

2023年 8月 28日

此文件在收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

Appendix I of RNTPC
Paper No. A/YL-KTN/956

This document is received on 28 AUG 2023
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of
Land and/or Building Not Exceeding 3 Years in Rural Areas or Renewal
of Permission for such Temporary Use or Development***

**適用於祇涉及位於鄉郊地區土地上及/或建築物內進行為期不超過三年
的臨時用途/發展或該等臨時用途/發展的許可續期的建議***

*Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.

*其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展) 及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2302363 25/8 by hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/TL-KTN/956
	Date Received 收到日期	28 AUG 2023

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Sinopec (Hong Kong) Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Goldrich Planners & Surveyors Limited
金潤規劃測量師行有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 5,236 sq.m 平方米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 1,046 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	..... sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10
(e) Land use zone(s) involved 涉及的土地用途地帶	Other Specified Uses (Petrol Filling Station)
(f) Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☒ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。
- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"[#]
已通知 名「現行土地擁有人」[#]。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)^{#&}
於 _____ (日/月/年)向每一名「現行土地擁有人」[#]郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關係的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B)) (如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Hydrogen Filling Station with Ancillary Facilities (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積	4,190 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	1,046 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	5
Proposed domestic floor area 擬議住用樓面面積	N.A. ....sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	1,046 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	1,046 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) Please refer to Plan 3.	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目	
Private Car Parking Spaces 私家車車位	.....
Motorcycle Parking Spaces 電單車車位	.....
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	5
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	.....
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	.....
Others (Please Specify) 其他 (請列明)	Coach / Heavy Goods Vehicle Parking Spaces: 3
	H2 Tube Trailer Parking Spaces (container vehicle size): 2
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
Taxi Spaces 的士車位	.....
Coach Spaces 旅遊巴車位	.....
Light Goods Vehicle Spaces 輕型貨車車位	.....
Medium Goods Vehicle Spaces 中型貨車車位	.....
Heavy Goods Vehicle Spaces 重型貨車車位	.....
Others (Please Specify) 其他 (請列明)	.....

Proposed operating hours 擬議營運時間 24 hours every day including Sundays and public holidays																																	
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) <div style="border-bottom: 1px solid black; padding: 2px;">Kam Tin Road</div>																															
	No 否	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)																															
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)																																	
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動？	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情 <div style="border-bottom: 1px solid black; height: 1.2em; margin-bottom: 2px;"></div> <div style="border-bottom: 1px solid black; height: 1.2em; margin-bottom: 2px;"></div> <div style="border-bottom: 1px solid black; height: 1.2em;"></div>																															
	No 否	<input checked="" type="checkbox"/>																															
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？	Yes 是	<input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約																															
	No 否	<input checked="" type="checkbox"/>																															
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:60%;">On environment 對環境</td> <td style="width:10%;">Yes 會 <input type="checkbox"/></td> <td style="width:10%;">No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table>			On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																															
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Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																															
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																															

	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)</p> <p>請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
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(B) Renewal of Permission for Temporary Use or Development in Rural Areas	
位於鄉郊地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/ _____ / _____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<p><input type="checkbox"/> year(s) 年</p> <p><input type="checkbox"/> month(s) 個月</p>

7. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to Appendix 1.

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署


LAU TAK FRANCIS
Name in Block Letters
姓名（請以正楷填寫）

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

PLANNING MANAGER

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

- ☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☒ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師

Others 其他 MRTPI, FRICS, RPS (GP)



on behalf of
代表

Goldrich Planners and Surveyors Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

25/08/2023

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories
Site area 地盤面積	5,236 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10
Zoning 地帶	Other Specified Uses (Petrol Filling Station)
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____ <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Hydrogen Filling Station with Ancillary Facilities

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	1,046 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.20 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	5	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)	
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
	Non-domestic 非住用	9 m 米 <input checked="" type="checkbox"/> (Not more than 不多於)	
		1 Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
(iv) Site coverage 上蓋面積	20.0 % <input checked="" type="checkbox"/> About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		10
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Coach / Heavy Goods Vehicle Parking Spaces H2 Tube Trailer Parking Spaces (container vehicle size)		5 3 2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)		

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Location Plan (Plan 1), Lot Index Plan (Plan 2) and Swept Path Analysis (Plan 4)</u>		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Letter from EEB dated 16.6.2023 (Encl. 1), Consolidated response-to-comment for Transport Department (Encl. 2) and Noise Impact Assessment (Encl. 3)</u>		
Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Executive Summary

1. The application site is on Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories.
2. The site area is about 5,236m². No Government Land is involved.
3. The proposed use is “Proposed Temporary Hydrogen Filling Station with Ancillary Facilities” for a Period of 3 Years.
4. The Inter-departmental Working Group on Using Hydrogen as Fuel (IWGUHF) has agreed-in-principle to build a trial project for a hydrogen filling station on the subject site. This application is to satisfy the requirements of the decision of the Inter-departmental Working Group.
5. A total of 5 structures (total floor area of about 1,046m²) including hydrogen filling station ancillary facilities, canopy for hydrogen filling spaces, hydrogen filling machine, power supply and transformer room, fire service installations and equipment are proposed on site.
6. Operation hours are 24 hours every day including Sundays and Public Holidays.
7. It is expected that no adverse impact would arise from the proposed development.

行政摘要

1. 申請地點位於新界元朗凹頭丈量約份第 103 約地段第 1041 號 (部分)。
2. 申請面積為大約 5,236 平方米。不涉及任何政府土地。
3. 申請用途為「擬議臨時加氫站連附屬設施」(為期三年)。
4. 政府氫能源跨部門工作小組已原則上同意在上述地址加建一個加氫燃料站的技術試驗項目。此申請為滿足跨部門工作小組決議的要求。
5. 申請地點擬議提供 5 個構築物 (總樓面面積約為 1,046 平方米) 作加氫站附屬設施、加氫站蔭棚、加氫機、供電及變壓房以及消防裝置及設備用途。
6. 營業時間為每天 24 小時，包括星期日及公眾假期。
7. 預期擬議發展不會帶來負面影響。

Justifications

1. The Applied Use

The applied use is a “Proposed Temporary Hydrogen Filling Station with Ancillary Facilities” for a Period of 3 Years.

2. Location

The application site is on Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories.

3. Site Area

The site area is about 5,236m². No Government Land is involved.

4. Application Background of the Site

The whole lot of Lot 1041 in D.D. 103 was approved for “Proposed Two Petrol Filling Stations (including Liquefied Petroleum Gas)” use in 2007 (Approved Planning Application No.: A/YL-KTN/270). However, only the southern portion of the lot has been used for petrol and LPG filling station. The northern portion of the lot remains vacant.

In addition to the existing petrol and LPG filling station, the applicant would like to add a hydrogen filling station at the open space on the northern part of the lot. Please refer to the Layout Plan (Plan 3) for details.

5. The subject application

This application is related to “**Application for Conducting Trial Projects on Using Hydrogen as Fuel - Project title: Au Tau Integrated Energy Service Station [Application no. UHF-0002]**”. A trial project on using hydrogen as fuel which is led by Environment and Ecology Bureau (EEB). This project was given an agreement-in-principle by the Inter-departmental Working Group on Using Hydrogen as Fuel (IWGUHF) on 7.6.2023. Please refer to the attached Letter from EEB dated 16.6.2023 (Encl. 1) for details.

This planning application is submitted to the Town Planning Board for permission to fulfil the relevant statutory requirements from government departments.

6. **Annex of the Letter from EEB dated 16.6.2023**

Please refer to Annex of the Letter from EEB dated 16.6.2023. There are four columns in the Annex – Conditions of the Working Group’s Agreement-in-principle for Application UHF-002.

Column 1

1. **Safety Management System for the trial of hydrogen filling station**

This requirement mainly deals with the information of the company structure, specification of the installations etc. These are technical information which may not be required in the planning submission.

2. **Technical details for the hydrogen equipment / system**

We have provided a Quantitative Risk Assessment (QRA) report (softcopy will also be provided). The other technical requirements such as full list of hydrogen equipment will be provided in the detail design and implementation stage for approval.

3. **Trial setup and implementation details**

The information will be provided in the detail design and implementation stage for approval.

Column 2

The applicant is required to apply for a Short Term Waiver to give effect to the proposal in the lot

The applicant will apply to the Lands Department for a Short Term Waiver when the planning application is approved by the Town Planning Board

Column 3

The applicant is required to apply for a planning permission to the Town Planning Board

The applicant has made a pre-submission to PlanD prior to the formal submission of the planning application to TPB.

Column 4

Comments from Transport Department

Please refer to the consolidated response-to-comment (encl. 2), Layout Plan (Plan 3) and Swept Path Analysis (Plan 4) for consideration of Transport Department. We understand that there is no adverse comment on the captioned pre-submission.

7. **Town Planning Zoning**

The site falls within “Other Specified Uses (Petrol Filling Station)” zone on the Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10.

This zone is intended primarily for the development of petrol filling station.

Appendix I

The definition of the term “Petrol Filling Station” from the Town Planning Board does not include “Hydrogen Filling Station” use. “Hydrogen Filling Station” use is neither a Column 1 uses nor Column 2 uses. An application to the Town Planning Board for permission is required.

8. Development Parameters

(a) Operation Hours

The operation hours are 24 hours every day including Sundays and public holidays.

(b) Structures

5 numbers of structures are proposed on site. The details of the structures are as follows:

No	Structures	Covered Area (about)	Floor Area (about)	No. of Storeys	Height (About)
1	Power Supply and Transformer Room	157 m ²	157 m ²	1	5m
2	Fire Service Installations and Equipment	57 m ²	57 m ²	1	5m
3	Hydrogen Filling Station Ancillary Facilities	486 m ²	486 m ²	1	5m
4	Canopy for Hydrogen Filling Spaces	346 m ²	346 m ²	1	9m
5	Hydrogen Filling Machines (under the canopy)	-	-	1	5m
Total Area (about):		<u>1,046 m²</u>	<u>1,046 m²</u>		

(c) Mode of Operation

The operation is similar to a petrol filling station. The fuel is hydrogen instead of petrol. It is estimated that a total of about 10 coaches, heavy goods vehicles or light goods vehicles will patron the hydrogen filling station in the trial period per day. The daily maximum capacity of handling hydrogen filling is about 40 vehicles.

Other than vehicles, the hydrogen may be filled to hydrogen storage tubes which may be carried to other places for hydrogen powered generator.

Hydrogen tube trailer will come to the site to refill the hydrogen storage tanks come about once a day in the trial period. The daily maximum hydrogen refilling is about 3 times per day.

