

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K13/334

- Applicant** : Sino Express Intelligence Co. Limited represented by DeSPACE (International) Limited
- Premises** : Workshops 7 & 8, G/F, Metro Centre, 32 Lam Hing Street, Kowloon Bay, Kowloon
- Floor Area** : About 404 m²
- Lease** : (a) New Kowloon Inland Lot (N.K.I.L.) 6019
(b) Restricted for industrial and/or godown purposes (excluding any offensive trades)
- Plan** : Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/34
- Zoning** : “Other Specified Uses” annotated “Business” (“OU(B)”) (Restricted to a maximum plot ratio (PR) of 12.0 and a maximum building height (BH) of 120 metres above Principal Datum (mPD), or the PR and BH of the existing building, whichever is the greater)
- Application** : Green Fuel Station (Electric Vehicle (EV) Charging) and Shop and Services (Convenience Store)

1. The Proposal

- 1.1 The applicant seeks planning permission for a green fuel station (EV charging) and shop and services (convenience store) at the application premises (the Premises) (**Plans A-1 and A-2a**). The Premises occupy Workshops 7 & 8 on the ground floor (G/F) of an existing industrial building (IB) (i.e. Metro Centre), which falls within an area zoned “OU(B)” on the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/34 (**Plan A-1**). According to Schedule II of the Notes of the OZP for the “OU(B)” zone applicable to the subject IB, ‘Petrol Filling Station’¹ and ground floor ‘Shop and Services (not elsewhere specified)’ are Column 2 uses, which require planning permission from the Town Planning Board (the Board). The Premises are currently used for the applied uses without any valid planning permission (**Plans A-3 to A-5**).

¹ According to the Definition of Terms promulgated by the Town Planning Board, the scope of ‘Petrol Filling Station’ has been expanded to cover the supply of electricity to EVs in 2022 and was subsequently renamed as ‘Petrol Filling Station/Green Fuel Station’ in 2024.

- 1.2 The Premises are located on the G/F at southwestern corner of the subject building (**Plans A-1 and A-2a**). It has a direct street frontage at Lam Lee Street (**Plan A-3**). According to the applicant, the proposal involves a vehicular entrance at Lam Lee Street with a width of 3.45m and headroom of 2.66m (**Drawing A-3**) and conversion of vacant industrial premises into eight charging spaces served by six quick chargers for private cars and commercial vehicles, including taxis. Two power cabinets are installed within the premises providing a total power output of 520 kW and 400 kW respectively. No repairing, car washing, paint spraying or other workshop activities will be conducted on-site. A convenience store of about 25m² in size and three vending machines are proposed within the premises for public use. The EV charging spaces will be opened 24 hours daily including public holidays to its members only². The layout plan submitted by the applicant is at **Drawing A-3**. The applicant proposes to utilise the existing loading/unloading (L/UL) bays on the ground floor of the subject IB to serve the green fuel station and shop use (**Drawing A-5**).
- 1.3 The applicant has submitted a traffic review report which includes a traffic management plan. The applicant proposes a mobile application for real-time monitoring of the availability of charging services to facilitate drivers. The drivers will be able to view the availability of other charging stations operated by the applicant when the charging spaces in the Premises are fully occupied. Moreover, two waiting spaces are also provided within the Premises and no vehicles will be allowed to wait or queue outside of the Premises. Close monitoring and management of traffic will be conducted by an on-site staff daily from 09:00 to 18:00 with 24-hour CCTV at the Premises. Besides, the drivers will be charged at time basis. Additional charge will be applied if the vehicles do not depart within 10 minutes upon completion of the charging process. These measures will facilitate a smooth operation of the charging station and minimise the traffic impacts to the adjacent Lam Lee Street.
- 1.4 The applicant proposes other traffic management measures to improve the pedestrian and road safety. Warning signages to alert pedestrians and vehicles and Galvanised Iron (GI) bollards with reflective visibility bands will be installed at the proposed vehicular run-in/out for pedestrian safety. The 3.45m-wide vehicular entrance is demarcated by a proposed traffic cylinder post and the building column at the Premises entrance. To facilitate vehicle moving into and out of the Premises, the applicant proposes enlarging the vehicular run-in/out outside the Premises by reducing the length of the existing L/UL lay-by at Lam Lee Street from 17m to 10.5m; and providing traffic cylinder posts at the buffer area of the motorcycle parking spaces outside the Premises (**Drawing A-4**). The footpath width will remain as not less than 1.5m in accordance with Transport Planning and Design Manual (TPDM) standards.
- 1.5 The applicant has also submitted a fire service installation plan (**Drawing A-7**) showing the location of the fire extinguishers, fire sand buckets and fireman's emergency switch.
- 1.6 In support of the application, the applicant has submitted the following documents:

