

**S16 PLANNING APPLICATION  
APPROVED KAU LUNG HANG OUTLINE ZONING PLAN NO. S/NE-KLH/11**

**Proposed Temporary Public Vehicle Park with Electric Vehicle Charging  
Facilities and Filling of Land for a Period of 3 Years,  
Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP,  
237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP  
in DD7, Kau Lung Hang, Tai Po, New Territories**

## **SUPPORTING PLANNING STATEMENT**

**September 2025**

**Applicant:**


**Wing Lee (Kong Shum) Transportation Limited**

**Consultancy Team:**

**KTA Planning Limited**

**LT Development Consultants Limited**

**CKM Asia Limited**

 S3145\_PS\_V02



**PLANNING LIMITED**

規 劃 顧 問 有 限 公 司

## Executive Summary

The Applicant, Wing Lee (Kong Shum) Transportation Limited, is seeking approval from Town Planning Board (“TPB”) under section 16 of the Town Planning Ordinance for the Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land (“Proposed PVP”) at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po (“the Site”) for a period of 3 years. The Site is zoned “Agriculture” (“AGR”) on the Approved Kau Lung Hang Outline Zoning Plan (“Approved OZP”) No. S/NE-KLH/11.

With a site area of about 9,064 sq.m., a total of 201 nos. of parking spaces for electric vehicles (“EV”), and 10 nos. of parking spaces for coaches / Heavy Goods Vehicles will be provided at the Site. The Proposed PVP is fully justified due to the following reasons:

- The Proposed PVP is in-line with Government’s Policy for increasing parking spaces in the rural areas;
- The Proposed PVP is necessary to address the increasing demand of charging facilities for EVs;
- The Proposed PVP is temporary in nature and will not affect the long-term agricultural development in the “AGR” zone;
- The proposed use is compatible with the surrounding land use context;
- Approval of planning application will not result in degradation of natural environment in the Site;
- EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the public vehicle park;
- Proposed use will strictly comply with the “*Condition for Working within Gathering Grounds*” outlined by Water Supplies Department;
- No adverse drainage and traffic impact due to the Proposed PVP will be anticipated;

In view of the above, the Planning Application should be supported by the TPB from planning and technical points of view.

## 行政摘要

(內文如有差異，應以英文版本為準)

申請人 Wing Lee (Kong Shum) Transportation Limited 擬根據《城市規劃條例》第 16 條向城市規劃委員會（下稱「城規會」）申請於大埔九龍坑丈量約份第 7 約地段第 237 號 E 分段餘段、第 237 號 F 分段餘段、第 237 號 G 分段餘段、第 237 號 H 分段、第 237 號 I 分段、第 237 號 J 分段餘段、第 237 號 K 分段餘段、第 237 號 L 分段餘段、第 237 號 M 分段、第 237 號 O 分段餘段及第 237 號 P 分段餘段作臨時臨時公眾停車場、電動車充電設施及填土工程（下稱「擬議發展」），為期三年。申請地點位於九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11 之「農業」地帶內。

申請地點的總面積約為 9,064 平方米，並提供 201 個私家車泊車位，以及 10 個旅遊巴 / 重型貨車泊車位。申請人提出是次規劃申請是基於以下理據：

- 擬議公眾停車場符合現行政府在鄉郊地區增加停車位的政策。
- 擬議發展提供停車位及充電設施，以滿足電動車對停車位及充電設施的日益需求。
- 擬議發展僅為臨時性質，不會對「農業」地帶內的長遠農業發展造成影響。
- 擬議發展與周遭土地用途相容。
- 擬議發展不會破壞周遭的自然環境。
- 電動車為環保的交通工具，擬議發展不會在營運時對附近環境帶來滋擾。
- 擬議公眾停車場會嚴格遵守水務署於集水區內發展的指引。
- 擬議發展不會帶來不良的交通及渠務影響。

根據以上各點，申請人希望是次規劃申請能在規劃及技術層面上獲城規會支持。

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**S16 Planning Application**  
**Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11**

**Proposed Temporary Public Vehicle Park with Electric Vehicle  
Charging Facilities and Filling of Land for a Period of 3 Years,  
At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I,  
237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP  
and 237 S.P RP in DD7,  
Kau Lung Hang, Tai Po, New Territories**

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**Supporting Planning Statement**

**1. INTRODUCTION**

**1.1 Purpose**

1.1.1 This Planning Statement is prepared and submitted on behalf of Wing Lee (Kong Shum) Transportation Limited (“The Applicant”) to seek approval from Town Planning Board (“TPB”) for the Proposed Temporary Public Vehicle Park with Electric Vehicle (“EV”) Charging Facilities and Filling of Land at Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories (“The Site”) for a period of 3 years. The Site is zoned “Agriculture” on the prevailing Approved Kau Lung Hang Outline Zoning Plan (“Approved OZP”) No. S/NE-KLN/11. This Supporting Planning Statement is to provide TPB members with the necessary information to facilitate the consideration of this Planning Application.