9. Similar Use in Vicinity

The site is at the immediate northern side of an existing petrol filling station. The proposed hydrogen filling station is compactible to the surrounding environment.

10. No Adverse Impact to the Environment

(a) Noise and Air

The applicant will implement good site practices and necessary dust control measures as stipulated in the Air Pollution Control (Construction Dust) Regulation to minimise the dust impact on the nearby Air Sensitive Receivers during construction phase.

Hydrogen vehicles do not have an engine. They do not rely on combustion of fossil fuel. Thus, no polluted air is generated.

The hydrogen filling station will only be used by hydrogen vehicles. It is estimated that a total of about 10 coaches, heavy goods vehicles or light goods vehicles will patron the hydrogen filling station in the trial period per day. These vehicles mainly come in the non-peak hours (19:00 – 23:00). As the numbers of vehicles coming to the hydrogen filling station is small, the noise impact due to the increased of these vehicles will be insignificant.

The hydrogen filling station will carry out the process of filling the hydrogen storage of the station, compression to increase its density for efficient storage or dispensing, cooling for storage and dispensing the hydrogen to the vehicles. It is expected that these processes will not have adverse impact to the surrounding sensitive receivers. The analysis of the noise impact will be detailed in a separate report (Encl. 3).

(b) Traffic

There are 3 parking spaces for coaches/heavy goods vehicles and 5 parking spaces for light goods vehicles near the hydrogen filling machines, and 2 parking spaces for hydrogen tube trailer near the filling station ancillary facilities at the northern side of the site.

It is estimated that a total of 20 trips rates (10 trip generations and 10 trip attractions) of hydrogen vehicles will be induced every day. The traffic load to Kam Tin Road is insignificant.

The estimated trip generation and trip attraction are as follows:

Periods	Coaches / Heavy Goods Vehicles	
	Trip Generation	Trip Attraction
07:00-08:00	0	0
08:00-09:00	0	0
09:00-10:00	0	0
10:00-11:00	0	0
11:00-12:00	0	0

Appendix I

Periods	Coaches / Heavy Goods Vehicles	
	Trip Generation	Trip Attraction
12:00-13:00	0	0
13:00-14:00	0	0
14:00-15:00	0	0
15:00-16:00	0	0
16:00-17:00	0	0
17:00-18:00	0	0
18:00-19:00	0	0
19:00-20:00	3	3
20:00-21:00	3	3
21:00-22:00	2	2
22:00-23:00	2	2
23:00-07:00	0	0

The application site has sufficient space for manoeuvring of vehicles. No parking, queuing and reverse movement of vehicles on public road are needed.

(c) Drainage

The applicant will apply to Environmental Protection Department for a Discharge Licence during construction stage. No septic tank and soakaway system will be used for the proposed development, as the existing petrol filling station has already had a toilet.

The applicant will submit a drainage proposal to mitigate potential drainage impacts arisen from the development after the planning approval has been granted by the Board. The applicant will implement the proposed drainage facilities when the proposal is accepted by Drainage Services Department.

(d) Land Contamination

As site formation of the subject site for the purpose of petrol filling station was approved and completed in 2008, land contamination assessment is not expected to be required.

(e) Quantitative Risk Assessment

A Quantitative Risk Assessment is conducted to evaluate the risk level of the proposed H₂ Filling Station. The assessment shows that the individual risk and societal risk associated with H₂ Filling Station are in compliance with Hong Kong Government Risk Guidelines. Please refer to attached Quantitative Risk Assessment for details.

- End -

GoldRich PLANNERS & SURVEYORS LTD.

金 潤 規 劃 測 量 師 行 有 限 公 司

Your Ref.:

Our Ref.: P23023/TL23390

25 August 2023

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

By Post and Email:
tpbpd@pland.gov.hk

Dear Sir,

S.16 Application for

**“Proposed Temporary Hydrogen Filling Station with Ancillary Facilities”
for a Period of 3 Years**

Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories

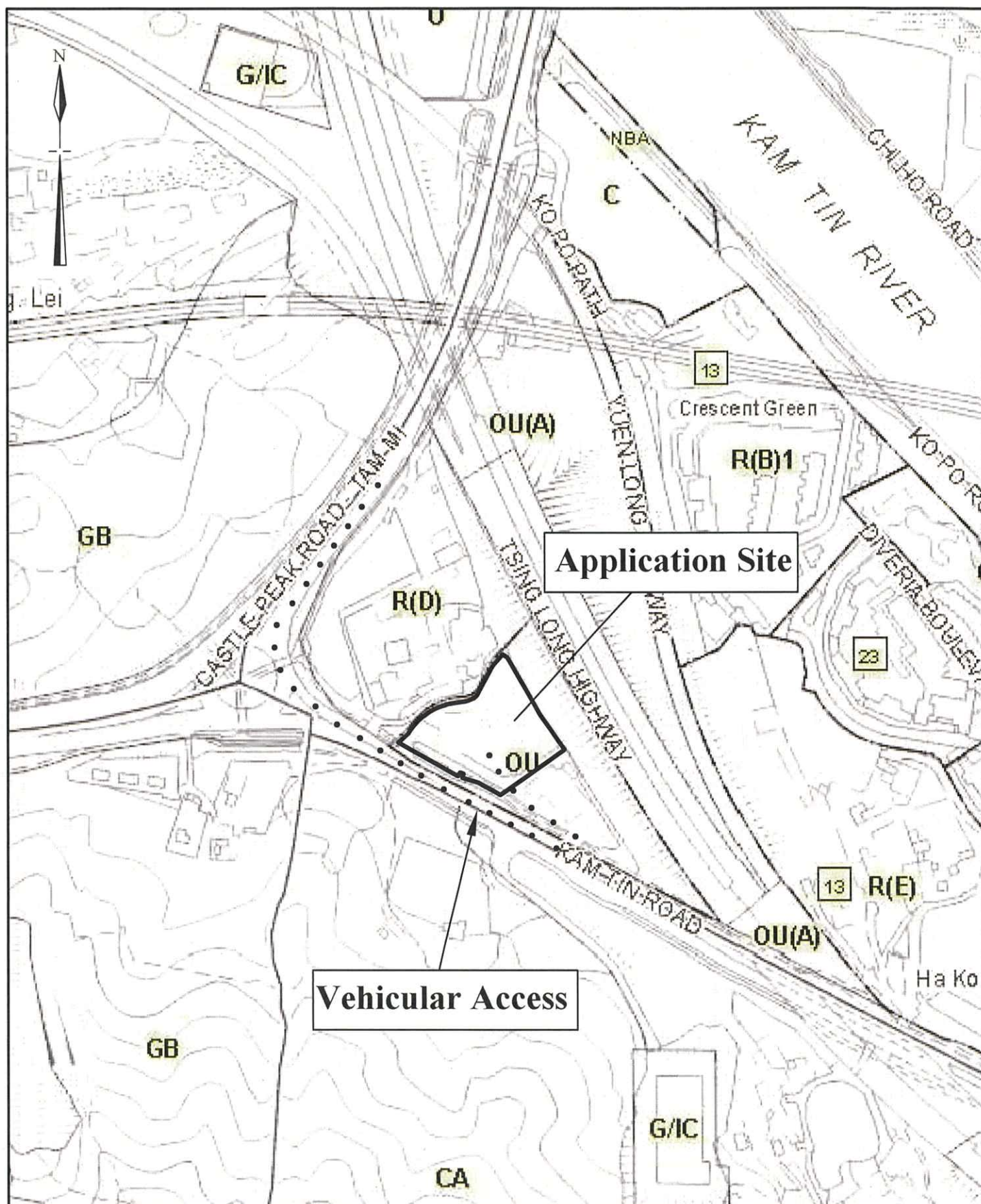
We act on behalf of Sinopec (Hong Kong) Limited in applying for the captioned use under Section 16 of Town Planning Ordinance (Cap. 131). Please refer to the Checklist of Documents for the documents submitted to support the application.

Yours faithfully,
For and on behalf of
Goldrich Planners & Surveyors Ltd.



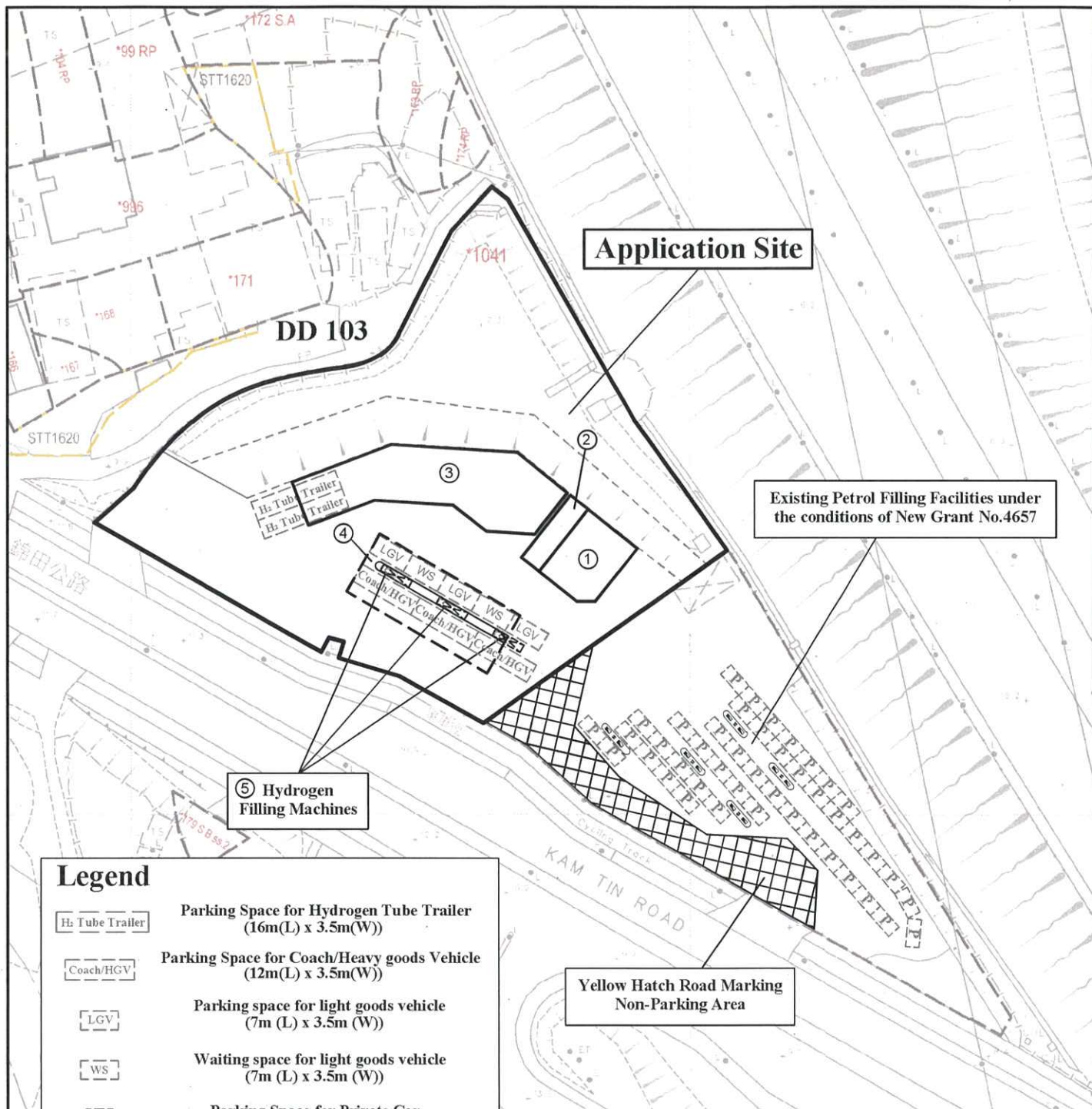
Francis Lau

Encl.



