends, and public holidays.

2.3.3. A detailed assessment evaluating the traffic impacts of the Proposed Development on Lam Lee Street is presented in Section 4. Based on the road's current operational characteristics and usage patterns, the Proposed Development is not anticipated to induce adverse traffic impacts on the surrounding road network.

2.4. Parking and Loading/Unloading Provisions

- 2.4.1. 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.
- 2.4.2. 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.

2.5. Pedestrian flow characteristics

- 2.5.1. As mentioned in **Section 2.3.1**, Lam Lee Street primarily supports only the immediate surrounding industrial and office activities and consequently experiences low pedestrian flows, as demonstrated in **Appendices C, D, and E**. The main pedestrian movements are associated with the loading and unloading spaces along Lam Lee Street and are concentrated during weekday operational hours. These flows decrease significantly during weekday nights and weekends.
- 2.5.2. As shown in **Figure 7**, pedestrians travelling from the bus stops on Wang Chiu Road to the west, and the Kowloon Bay MTR Station to the east can utilize the highly permeable footpath network within the business area. The Proposed Development, which not lying on the major pedestrian routes, will not create adverse impacts on this existing major circulation. The majority of pedestrians use Lam Hing Street to reach various parts of the Kowloon Bay Business Area.
- 2.5.3. Furthermore, since the main entrance of Metro Centre is located on Lam Hing Street—on the opposite side of the block from the Subject Premises—the Proposed Development will not cause any adverse impacts on the existing circulation for visitors to Metro Centre. Nevertheless, to ensure pedestrian safety, the Applicant will implement the traffic management measures outlined in **Section 4.7**.

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. **Shop and services (as a local provisions store)** and vending machines will be set up to support the operation of the Green Fuel Station (Electric Vehicle Charging). The key development parameters are summarized in **Table 1**.

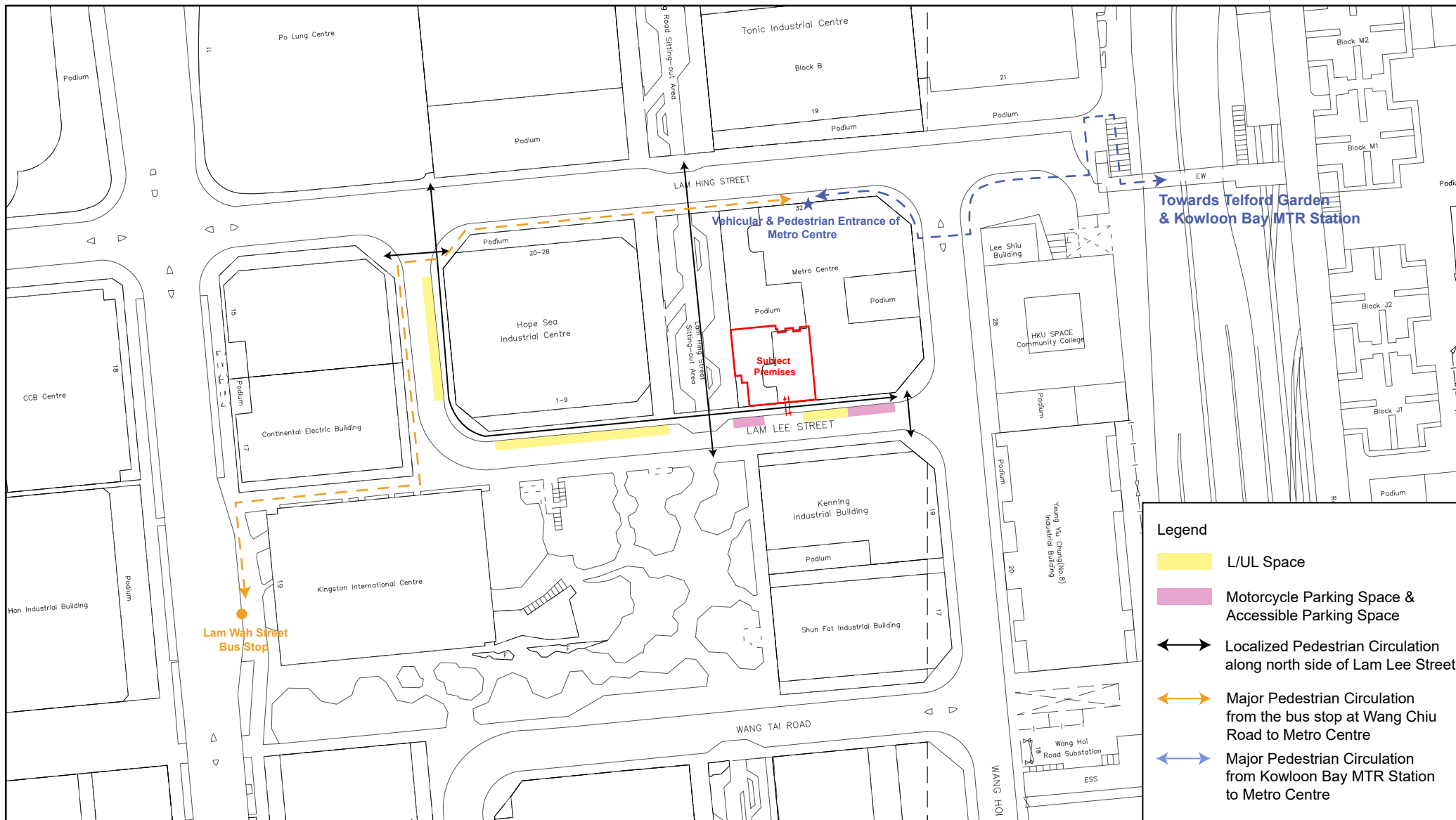
3.1.2. The proposed run-in/out of the Subject Premises is located on the southern side of the Subject Premises, with a width of approximately 3.45 meters and a headroom of approximately 2.66 meters. Please refer to **Figure 2** for the revised layout plan and design of the proposed run-in/out.

Table 1: Key development parameters of the Subject Premises

Area of the Subject Premises (Subject to detailed survey)	About 404 square meters
No. of charging spaces	8 nos. (5m x 2.5m) - Served with 6 quick chargers (<100kW)
No. of waiting spaces	2 nos. (5m x 2.5m)
No. of power cabinets and total output power	- West Side (serving Charging Space Nos. 1-4): 1 cabinet with a total output power of 520kW - East Side (serving Charging Space Nos. 5-8): 1 cabinet with a total output power of 400kW
Area for shop and services	About 25 square meters

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

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



Prepared By:



Figure

7

Title

Main Walking Routes To/From
the Subject Premises

Date

June 2026

Scale

1:1,000 in A4