² According to the applicant, drivers who use the charging services at any branch of the EV charging stations operated by the applicant will be required to apply for membership and provide their vehicle information for registration. The applicant will explore development of a reservation system for members to enhance operational efficiency. The applicant will install vacancy display panel at the entrance of the Premises and provide on-site staff management to avoid vehicle queuing outside the Premises from 09:00 to 18:00.

- (a) Application Form received on 6.2.2026 **(Appendix I)**
- (b) Consolidated Supporting Planning Statement (SPS) **(Appendix Ia)** received on 6.8.2026
*(Planning Statement received on 6.2.2026 and Supplementary Information received on 10.2.2026**(Appendix Ib)** as well as Further Information (FI) received on 10.3.2026[#]**(Appendix Ic)**, 11.5.2026[^]**(Appendix Id)**, 1.6.2026[^]**(Appendix Ie)**, 30.6.2026[#]**(Appendix If)** and 3.7.2026[#]**(Appendix Ig)** were superseded)*

Remarks

accepted but not exempted from publication and recounting requirements

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- 1.7 On 8.5.2026, the Metro Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are set out in **Appendices I** (Application Form), supplementary information and further information (**Appendices Ib-Ig**), and summarised as follows:

- (a) the proposal aligns with the Government's policy to phase out fuel-powered private cars and promote the adoption of electric vehicles. The proposal utilises the vacant industrial premises to provide quick EV charging facilities, supporting the full shift toward green transportations;
- (b) the proposal with quick EV chargers will help meet the Government targets of installing quick chargers and fast chargers to enhance EV charging network in Hong Kong;
- (c) the subject building has high accessibility to the local major road network and is situated in the commercial areas of Kowloon Bay, making it ideal to meet the high charging demand of commercial EVs within urban areas;
- (d) located in a commercial-industrial area, the applied uses are considered not incompatible with surrounding non-polluting industrial and commercial activities and will operate without causing environmental conflict;
- (e) the applied uses will not create adverse environmental impact as no repairing, car washing, car beautification and other workshop activities will be carried out in the Premises. Also, fire safety requirements will be strictly adhered to and all existing facilities will be reviewed and updated to comply with fire safety regulations to safeguard users;
- (f) a traffic review is conducted to evaluate the potential traffic impact in the vicinity and a traffic management plan is proposed in paragraphs 1.3 and 1.4 above. The proposal can achieve higher turnover rate while minimise the queuing time for EVs by provision of two waiting spaces within the Premises, real-time information to drivers, along with on-site traffic management. Lam Lee Street is a local one-way single lane road (**Drawings A-1 and A-6**) with low traffic and pedestrian flow. It

is not a major pedestrian circulation route in the area. The new vehicular entrance and enlarged run-in/out outside the Premises will facilitate drivers to use the EV charging services at the Premises, and will not create impact onto the other drivers using the L/UL layby and the motorcycle parking spaces. Furthermore, the overall traffic volume expected to be generated by the EV charging station is relatively low with maximum 16 vehicles per hour during peak hours at 13:00-14:00 and 16:00-17:00. Therefore, the applied uses would not result in insurmountable adverse impacts on the surroundings from traffic perspective; and

- (g) the convenience store with a separate entrance facing Lam Lee Street is serving as a convenient breakout space and to provide supporting functions, such as offering light refreshments for drivers while waiting for the completion of charging process. The convenience store is small in scale that a low demand on L/UL activities at approximately once per week is expected. The applicant will utilize the existing L/UL bays at the subject building for such activities.