Extracted from Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10

N.T.S	Location Plan	Goldrich Planners & Surveyors Ltd.
June 2023	Lot 1041 (part) in D.D. 103 Au Tau, Yuen Long, New Territories	Plan 1 (P 23023)



Site Area (about) : 5,236 m²

No.	Uses	Floor Area (about)	Covered Area (about)	No. of Storeys	Height
1	Power Supply and Transformer Room	157 m ²	157 m ²	1	5m
2	Fire Service Installations and Equipment	57 m ²	57 m ²	1	5m
3	Hydrogen Filling Station Ancillary Facilities	486 m ²	486 m ²	1	5m
4	Canopy for Hydrogen Filling Spaces	346 m ²	346 m ²	1	9m
5	Hydrogen Filling Machines (under the canopy)	—	—	1	5m
Total Area (About) :		<u>1,046 m²</u>	<u>1,046 m²</u>		

1:1000

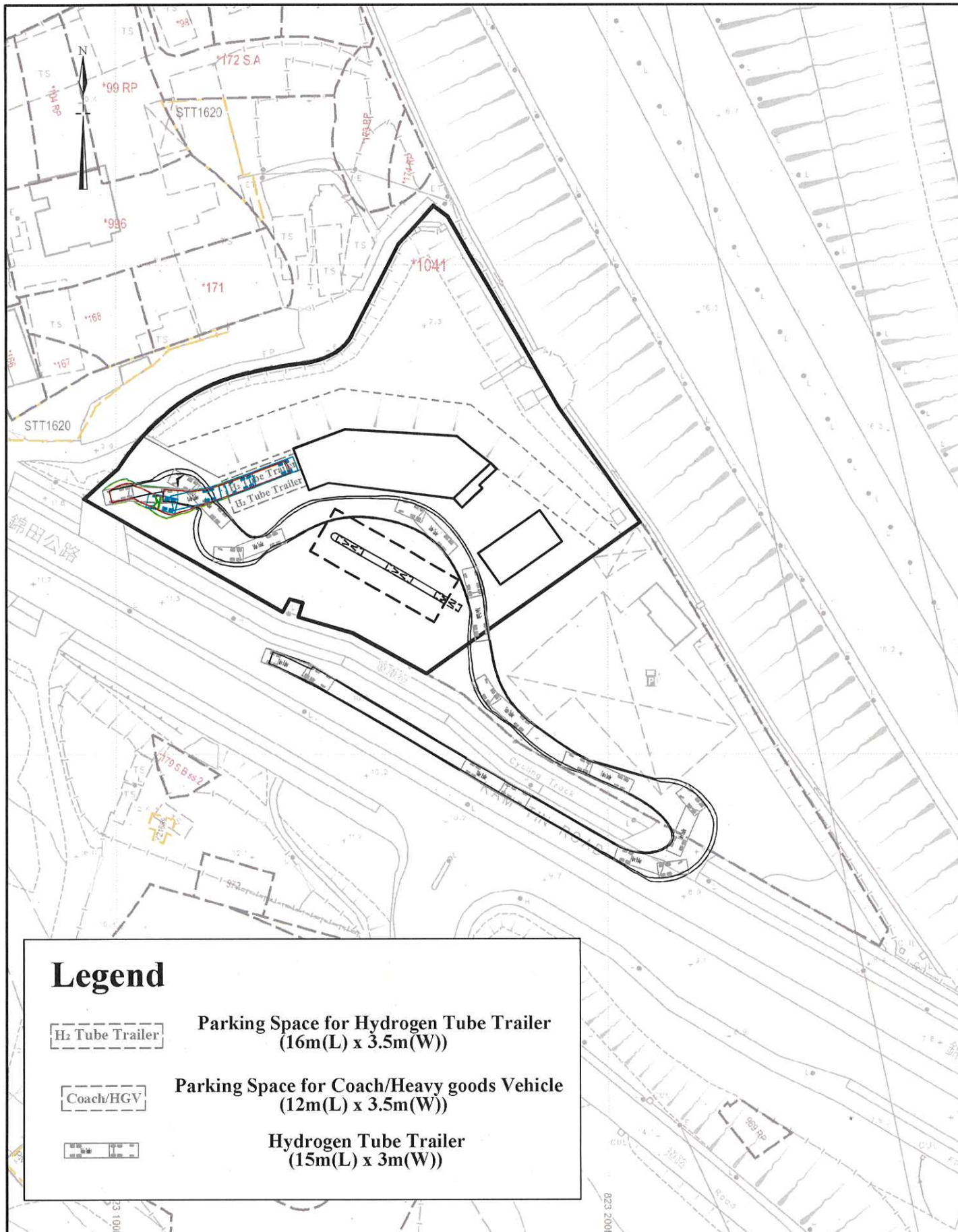
Layout Plan

Goldrich Planners & Surveyors Ltd.

August 2023

**Lot 1041 (part) in D.D. 103
Au Tau, Yuen Long, New Territories**

**Plan 3
(P 23023)**



1:1000

July 2023

Swept Path Analysis

Lot 1041 (part) in D.D. 103
Au Tau, Yuen Long, New Territories

Goldrich Planners &
Surveyors Ltd.

Plan 4
(P 23023)

政府總部
環境及生態局
(環境科)

香港添馬添美道2號
政府總部東翼15至16樓



ENVIRONMENT AND ECOLOGY BUREAU
(ENVIRONMENT BRANCH)
GOVERNMENT SECRETARIAT

15/F & 16/F, East Wing,
Central Government Offices,
2 Tim Mei Avenue, Tamar,
Hong Kong

16 June 2023
(By Post and Email)

Sinopec (Hong Kong) Limited

(Attn: Anthony POON)

Dear Mr. Poon,

Application for Conducting Trial Projects on Using Hydrogen as Fuel
Project title: Au Tau Integrated Energy Service Station
[Application no. UHF-0002]

I am authorised to inform you that the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group) has, at its meeting on 7 June 2023, given an agreement-in-principle to the captioned application, received on 1 September 2022, with revised project proposal submitted on 3 March 2023¹, and during the processing stage reviewed by relevant Bureaux/Departments and supplemented/revised by your team where necessary. The Working Group will issue a written notification to allow the commencement of your trial project, only after it has been demonstrated to the satisfaction of the Working Group that the conditions listed in the Annex have been fully met.

Nothing herein shall in any manner operate or be construed as a waiver of any provision in any prevailing legislation, any statutory

¹ Hydrogen refuelling station with 2 hydrogen dispensers, having a refuelling rate of 500kg/day and an operation pressure of 35-45 MPa. Hydrogen gas will be provided by a gas supplier through tube trailer, and stored in storage tank after compression. No hydrogen will be produced on site.


requirement or any terms and condition in any contract or Government lease. You shall comply with all applicable laws and relevant statutory requirements. It is also for you to secure modification of contracts, lease modification or waiver (as the case may be) where necessary. We will continue to provide necessary facilitation for your trial project in this regard.

To facilitate the Government to formulate a legal framework and future roadmap for the extensive use of hydrogen fuel locally in the long run, the Government will gather trial data and associated operation and maintenance record from you in due course.

If you accept the conditions as stipulated in this letter of agreement-in-principle, please confirm by completing and returning the enclosed reply slip by 26 June 2023.

Should you require further information, please contact my colleagues Mr. Nelson IP at 2594 6412 or Mr. Paddy SZETO at 2594 6411.

Yours sincerely,



(Dr. Sunny CHEUNG)

for the Inter-departmental Working Group on
Using Hydrogen as Fuel

Encl.

Reply Slip – Confirmation of Conditions

Annex – Conditions of the Application UHF-0002

Annex

**Conditions of the Working Group's Agreement-in-principle for
Application UHF-0002**

The Applicant is required to take actions and/or provide information as listed below to the satisfaction of the Working Group prior to the commencement of the trial. The Applicant is also required, and hereby undertakes, to ensure the trial and its associated activities (if any) follow the arrangements set out in the application and any supplementary information submitted to the Government. The Government reserves the right to impose additional conditions before or during the trial to ensure its smooth and safe operation.