3. Compliance with the ‘Owner’s Consent/Notification’ Requirement

The applicant is not the ‘current land owner’ but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by publishing notices in local newspapers and posting site notice. Detailed information would be deposited at the meeting for Members’ inspection.

4. Town Planning Board Guidelines

4.1 The Town Planning Board Guidelines for Development within “OU(B)” Zone (TPB PG-No. 22D) promulgated in September 2007 is relevant in the following aspects:

- (a) the “OU(B)” zone has been introduced to allow maximum flexibility in the use of existing industrial and I-O buildings as well as in the development of new buildings for both commercial and clean industrial uses. The planning intention of the “OU(B)” zone is primarily for general employment uses;
- (b) whilst it is the intention to provide greater flexibility in the use of the existing industrial or I-O buildings before such buildings are redeveloped, it is necessary to ensure that the fire safety and environmental concerns are properly addressed. In view of the possible presence of existing polluting and hazardous industrial uses, it is necessary to ensure compatibility of the uses within the same building until the whole building is modified/converted to accommodate the new non-polluting and less fire hazard-prone uses;
- (c) the Fire Services Department (FSD) should be satisfied on the risks likely to arise or increase from the proposed commercial use under application. Owing to fire safety concern, the aggregate commercial floor areas (CFA) on G/F of an existing industrial/I-O building with and without sprinkler systems should as a general principle not exceed 460m² and 230m² respectively. The above limits on commercial floor areas 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. These uses include

bank, fast food counter, electrical shop, local provisions store and showroom in connection with the main industrial use; and

- (d) for all new development, redevelopment, conversion and material change of use, adequate parking and L/UL spaces should be provided in accordance with the requirements of the HKPSG, and all other statutory or non-statutory requirements of relevant Government departments must also be met.

5. **Previous Application**

There is no previous application at the Premises.

6. **Similar Application**

- 6.1 There is no similar application for the 'Green Fuel Station' use in Kowloon Bay. For shop and service uses, the Committee has considered five similar planning applications at three locations on the G/F of the subject IB (**Plan A-2b and Appendix II**). Four of them at two locations were approved with condition(s) mainly on the grounds that the applied use was generally in line with the planning intention of "OU(B)" zone and TPB PG-No. 22D; it would not induce adverse traffic, environmental and fire safety impacts; and relevant government departments had no in-principle objection to the applications. One application (No. A/K/13/46) was rejected by the Committee mainly on the grounds that there was insufficient justification for the bank use with excessive area (509m²) in the industrial building and no provision of L/UL space for security vehicles (Appendix II). Among the valid planning permissions at two locations, only A/K13/238 for 'shop and services' use with a floor area of 214m² is counted towards the aggregate CFA as per paragraph 4.1(c) above as the approved 'shop and services (fast food shop)' under Application No. A/K13/283 is not applicable.
- 6.2 Apart from the subject IB, for shop and services uses, the Committee has considered three similar applications on G/F of other industrial or I-O buildings under the "OU(B)" zone in Kowloon Bay in the past three years, and all of them were approved with conditions on the similar grounds as mentioned in paragraph 6.1.

7. **The Premises and Its Surrounding Areas** (Drawing A-1, Plans A-1, A-2a and A-2b, and Site Photos on **Plans A-3 to A-5**)

- 7.1 The Premises involve amalgamation of two workshops on the G/F of the subject IB and are currently operating as EV charging station and a shop using Lam Lee Street as vehicular run in/out and shop entrance respectively (**Plans A-3 to A-5**).
- 7.2 The subject IB (i.e. Metro Centre) is:
 - (a) an 18-storey IB abutting three streets (Lam Hing Street, Wang Hoi Road, Lam Lee Street) and Lam Hing Street Sitting-out Area (**Plan A-2a**);

- (b) both vehicular and pedestrian accesses are at Lam Hing Street (**Plan A-2a**); and
- (c) equipped with a sprinkler system with the current uses by floors as follows:

Floor	Current Uses
G/F	EV charging station and convenience store (the Premises); shop and services (fast food shops ^[1]), vehicle repair workshop ^[2] , canteens, lift lobby, carpark and L/UL area abutting Lam Hing Street (Plan A-2b)
1/F	Carpark and L/UL area
2/F – 20/F ^[3]	Offices, warehouses, art studio, food factory, fitness centres ^[2] , shop and services ^[2] , bouldering gym ^[2] and locked units

^[1] Some shops are not covered by planning approvals.

^[2] No record of planning approval for the uses.

^[3] 4/F, 13/F and 14/F have been omitted from the floor number.

7.3 The surrounding areas have the following characteristics (**Plans A-1 and A-2a**):

- (a) mainly occupied by industrial or I-O buildings, including Kenning Industrial Building, Hope Sea Industrial Centre and Tonic Industrial Centre to its immediate south, west and north respectively;
- (b) the G/F units of the neighbouring industrial buildings are mainly used for shop and services purposes such as eating places, retail shops, courier services, money exchanges, print shops and real estate agencies. Other uses including vehicle repair workshops, recycling stores and warehouses can also be found at the G/F of industrial buildings in the vicinity;
- (c) to its immediate east across Wang Hoi Road is the HKU Space Community College which is next to a pedestrian footbridge connecting to the Telford Gardens and the Kowloon Bay MTR Station; and
- (d) the Lam Hing Street Sitting-out Area adjoining the western boundary of the subject IB.

8. **Planning Intention**

The planning intention of “OU(B)” zone is primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or I-O buildings of the subject zone.

9. **Comments from Relevant Government Bureaux/Departments**

9.1 The following Government bureaux/departments have been consulted and their views on the application are summarised as follows:

Policy Aspect

9.1.1 Comments of Secretary for Environment and Ecology (SEE):

the Hong Kong Roadmap on Popularisation of EV (2026) states the Government will leverage market forces to build a public charging network with fast chargers for electric vehicles including taxis as the backbone. He has no comment on the application provided that the relevant statutory requirements and procedures including land administrative, traffic and safety requirements are fulfilled. The applicant should note his comments at **Appendix III**.

Land Administration

9.1.2 Comments of the District Lands Officer/Kowloon East, Lands Department (DLO/KE, LandsD):

- (a) the Premises falls within N.K.I.L. No. 6019 which is restricted for industrial and/or godown purposes excluding offensive trades. Moreover, the lot owner shall have no right of ingress or egress to or from the lot for the passage of motor vehicles except the points X and Y through Z as shown on lease plan;
- (b) owing to the facts that (i) the applied uses is currently in use; (ii) such applied uses would contravene the abovementioned user restrictions; and (iii) the applied ingress/egress is not located between the points X and Y through Z as shown on lease plan, subject to investigation, there seems to be existing breaches of the conditions of the lease. His office reserves all rights to take lease enforcement actions against the abovementioned breaches as appropriate; and
- (c) if the planning application is approved by the Board, the owner of the Premises shall apply to his department for a lease modification or temporary waiver to implement the proposal. His advisory comments are provided in **Appendix III**.

Fire Safety

9.1.3 Comments of the Director of Fire Services (D of FS):

- (a) no objection to the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the D of FS; and
- (b) the subject premises are protected with a sprinkler system so that the maximum permissible aggregate CFA allowed on G/F is 460m² in accordance with TPB PG-No. 22D. The proposed shop and services (convenience store) use at about 25m² should be counted up to the aggregate CFA; and
- (c) his advisory comments are at **Appendix III**.

Building Matters

9.1.4 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

he has no objection in principle to the application and the applicant should note his comments at **Appendix III**.