B/D	Actions to be Taken or Information to be Provided
Environmental Protection Department	1. <u>Safety Management System for the trial of hydrogen filling station</u> 1.1. Company structure, ownership, affiliations and scope of business etc. 1.2. Organisation structure showing the key personnel and their responsibilities, staffing level and job demarcation etc.
Electrical and Mechanical Services Department	1.3. Description of hydrogen trial operation along supply chain (including HFCVs, hydrogen transportation, importation, storage, unloading & dispensing) and a full hazard evaluation
Fire Services Department	1.4. Specific information of hydrogen to be supplied including (i) composition and properties, (ii) hydrogen quality, sampling and testing & (iii) agreement with hydrogen supplier / importers 1.5. Particulars of the hydrogen suppliers, installation contractors, equipment manufacturers, advisors / consultants and other working partners in your trial business 1.6. Safety rules & procedures 1.7. Quality control and training to be provided for and / or the qualifications required of the relevant staff /

	<p>workers / driver / operators, etc. of the hydrogen-related facilities for ensuring the competence of the personnel involved in the project.</p> <p>1.8. Emergency Response and Evacuation Plan which include details of handling of hydrogen emergencies and leakage</p> <p>1.9. Detailed design with relevant standards and / or certification of the installation and equipment including but not limited to the electrical wirings, installations, pipeline, hydrogen gas dispenser, hydrogen storage system, etc.</p> <p>1.10. Detailed design of any safety devices, like earthing device, explosive-proof device, gas monitoring system, fire service installations and equipment, emergency stops, etc.</p> <p>1.11. Information of the examinations and inspections for ensuring the structural, mechanical, electrical and operational safety of the installation.</p> <p>1.12. The operation manual with the procedures of hydrogen refilling and the hydrogen storage system for ensuring public safety and security of the installation.</p> <p>2. <u>Technical details for the hydrogen equipment / system</u></p> <p>Hydrogen filling station (Au Tau)</p> <p>2.1. Layouts showing the locations and dimensions of all equipment and pipe run, and details of the radiation walls in the filling station</p> <p>2.2. Quantitative Risk Assessment (QRA) report and other hazard studies (e.g. HAZID, HAZOP) with outputs such as safety distances, protective and mitigation measures.</p> <p>2.3. Full list of hydrogen equipment in station including storage tanks, compressors, etc.</p>
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	<p>2.4. Design documentations and drawings including (i) gas detection, emergency shut down and venting, (ii) hazardous area classification and protection for electrical apparatus, (iii) fire services installations and (iv) lightning protection system</p> <p>2.5. Compliance checklist with certificates and test reports, inspection records and test reports.</p> <p>2.6. Demonstration of the separation distance requirements between hydrogen and petrol/diesel/LPG filling facilities and other critical features and surrounding populations and facilities in compliance with relevant international standard(s) and GB standard.</p> <p>2.7. The design of the hydrogen filling station shall fully meet the future safety guidelines now being prepared by EMSD and any related recommendations in the QRA study to be carried out by Sinopec.</p> <p>2.8. The design of the canopy above the hydrogen dispenser should allow safe dispersion of hydrogen in case of leakage incidents and comply with relevant international standards.</p> <p>Importation of hydrogen by tube trailers</p> <p>2.9. Sources of hydrogen imported from the Mainland and logistics of transportation across the border (e.g. travel time per delivery)</p> <p>Tube trailer</p> <p>2.10. Design documentations, drawings, specifications, certificates and test reports of the hydrogen system on the tube trailer such as hydrogen cylinders / vessels & its mounting, pipework & fittings, metering, safety and control devices etc., to demonstrate compliance on structural integrity,</p>
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	<p>mechanical strength, pressure and flow regulation, overpressure protection, leakage detection and fire safety etc. during the operation</p> <p>2.11. O&M details of the hydrogen tube trailer within the premises and the proposed transportation routes for hydrogen deliveries</p> <p>2.12. Compliance checklist with certificates and test reports</p> <p>2.13. Job references and commissioning records</p> <p>3. <u>Trial setup and implementation details</u></p> <p>3.1. Construction programme</p> <p>3.2. Testing and commissioning procedures of the hydrogen installation</p> <p>3.3. Periodic inspections and maintenance arrangement</p> <p>3.4. Incident reporting and investigation arrangement</p> <p>3.5. The arrangement of competent person / professional body for the O&M and emergency handling of the filling station and tube trailer to ensure the safety of the relevant installation including the safety of the connection between the hydrogen tube-trailer and the installation / hydrogen storage system etc.</p>
Lands Department	<p>1. The applicant is required to apply for a short term waiver to give effect to the proposal in the lot (i.e. Lot No. 1041 in Demarcation District No. 103). If the application for waiver is approved by the Lands Department in the capacity as the landlord at his sole discretion, it will be subject to such terms and conditions including the payment of a waiver fee, a deposit and an administrative fee as appropriate as may be imposed by the Lands Department.</p>
Planning Department	<p>1. An application for a temporary planning permission of the proposed hydrogen filling station for a period of not more than three years is required from the Town Planning Board (TPB) under section 16 of the Town</p>

	<p>Planning Ordinance.</p> <p>2. The applicant is advised to make pre-submission discussion with PlanD prior to the formal submission of the planning application to TPB.</p>
Transport Department	<p>1. Please advise the estimated average time for fully refuelling one vehicle with Hydrogen as compared to that with LPG and petrol;</p> <p>2. Please estimate handling capacity (e.g. number of vehicles per hour) of Hydrogen station and advise the anticipated number of vehicles using Hydrogen as fuel during trial period;</p> <p>3. Please clearly demarcate queueing spaces and estimate number of vehicles to be accommodated within the station area for Hydrogen station and the existing LPG station;</p> <p>4. Considering a scenario with considerable number of vehicles queueing for the existing LPG station, please propose measures (e.g. yellow hatched road marking) to avoid queueing vehicles from obstructing entry to Hydrogen station;</p> <p>5. Please indicate on plan how vehicles enter the 長管拖車區;</p> <p>6. Please clarify whether the trial Hydrogen station would be operating simultaneously with the existing LPG station.</p>

Comments from Transport Department

	Comments	Responses
1.	Please advise the estimated average time for fully refuelling one vehicle with Hydrogen as compared to that with LPG and petrol;	It is estimated the average time for fully refueling one vehicle with Hydrogen will be about 11 minutes for coaches or heavy goods vehicles which is similar to that with LPG and petrol.
2.	Please estimate handling capacity (e.g. number of vehicles per hour) of Hydrogen station and advise the anticipated number of vehicles using Hydrogen as fuel during trial period;	One hydrogen filling machine has 2 nozzles. Each hydrogen filling nozzle can serve about 4 vehicles per hour. Three hydrogen filling machines (6 nozzles) are proposed on site. It is estimated that the hydrogen filling station could handle about 24 vehicles per hour (6 nozzles x 4 vehicles per hour). It is estimated that 10 vehicles will use the hydrogen filling station during the trial period. They may not come on the same day.
3.	Please clearly demarcate queueing spaces and estimate number of vehicles to be accommodated with in the station area for Hydrogen station and the existing LPG station;	Fueling spaces and queueing spaces for the hydrogen filling station and the existing LPG station are indicated on the Layout Plan (Plan 3).
4.	Considering a scenario with considerable number of vehicles queueing for the existing LPG station, please propose measures (e.g. yellow hatched road marking) to avoid queueing vehicles from obstructing entry to Hydrogen station;	Yellow hatched road marking (non-parking area) is indicated along the vehicular access. The existing LPG station has sufficient queueing space for vehicles. The vehicles from the existing LPG station will not obstruct the entry of the site. Please refer to the Layout Plan (Plan 3) for details.
5.	Please indicate on plan how vehicles enter the 長管拖車區;	Please refer to the Swept Path Analysis (Plan 4) for details.
6.	Please clarify whether the trial Hydrogen station would be operating simultaneously with the existing LPG station.	The trial hydrogen filling station would be operating simultaneously with the existing LPG station. The existing LPG station and the hydrogen filling station are on different portions of the site. There is sufficient space within the site for the manoeuvring of vehicles for both types of filling stations. The operation of hydrogen filling station would not obstruct the operation or traffic flow of the existing LPG station.

	Comments	Responses
7.	The pre-submission assumes only 10 hydrogen-fuelled vehicles to use the station. The applicant shall provide more information to justify such assumption and advise whether the assumption would be valid throughout the proposed period	從加氫站運營能力角度計算，由於加氫站每天最大的加注量為1000KG，每輛重型氫能車輛加滿量約27.5KG，因此每天最多能為約36 台車輛加注；加上每天需要最多3 輛氫能管束車運送氫氣（每載約300-400KG），加氫站每天總車輛流量最多不超過40 輛。從實際需求角度計算，根據我司進行的市場調查，試驗期間市場的氫能車輛約為30 輛（政府約4 輛、巴士公司約10 輛、我司物流公司客戶車輛約15 輛）。由於氫能車輛在加滿的情況下能行駛550 公里（每5kg/100 公里），一般加注後能使用3 天，因此加氫站每天的加注車輛約為10 輛。
8.	Traffic review shall be conducted to ensure there is no adverse traffic impact to the public road. The applicant shall update the traffic review if there is substantial increase of vehicles using station during the approval period	根據以上計算結果，加氫站試驗期間每天只有約10 輛車輛使用加氫站，最多不超過40 輛，增加數量甚少，不會對附近的交通有不良影響。

Noise Impact Assessment

1. Introduction

- 1.1. This assessment aims to assess potential noise impacts upon the proposed development during occupancy and the noise impacts from the proposed development on the adjacent sensitive uses.

2. Background

- 2.1. The application site is on Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories. The applied use is a “Proposed Temporary Hydrogen Filling Station with Ancillary Facilities” for a Period of 3 Years. The site area is about 5,236m². No Government Land is involved. This application is related to “Application for Conducting Trial Projects on Using Hydrogen as Fuel - Project title: Au Tau Integrated Energy Service Station [Application no. UHF-0002]”. A trial project on using hydrogen as fuel which is led by Environment and Ecology Bureau (EEB). This project was given an agreement-in-principle by the Inter-departmental Working Group on Using Hydrogen as Fuel (IWGUHF) on 7.6.2023. This assessment is to demonstrate that the proposal will not impose any adverse noise impact to the nearby noise sensitive receivers.

3. Criteria and Guidelines

3.1. Road Traffic Noise

Noise standards are stipulated in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible impact from road traffic. According to the HKPSG, the road traffic noise standard for noise sensitive uses (i.e. bedroom, dining room, offices, etc.) relying on opened window for ventilation is L10(1- hr) 70 dB(A). Moreover, the road traffic noise standard for Noise Sensitive uses of Education Institutions (e.g. kindergartens, child care centres, etc.) relying on opened window for ventilation is L10(1-hr) 65 dB(A).

3.2. Noise Impact from Existing Fixed Noise Sources

The Noise Sensitive Receivers (NSR) and Acceptable Noise Level (ANL) are used for assessment purpose only, it does not represent Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force.

Under Noise Control Ordinance (NCO), noise criteria for existing fixed noise sources are stipulated in the Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites” (INDTM).

The Site is located within rural area and surrounded by warehouses and existing petrol filling station uses. Given the type of area for the subject site is classified as “Type (i) Rural area, including country parks or village type development” and it will not be affected by other influencing factors. The Area Sensitivity Rating of the subject site area is defined as “B”. Noise standards for this fixed noise impact assessment are tabulated in Table 3.1.

Table 3.1 Noise Standards for Fixed Noise Source

Time Period	Acceptance Noise Level (ANL) in IND-TM, dB(A)
Day and Evening (0700-2300)	65
Night (2300-0700)	55

Noise standards shall be adopted for both day and evening time, and night-time period in the assessment as tabulated in **Table 3.1**.