Traffic Aspect

9.1.5 Comments of the Commissioner for Transport (C for T):

(a) according to the applicant's submission in the traffic review report, with the provision of two waiting spaces for the eight car-parking spaces with EV charging facilities in accordance with the requirements as stipulated in Chapter 12 of Hong Kong Planning Standards and Guidelines and the proposed traffic mitigation measures, the applicant confirms that the applied uses with a new vehicular run-in/out would not induce adverse traffic impacts to the surrounding road and pedestrian network. Having reviewed the above, C for T has no in-principle objection to the application from the traffic engineering perspective subject to the following approval conditions to be imposed if the Board decides to approve the application:

- (i) the design and provision of the new vehicular run-in and run-out to the Premises at Lam Lee Street, as proposed by the applicant, within six months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 14.2.2027; and
- (ii) the implementation of the traffic management measures, as proposed by the applicant, within six months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 14.2.2027.

9.1.6 Comments of the Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD):

no comment on the application from highway's maintenance point of view. The applicant shall submit the construction of run-in/out to his for review and approval prior to the commencement of works. His detailed comments are at **Appendix III**.

Environment

9.1.7 Comments of the Director of Environmental Protection (DEP):

- (a) the applicant confirms that there will be no repairing, car washing, paint spraying and other vehicle workshop activities at the Premises. On this basis, the applied green fuel station will unlikely cause major pollution, and he has no objection to the application; and

- (b) the applicant should note his comments at **Appendix III**.

District Officer's Comments

9.1.8 Local views/comments conveyed by the District Officer (Kwun Tong), Home Affairs Department (DO(KT), HAD) states that:

the Kwun Tong and Kowloon Bay Business Area Committee has no comment on the application.

9.2 The following Government departments have no objection to/no adverse comment on the application:

- (a) Chief Engineer/Mainland South, Drainage Services Department;
- (b) Chief Engineer/Construction, Water Supplies Department;
- (c) Director of Electrical and Mechanical Services; and
- (d) Commissioner of Police.

10. Public Comment received During the Statutory Publication Periods

During the statutory publication periods, one comment was received from an individual expressing concern that the vehicular movement of the applied use over the pavement of Lam Lee Street (**Plan A-2a**) could impact the safety of visitors of the adjacent open space and suggested that the EV charging facilities is more appropriate to be provided at the car park of the subject building (**Appendix IV**).

11. Planning Considerations and Assessments

11.1 The application is for green fuel station (EV charging) and shop and services (convenience store) uses at the Premises. While the planning intention of the "OU(B)" zone is primarily for general business uses, it allows greater flexibility in the use of the existing IBs provided that the uses would not induce adverse fire safety, environmental and traffic impacts. The applied uses which provide quick EV charging facilities and daily necessity needs to drivers, workers and members of the public are considered generally in line with the planning intention of the "OU(B)" zone.

11.2 The EV charging station consists of eight charging spaces for private cars and commercial vehicles including taxis. The station operates on a membership system whereby members will be able to view the vacancies of the station at the Premises or other charging stations operated by the applicant through a current mobile application. There will be no repairing, car washing, paint spraying and other vehicle workshop activities at the Premises. DEP considers the EV charging station will unlikely cause major pollution. Besides, the convenience store is small in scale. Furthermore, the vehicular run in/out of the green fuel station is at Lam Lee Street, whereas the vehicular and pedestrian accesses of the subject IB is at Lam Hing Street. The applied uses are considered not incompatible with the other uses within the same IB, as well as the uses of the surrounding buildings which are predominantly industrial and I-O buildings with a range of shop and services uses, vehicle repair workshops, recycling stores and warehouses.