3.3. Noise Impact from Planned Fixed Noise Sources

According to the HKPSG, the noise standards [in LAeq(30min)] from the planned fixed noise sources should be 5 dB(A) below the Acceptance Noise Level (ANL) as specified in the IND-TM or as the prevailing background noise level at the façade of the Noise Sensitive Receivers (NSRs). As mentioned in para. 3.2, the ASR is defined as "A". The ANL and the HKPSG standards for the noise impact from the planned fixed noise sources as tabulated in **Table 3.2**.

Time Period	(ANL) in IND-TM, dB(A)	IND-TM Noise Standard for Planned Fixed Noise Source, [ANL-5dB(A)], dB(A)
Day and Evening (0700-2300)	65	60
Night (2300-0700)	55	50

3.4. Noise Sensitive Receiver

The residential developments Crescent Green and Riva are locating approximately 150m and 190m to the northeast and east of the site. A number of village houses are located approximately 50m to the south of the site.

As there will be no accommodation facilities within the proposed development, and the Proposed Development will not rely on opened windows for ventilation, the nature of the operation of the proposed development is not noise sensitive.

4. Noise Impact during Operational Phase

The hydrogen filling station will only be used by hydrogen vehicles. It is estimated that a total of about 10 coaches, heavy goods vehicles or light goods vehicles will patron the hydrogen filling station in the trail period per day. These vehicles mainly come in the non-peak hours (19:00 – 23:00). As the numbers of vehicles coming to the hydrogen filling station is small, the noise impact due to the increased of these vehicles will be insignificant.

4.1. Noise induced by the traffic

Hydrogen vehicles do not have an engine, the noise produced is much less than a normal petrol/diesel vehicle. The noise level is about 55 dB(A) (for coaches, heavy goods vehicles and light goods vehicles) which is similar to the noise produced by a refrigerator humming.

Hydrogen tube trailer comes once per day during day time. They will come into the station and turn off the engine before refuelling the hydrogen. Afterwards they start the engine and leave the station. It is anticipated that the noise generated by the vehicles would be insignificant.

4.2. Noise induced by the hydrogen filling processes

The proposed hydrogen filling station does not include on-site hydrogen production. It relies on hydrogen delivery by hydrogen tube trailer, the procedures and equipment are as follows:

Hydrogen Storage: The station would have storage tanks and cylinders to store the hydrogen delivered by the refilling truck. No noise is induced in associate with the storage process.

Compression: The station requires additional compression to increase its density for efficient storage or dispensing. Modern compressors are designed to minimize noise. Typical noise levels during compression range from around 50 to 55 dB(A) for about 15 minutes each time. This procedure would be conducted twice a day during day time.

Cooling: The hydrogen needs to be cooled for storage or dispensing. Cooling systems such as heat exchangers or chillers are required. The noise levels of these cooling equipment may range from around 50 to 55 dB(A) which is similar to a quiet conversation or a refrigerator humming.

Dispensing: The hydrogen dispensing process involves connecting the hydrogen filling machine to the vehicles. Noise generated during the dispensing process is typically minimal and may range from around 50 to 55 dB(A) which is similar to a quiet conversation or a refrigerator humming.

The hydrogen filling station relies on hydrogen delivery by a refilling truck, the noise generated during the compression, cooling and dispensing procedures would be the main contributors to the overall noise levels. Compression procedure is infrequent. It would be conducted twice a day during day time. Each time would be about 15 minutes.

Cooling and dispensing procedures are expected to be conducted about 10 times per day. Each time is expected to last for about 12 minutes.

5. Conclusion

In summary, it is anticipated that the proposed development meets the noise standards in HKPSG. It will not impose any adverse noise impact to the surrounding sensitive receivers in the nearby vicinity. If the proposed development fails to meet the noise standards, the operator commits to provide mitigation measures to rectify the situation.

金 潤 規 劃 測 量 師 行 有 限 公 司

Your Ref.: A/YL-KTN/956

Our Ref.: P23023/TL23419

20 September 2023

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

By Post and Email:
tpbpd@pland.gov.hk

Dear Sir,

Submission of Further Information

S.16 Application

**“Proposed Temporary Hydrogen Filling Station with Ancillary Facilities”
for a Period of 3 Years**

Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories

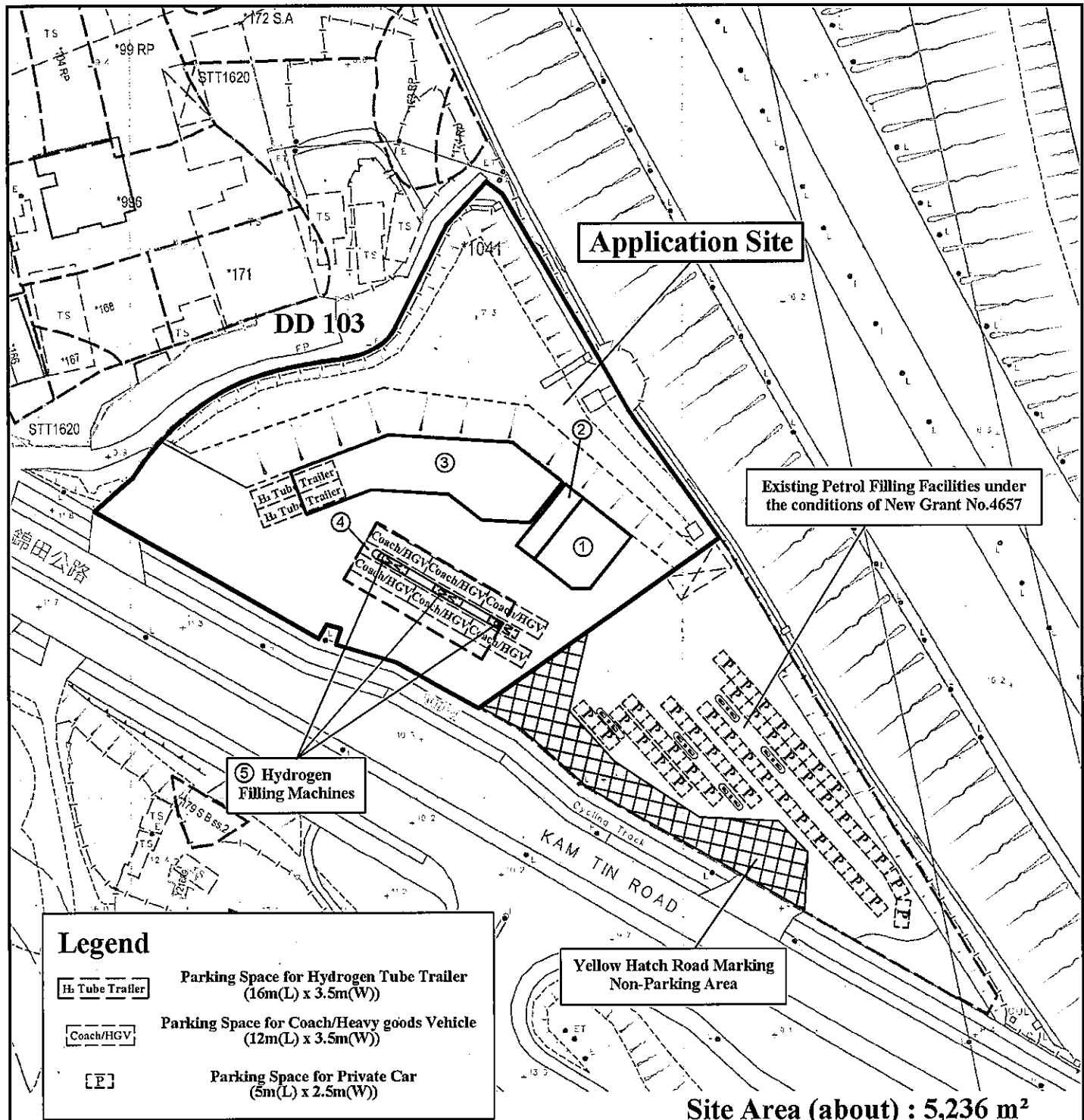
We would like to submit further information to revise the parking spaces for light goods vehicle to parking spaces for coach/heavy goods vehicle.

Yours faithfully,
For and on behalf of
Goldrich Planners & Surveyors Ltd.



Francis Lau

Encl.



No.	Uses	Floor Area (about)	Covered Area (about)	No. of Storeys	Height
1	Power Supply and Transformer Room	157 m ²	157 m ²	1	5m
2	Fire Service Installations and Equipment	57 m ²	57 m ²	1	5m
3	Hydrogen Filling Station Ancillary Facilities	486 m ²	486 m ²	1	5m
4	Canopy for Hydrogen Filling Spaces	346 m ²	346 m ²	1	9m
5	Hydrogen Filling Machines (under the canopy)	—	—	1	5m
Total Area (About) :		1,046 m ²	1,046 m ²		

1:1000

Layout Plan

Goldrich Planners & Surveyors Ltd.

September 2023

Lot 1041 (part) in D.D. 103
Au Tau, Yuen Long, New Territories

Plan 3a
(P 23023)

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B)) (如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Hydrogen Filling Station with Ancillary Facilities (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表 Proposed uncovered land area 擬議露天土地面積 4,190 .....sq.m <input checked="" type="checkbox"/> About 約 Proposed covered land area 擬議有上蓋土地面積 1,046 .....sq.m <input checked="" type="checkbox"/> About 約 Proposed number of buildings/structures 擬議建築物/構築物數目 5 Proposed domestic floor area 擬議住用樓面面積 N.A. ....sq.m <input type="checkbox"/> About 約 Proposed non-domestic floor area 擬議非住用樓面面積 1,046 .....sq.m <input checked="" type="checkbox"/> About 約 Proposed gross floor area 擬議總樓面面積 1,046 .....sq.m <input checked="" type="checkbox"/> About 約 Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) Please refer to Plan 3.	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Coach / Heavy Goods Vehicle Parking Spaces: 6 H2 Tube Trailer Parking Spaces (container vehicle size): 2	
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	1,046 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.20 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	5	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)	
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
	Non-domestic 非住用	9 m 米 <input checked="" type="checkbox"/> (Not more than 不多於)	
		1 Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
(iv) Site coverage 上蓋面積	20.0 % <input checked="" type="checkbox"/> About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		8
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Coach / Heavy Goods Vehicle Parking Spaces H2 Tube Trailer Parking Spaces (container vehicle size)		6 2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		

Appendix I

The definition of the term “Petrol Filling Station” from the Town Planning Board does not include “Hydrogen Filling Station” use. “Hydrogen Filling Station” use is neither a Column 1 uses nor Column 2 uses. An application to the Town Planning Board for permission is required.