- 11.3 According to the traffic review and the associated traffic management plan submitted by the applicant, the vehicular traffic volume generated by the proposed uses is low and unlikely to create adverse traffic impact to the surrounding road network. To avoid queueing outside the Premises at Lam Lee Street, the applicant proposes two waiting spaces at the premises and installation of a real-time vacancy display panel at the entrance, as well as deploying on-site staff to manage traffic within the Premises and at the street frontage. The traffic review concludes that the new vehicular run in/out would not pose adverse traffic impact on Lam Lee Street which is a local road with low traffic and pedestrian flow. Furthermore, to safeguard the pedestrian and road safety, the vehicular entrance is confined to a specified location and width. The public area outside the vehicular entrance is proposed to be enlarged for vehicular run-in/out. GI bollards with reflective visibility bands and traffic cylinder posts will be installed to separate the on-street pedestrians and vehicle users. Warning signages will be installed at the vehicular entrance to alert pedestrian and drivers, and the footpath width will remain as not less than 1.5m as per TPDM standards. C for T has no objection to the application subject to imposition of approval conditions on the design and provision of the new vehicular run-in/out and implementation of traffic management measures.
- 11.4 As advised by D of FS, the subject premises are fully protected by sprinklers and therefore subject to a maximum permissible limit of 460m² for aggregate CFA on G/F in accordance with TPB PG-No. 22D. The proposed convenience store at the Premises, with a total CFA of about 25m², is subject to the aforementioned limit. Should the Committee approve the application, the aggregate CFA on G/F of the subject building will be 239m² and is within the maximum permissible limit of 460m². The proposed layout complies with the means of escape requirement. In this regard, D of FS has no objection to the application subject to the imposition of an approval condition relating to provision of water supplies for firefighting and fire service installations.
- 11.5 The application complies with TPB-PG No. 22D in that it would not induce adverse fire safety and environmental impacts on the uses/developments in the same building and the adjacent areas. As set out in paragraphs 11.2 to 11.4, relevant departments have no adverse comment on or objection to the application.
- 11.6 While there is no previous and similar application for green fuel station, a number of similar applications for shop and services use (including four in the subject IB and three in other IBs in Kowloon Bay Area) have been approved as detailed in paragraphs 6.1 and 6.2 above. Approval of the applied convenience store is consistent with the previous decisions of the Committee on similar applications.
- 11.7 Regarding the concerns raised in the public comment on pedestrian safety (**Appendix IV**), the planning assessments in paragraph 11.3 above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comment mentioned in paragraph 10 above, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, no time clause on

commencement is proposed as the applied uses are already in operation. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the submission and implementation of the proposal for water supplies for firefighting and fire service installations within six months from the date of the approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 14.2.2027;
- (b) the design and provision of the new vehicular run-in and run-out to the Premises at Lam Lee Street, as proposed by the applicant, within six months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 14.2.2027;
- (c) the implementation of the traffic management measures, as proposed by the applicant, within six months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 14.2.2027; and
- (d) if any of the above planning conditions (a), (b) or (c) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix III**.

12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form received on 6.2.2026
Appendix Ia	Consolidated SPS received on 6.8.2026
Appendix Ib	Planning Statement received on 6.2.2026 and Supplementary Information including revised application form and SPS received on 10.2.2026
Appendix Ic	FI received on 10.3.2026
Appendix Id	FI received on 11.5.2026
Appendix Ie	FI received on 1.6.2026
Appendix If	FI received on 30.6.2026

Appendix Ig	FI received on 3.7.2026
Appendix II	Similar Applications at G/F of the Subject Building
Appendix III	Recommended Advisory Clauses
Appendix IV	Public Comment Received in March 2026

Drawing A-1	Location Plan
Drawing A-2	Extract from the OZP No. S/K13/34
Drawing A-3	Layout Plan
Drawing A-4	Proposed Traffic Management Plan
Drawing A-5	Extract of General Building Plan for Metro Centre (G/F): Proposed L/UL Route Connecting to the Subject Premises
Drawing A-6	Main Walking Routes To/From the Subject Premises
Drawing A-7	Fire Service Installation Plan
Plan A-1	Location Plan
Plan A-2a	Site Plan
Plan A-2b	Uses and Similar Applications on G/F, Metro Centre
Plans A-3 to A-5	Site Photos

PLANNING DEPARTMENT
AUGUST 2026