8. Development Parameters

(a) Operation Hours

The operation hours are 24 hours every day including Sundays and public holidays.

(b) Structures

5 numbers of structures are proposed on site. The details of the structures are as follows:

No	Structures	Covered Area (about)	Floor Area (about)	No. of Storeys	Height (About)
1	Power Supply and Transformer Room	157 m ²	157 m ²	1	5m
2	Fire Service Installations and Equipment	57 m ²	57 m ²	1	5m
3	Hydrogen Filling Station Ancillary Facilities	486 m ²	486 m ²	1	5m
4	Canopy for Hydrogen Filling Spaces	346 m ²	346 m ²	1	9m
5	Hydrogen Filling Machines (under the canopy)	-	-	1	5m
Total Area (about):		<u>1,046 m²</u>	<u>1,046 m²</u>		

(c) Mode of Operation

The operation is similar to a petrol filling station. The fuel is hydrogen instead of petrol. It is estimated that a total of about 10 coaches or heavy goods vehicles will patron the hydrogen filling station in the trial period per day. The daily maximum capacity of handling hydrogen filling is about 40 vehicles.

Other than vehicles, the hydrogen may be filled to hydrogen storage tubes which may be carried to other places for hydrogen powered generator.

Hydrogen tube trailer will come to the site to refill the hydrogen storage tanks come about once a day in the trial period. The daily maximum hydrogen refilling is about 3 times per day.

9. Similar Use in Vicinity

The site is at the immediate northern side of an existing petrol filling station. The proposed hydrogen filling station is compactible to the surrounding environment.

10. No Adverse Impact to the Environment

(a) Noise and Air

The applicant will implement good site practices and necessary dust control measures as stipulated in the Air Pollution Control (Construction Dust) Regulation to minimise the dust impact on the nearby Air Sensitive Receivers during construction phase.

Hydrogen vehicles do not have an engine. They do not rely on combustion of fossil fuel. Thus, no polluted air is generated.

The hydrogen filling station will only be used by hydrogen vehicles. It is estimated that a total of about 10 coaches or heavy goods vehicles will patron the hydrogen filling station in the trail period per day. These vehicles mainly come in the non-peak hours (19:00 – 23:00). As the numbers of vehicles coming to the hydrogen filling station is small, the noise impact due to the increased of these vehicles will be insignificant.

The hydrogen filling station will carry out the process of filling the hydrogen storage of the station, compression to increase its density for efficient storage or dispensing, cooling for storage and dispensing the hydrogen to the vehicles. It is expected that these processes will not have adverse impact to the surrounding sensitive receivers. The analysis of the noise impact will be detailed in a separate report (Encl. 3).

(b) Traffic

There are 6 parking spaces for coaches/heavy goods vehicles near the hydrogen filling machines, and 2 parking spaces for hydrogen tube trailer near the filling station ancillary facilities at the northern side of the site.

It is estimated that a total of 20 trips rates (10 trip generations and 10 trip attractions) of hydrogen vehicles will be induced every day. The traffic load to Kam Tin Road is insignificant.

The estimated trip generation and trip attraction are as follows:

Periods	Coaches / Heavy Goods Vehicles	
	Trip Generation	Trip Attraction
07:00-08:00	0	0
08:00-09:00	0	0
09:00-10:00	0	0
10:00-11:00	0	0
11:00-12:00	0	0
12:00-13:00	0	0
13:00-14:00	0	0

金 潤 規 劃 測 量 師 行 有 限 公 司

Your Ref.: A/YL-KTN/956

Our Ref.: P23023/TL23423

4 October 2023

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

By Post and Email:
tpbpd@pland.gov.hk

Dear Sir,

Submission of 2nd Further Information

S.16 Application
“Proposed Temporary Hydrogen Filling Station with Ancillary Facilities”
for a Period of 3 Years
Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories

The site is selected for the trial Temporary Hydrogen Filling Station because it is already a petrol filling station, which is of similar use; and it is at a reasonable distance from the residential area.

A temporary use for a period of 3 years is applied for because it is a trial project. When it is proven that the proposed hydrogen filling station can operate properly, the applicant may apply for permanent use of the operation.

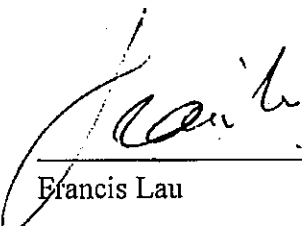
The petrol and LPG gas filling station does not require the whole lot for operation. Thus, the northern portion of Lot 1041 in D. D.103 was vacant.

The lease conditions do not have restriction on the identity of the operator. The petrol and LPG gas filling station may be operated by any person.

Regarding safety, the proposed hydrogen filling station have passed the Quantitative Risk Assessment and it is shown that the risk is under control. Safety measures such as fire walls, safety distance and emergency shut down, etc. have complied with the relevant international standards.

The origin of the hydrogen is from the Greater Bay Area.

Yours faithfully,
For and on behalf of
Goldrich Planners & Surveyors Ltd.


Francis Lau

金 潤 規 劃 測 量 師 行 有 限 公 司

Your Ref.: A/YL-KTN/956

Our Ref.: P23023/TL23443

20 October 2023

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

By Post and Email:
tpbpd@pland.gov.hk

Dear Sir,

Submission of 3rd Further Information

S.16 Application

**“Proposed Temporary Hydrogen Filling Station with Ancillary Facilities”
for a Period of 3 Years**

Lot 1041 (Part) in D.D. 103, Au Tau, Yuen Long, New Territories

The site is selected for the trial Temporary Hydrogen Filling Station because it is already a petrol filling station, which is of similar use. It is at a reasonable distance from the residential area.

The origin of the hydrogen is from the Greater Bay Area. This site is close to the trunk road leading to the Greater Bay Area. Hydrogen tube trailers come in via a shorter distance, and do not have to pass through any tunnels in Hong Kong.

Yours faithfully,

For and on behalf of

Goldrich Planners & Surveyors Ltd.



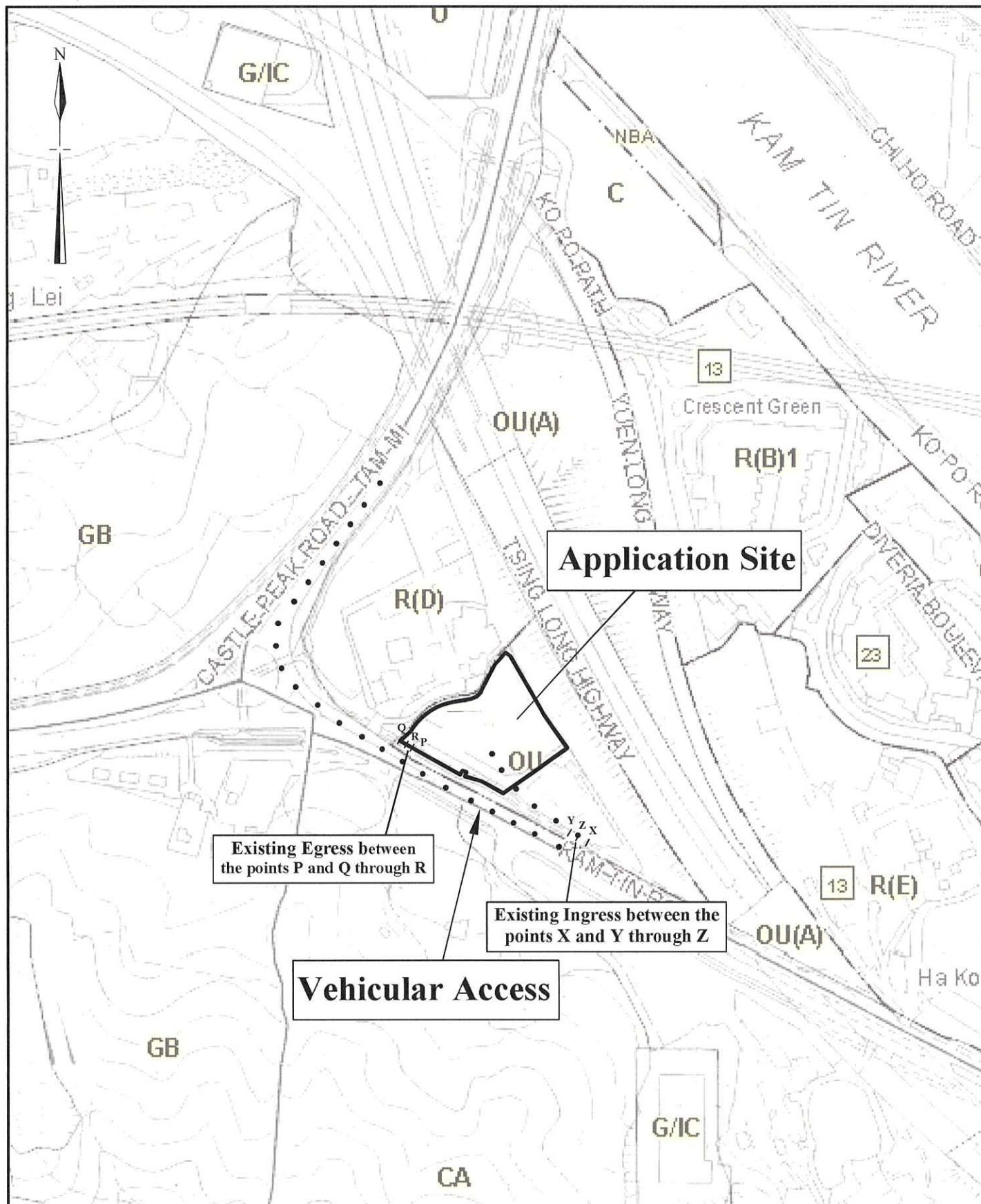
Francis Lau

Encl.

Comments from Transport Department

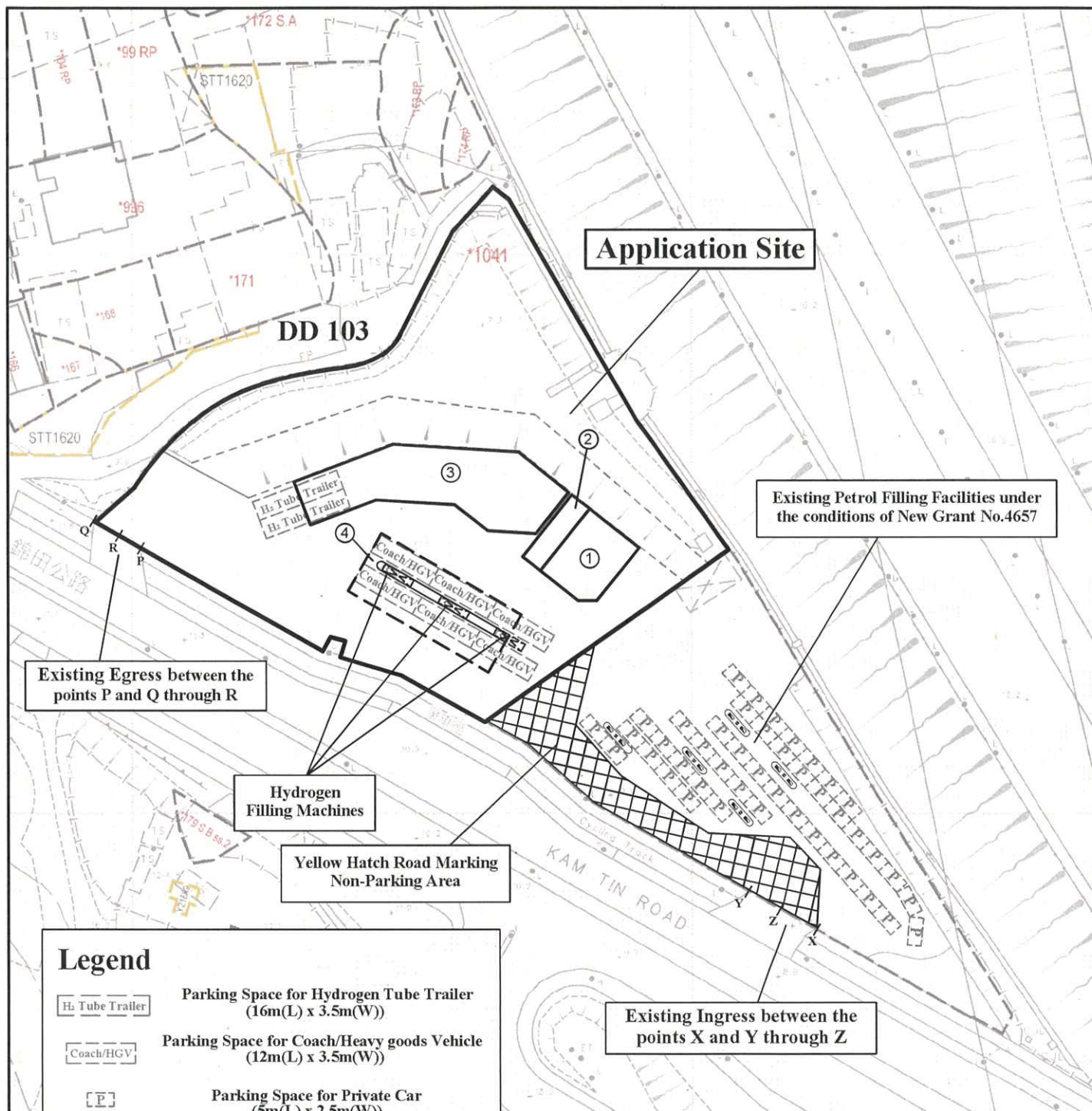
	Comments	Responses
1.	Please advise the estimated average time for fully refuelling one vehicle with Hydrogen as compared to that with LPG and petrol;	It is estimated the average time for fully refueling one vehicle with Hydrogen will be about 11 minutes for coaches or heavy goods vehicles which is similar to that with LPG and petrol.
2.	Please estimate handling capacity (e.g. number of vehicles per hour) of Hydrogen station and advise the anticipated number of vehicles using Hydrogen as fuel during trial period;	One hydrogen filling machine has 2 nozzles. Each hydrogen filling nozzle can serve about 4 vehicles per hour. Three hydrogen filling machines (6 nozzles) are proposed on site. It is estimated that the hydrogen filling station could handle about 24 vehicles per hour (6 nozzles x 4 vehicles per hour). It is estimated that 10 vehicles will use the hydrogen filling station during the trial period. They may not come on the same day.
3.	Please clearly demarcate queueing spaces and estimate number of vehicles to be accommodated with in the station area for Hydrogen station and the existing LPG station;	Fueling spaces and queueing spaces for the hydrogen filling station and the existing LPG station are indicated on the Layout Plan (Plan 3).
4.	Considering a scenario with considerable number of vehicles queueing for the existing LPG station, please propose measures (e.g. yellow hatched road marking) to avoid queueing vehicles from obstructing entry to Hydrogen station;	Yellow hatched road marking (non-parking area) is indicated along the vehicular access. The existing LPG station has sufficient queueing space for vehicles. The vehicles from the existing LPG station will not obstruct the entry of the site. Please refer to the Layout Plan (Plan 3) for details.
5.	Please indicate on plan how vehicles enter the 長管拖車區;	Please refer to the Swept Path Analysis (Plan 4) for details.
6.	Please clarify whether the trial Hydrogen station would be operating simultaneously with the existing LPG station.	The trial hydrogen filling station would be operating simultaneously with the existing LPG station. The existing LPG station and the hydrogen filling station are on different portions of the site. There is sufficient space within the site for the manoeuvring of vehicles for both types of filling stations. The operation of hydrogen filling station would not obstruct the operation or traffic flow of the existing LPG station.

	Comments	Responses
7.	The pre-submission assumes only 10 hydrogen-fuelled vehicles to use the station. The applicant shall provide more information to justify such assumption and advise whether the assumption would be valid throughout the proposed period	<p>從加氫站營運能力角度計算，由於加氫站每天最大的加注量為1000KG，每輛重型氫能車輛加滿量約27.5KG，因此每天最多能為約36台車輛加注（$1000\text{KG} / 27.5\text{KG} = 36$輛）；加上每天需要最多3輛氫能管束車運送氫氣（每載約300-400KG），加氫站每天總車輛流量最多不超過39輛（36台氫能車輛 + 3輛氫能管束 = 39輛）。</p> <p>從實際需求角度計算，根據我司進行的市場調查，在試驗期間市場的氫能車輛約為29輛（政府約4輛、巴士公司約10輛、我司物流公司客戶車輛約15輛）。</p> <p>由於氫能車輛在加滿的情況下能行駛550公里（5kg/100公里），一般氫能車輛加注後能使用3天，因此加氫站每天的加注車輛約為10輛。</p>
8.	Traffic review shall be conducted to ensure there is no adverse traffic impact to the public road. The applicant shall update the traffic review if there is substantial increase of vehicles using station during the approval period	<p>根據以上計算結果，加氫站試驗期間每天只有約10輛車輛使用加氫站，最多不超過40輛，增加數量甚少，不會對附近的交通有不良影響。</p>



Extracted from Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10

N.T.S	Location Plan	Goldrich Planners & Surveyors Ltd.
October 2023	Lot 1041 (part) in D.D. 103 Au Tau, Yuen Long, New Territories	Plan 1a (P 23023)



Site Area (about) : 5,236 m²

No.	Uses	Floor Area (about)	Covered Area (about)	No. of Storeys	Height
1	Power Supply and Transformer Room	157 m ²	157 m ²	1	5m
2	Fire Service Installations and Equipment	57 m ²	57 m ²	1	5m
3	Hydrogen Filling Station Ancillary Facilities	486 m ²	486 m ²	1	5m
4	Canopy for Hydrogen Filling Spaces	346 m ²	346 m ²	1	9m
5	Hydrogen Filling Machines (under the canopy)	—	—	1	5m
Total Area (About) :		1,046 m²	1,046 m²		

1:1000

Layout Plan

Goldrich Planners & Surveyors Ltd.

October 2023

**Lot 1041 (part) in D.D. 103
Au Tau, Yuen Long, New Territories**

**Plan 3b
(P 23023)**

Proposed Hydrogen Filling Station at
Kam Tin Road, Au Tau, Yuen Long, N.T. Lot 1041 D.D. 103

Response to AFCD comments :

1) Introduction

The response is made to the comments made by AFCD in connection with the planning application.

The following paragraphs will address the concern and clarification of the no effect situation to the existing stream course from nature conservation point of view.

2) Existing Condition of the Site

The site is part and parcel of the parent lot 1041, which is the area reserved for Phase II development way back in 2006. Site formation works mainly in channelling and discharging of storm surface water from the area to the stream course now concerned was constructed.

The proposed development is a green energy project delivering hydrogen to compatible vehicles. Hydrogen will exist in gas form unlike normal petroleum fuel products which exist in liquid form. The later will contaminate the ground in case of leakage and cause pollution to the discharge water to the stream course.

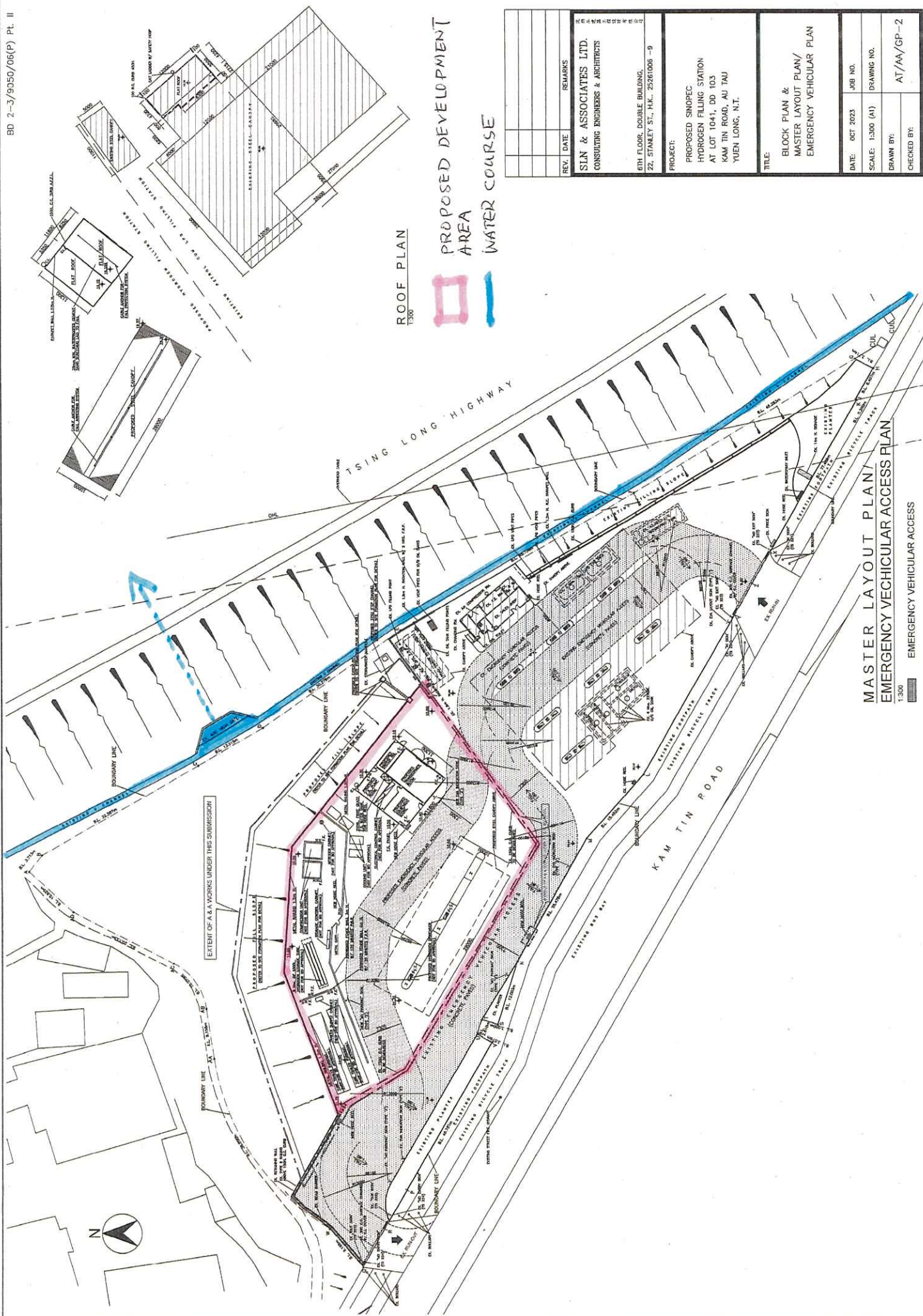
In the proposed development there will not be any lubricating or car washing services. There is also no new toilet facilities. The provision will be shared by the existing toilets in the adjoining petrol filling station belonging to the same operator.

The development will involve slightly enlarged useful level platform as shown in the enclosed drawing. The overall plan area remains the same. Storm water after collected through surface channels will be discharged into the stream course in the same manner. The development will not in any way encroach into the adjacent stream course.

3) Discussion and Conclusion

From the above description it can be seen that there will be no undesirable discharge of effluent other than the storm water collected from the site, same as what it has already been. Therefore the development will not cause any adverse impact onto the stream course from nature conservation of view.

In case of any change to the above mentioned condition, the owner has the duty to consult AFCD and other Government departments for comments and instigate any necessary mitigation measures.



Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- no adverse comment on the application;
- the application site (the Site) has an area of about 5,236m² which should be subject to further verification and survey;
- the Site falls within Lot No. 1041 in D.D. 103 (the Lot) which is held under New Grant No. 4657 (the New Grant). The New Grant contains, inter alia, the following restrictions:
 - S.C.(5)(a) provided that the Grantee shall develop the Lot of a minimum of one petrol filling station including not less than 12 LPG Dispensing Nozzles but not more than two petrol filling stations; and
 - S.C.(14)(a) provided that the Lot or any part thereof shall not be used for any purpose other than the Petrol Filling Station and retail sale and any ancillary storage purposes only.
- according to the justification submitted by the applicant, the applicant proposed to erect a total of 5 structures (total GFA of about 1,046m²) including (i) power supply and transformer room, (ii) fire service installations and equipment, (iii) hydrogen filling machines (under the canopy). The proposed development of hydrogen filling station with ancillary facilities is in contravention of the permitted type of building under the New Grant; and
- advisory comments are in **Appendix III**.

2. Traffic

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

- no comment on the application from traffic engineering perspective; and
- advisory comments are in **Appendix III**.

Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

- no objection to the application.

3. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN,

DSD):

- no objection in-principle to the application from public drainage point of view;
- should the application be approved, the applicant is required to submit a drainage proposal, implement and maintain the drainage proposal for the development to the satisfaction of the Director of Drainage Services or of the Town Planning Board; and
- detailed checking under the BO will be carried out at building plan submission stage.

4. **Fire Safety**

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

- no objection in-principle to the application subject to fire service installations (FSIs) being provided to the satisfaction of the Director of Fire Services.

5. **Environment**

Comments of the Director of Environmental Protection (DEP):

- no objection to the application subject to the imposition of the following approval conditions to the satisfaction of DEP or the Board:
 - the submission of a hazard review for the detailed design of the proposed development with a view to determining whether the results of the quantitative risk assessment (QRA) are still applicable. If the results of the QRA are not applicable, the applicant shall submit an updated QRA report and implement the risk mitigation measures identified therein. The hazard review and the updated QRA report (if applicable) shall be submitted before the commencement of the construction of the proposed development; and
 - the submission of a fixed noise impact assessment and implementation of noise mitigation identified therein before the operation of the project.
- there was no environmental complaint case concerning the Site received in the past three years..

6. **Nature Conservation**

Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- noting that the development will not encroach into the adjacent stream, he has no further comment on the application.

7. **Building Matters**

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no objection to the application;
- before the proposed building works (including but not limited to the buildings or structures in related to the hydrogen filling stations or facilities mentioned in the application) are carried out, an Authorised Person, a Registered structural Engineer and a Registered Geotechnical Engineer (if involving geotechnical elements) should be appointed to make recommendations and formal applications for approval and consent from the Building Authority;
- detailed checking under the BO will be carried out at building plan submission stage; and
- his detailed comments are in **Appendix III**.

8. Electrical and Mechanical Matters

Comments of the Director of Electrical and Mechanical Services (DEMS):

- no objection in-principle subject to the submission of a hazard review and updated QRA and implementation of risk mitigation measures identified therein, if necessary, to his satisfaction.

9. Landscape Matters

Comments of the Chief Town Planner/ Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- the applicant should be advised that approval of the planning application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant department prior to commencement of the works.

10. District Officer's Comments

Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

- his office has not received any locals' comment on the application and he has no comment on the application.

11. Other Departments

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

- Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD);
- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD); and

- Commissioner of Police (C of P).

Recommended Advisory Clauses

- (a) prior planning permission should have been obtained before commencing the proposed use at the application site (the Site);
- (b) to resolve any land issues relating to the development with the concerned owner(s) of the Site;
- (c) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:
 - the applicant has applied for a Short Term Waiver (STW) to implement the planning scheme. There is no guarantee at this stage that the STW application would be approved. Such application will be dealt with by his department acting in the capacity of the landlord at his discretion, and if it is approved under such discretion, the approval would be subject to such terms and conditions including amongst others, the payment of waiver fee and administrative fee as may be imposed by his department;
- (d) to note the comments of the Commissioner for Transport (C for T) that:
 - the Site is connected to the public road network via a section of a local access road which is not managed by Transport Department. The land status of the local access road should be checked with the LandsD. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly. Sufficient manoeuvring space shall be provided within the Site. No vehicle is allowed to queue back to or reverse onto / from public road at any time during the planning approval period;
- (e) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that:
 - his department shall not be responsible for the maintenance of any access connecting the Site and Kam Tin Road; and
 - adequate drainage measures should be provided to prevent surface water running from the Site to nearby public road and drains;
- (f) to note the comments of the Director of Environmental Protection (DEP) that:
 - the applicant is advised: (i) to follow Recommended Pollution Control Clauses for Construction Contracts (available at http://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc.html) to minimize the environmental impacts during the construction stage, such as to implement necessary dust control measures as stipulated in the Air Pollution Control (Construction Dust) Regulation to minimize the dust impact on the nearby Air Sensitive Receivers and implement mitigation measures as specified in the Professional Persons Environmental Consultative Committee Practice Note (ProPECC PN) 1/94 "Construction Site Drainage" to minimize water quality impact; (ii) to provide adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste/wastewater generated from the proposed use. If septic tank and soakaway system will be used in case of unavailability of public sewer, its design and

construction shall follow the requirements of EPD's ProPECC PN 5/93 "Drainage Plans subject to Comment by the Environmental Protection Department" including percolation test and certification by Authorized Person; (iii) to strictly comply with relevant pollution control ordinances, including Waste Disposal Ordinance and Water Pollution Control Ordinance during construction and operation; and (iv) the fixed noise impact assessment (FNIA) should contain a quantitative fixed noise source assessment, a layout plan indicating the locations of all planned fixed noise sources and the associated noise mitigation measures and should be submitted once the latest inventory of noise sources is available. The applicant/proponent may revisit the appropriate fixed noise criteria for the planned noise sources in the detailed design stage of the Project in the upcoming FNIA as it is noted from the Annual Traffic Census 2021 that the annual average daily traffic flow of Kam Tin Road and Tsing Long Highway was in excess of 30,000, which is considered a major road and thus an influencing factor (IF) according to the IND-TM, and any noise sensitive facades being directly or indirectly affected by an IF should be assigned with an ASR of "B" under the type of area (i) "Rural area, including country parks or village type developments";

- (g) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:
 - the applicant should be advised that approval of the planning application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant department prior to commencement of the works;
- (h) to note the comments of the Director of Fire Services (D of FS) that:
 - the applicant is advised to observe the requirements of emergency vehicular access (EVA) as stipulated in Section 6, Part D of the Code of Practice of Fire Safety in Building 2011, which is administrated by the Building Authority; and
 - detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;
- (i) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:
 - for provision of water supply to the development, the applicant may need to extend his/her inside services to the nearest suitable government water mains for connection. The applicant shall resolve any land matter (such as private lots) associated with the provision of water supply and shall be responsible for the construction, operation and maintenance of the inside services within the private lots to WSD's standards;
- (j) to note the comments of the Director of Electrical and Mechanical Services (DEMS) that:
 - there is a high pressure town gas pipeline running along Castle Peak Road at close vicinity of the Site. The project proponent should liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing and planned gas pipes/gas installations in the vicinity to the Site and any minimum set back distance away from them during the planning, design and construction stages of the proposed development;

(k) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

- EVA should be provided in accordance with Regulation 41D of the Building (Planning) Regulation (B(P)R);
- the Site abuts on a specified street, Kam Tin Road, of not less than 4.5m wide. Its permitted development intensity shall be determined under the First Schedule of the B(P)R at the building plan submission stage;
- for unauthorized building works (UBW) erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the Buildings Ordinance (BO); and
- detailed checking under the BO will be carried out at building plan submission stage.