**1.2 Report Structure**

1.2.1 Following this Introductory section, the site and planning context will be briefly set out in Section 2. The development proposal is presented in Section 3. The planning justifications for the Proposed PVP are provided in Sections 4 while Section 5 concludes and summarizes this Supporting Planning Statement.

## **2. SITE AND PLANNING CONTEXT**

### **2.1 Site Location and Existing Use**

2.1.1 The Site is located at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po. The Site is bounded by drainage channel to the west and east, Mannes Villa to its north and northwest and Tai Wo Service Road West to the southeast (**Figure 2.1** refers).

2.1.2 The Site is surrounded mainly by rural village settlements with a mix of domestic structures, active/fallow agricultural fields and open storages with temporary structures (**Figure 2.1** refers):

- To the immediate north of the Site across the drainage channel is a low-rise residential development namely Mannes Villa. To the further north and northwest are the village houses in Tai Hang Chung Sum Wai;
- A plant nursery with temporary structure and shelter is situated to the northeast of the Site across the drainage channel. Some village houses are situated to the further northeast;
- To the west and southwest of the Site across the drainage channel are the car parking spaces for private cars and coaches. Some active/fallow agricultural fields, temporary structures and low-rise domestic structures are situated to the further southwest;
- Tai Wo Service Road West is situated to the immediate southeast of the Site. Fanling Highway is situated to the further southeast. To the south and southwest of the Site is a cluster of temporary workshops associated with the open storage uses.

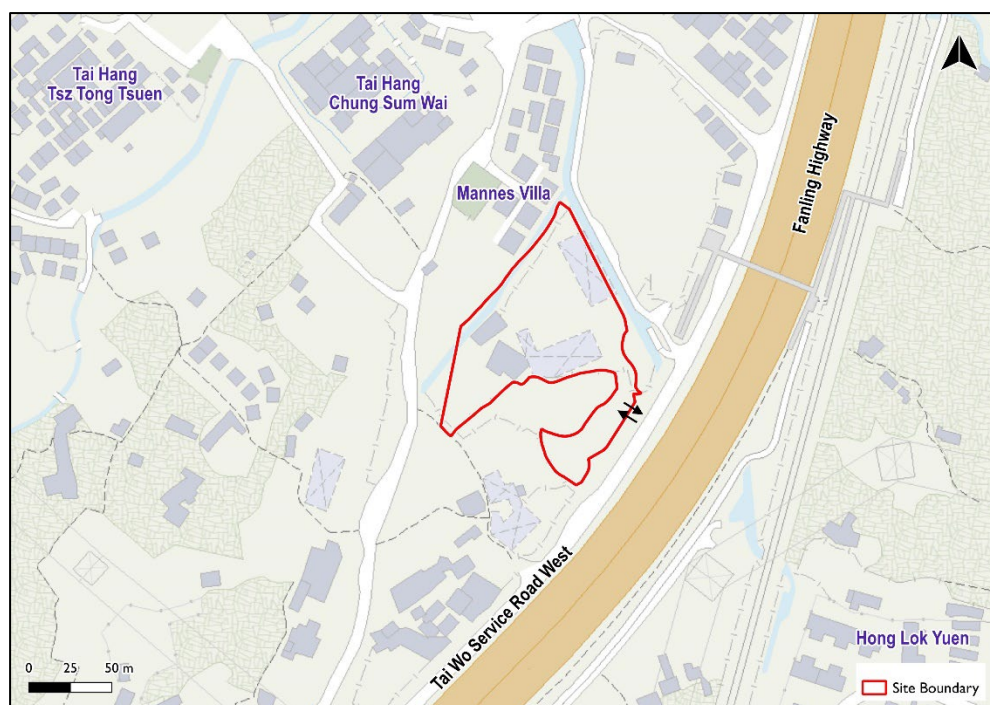


Figure 2.1 Site Location Plan

- 2.1.3 The Site is currently used as a plant nursery with some temporary shelters and ancillary storage area (**Figures 2.2 and 2.3** refer). The existing vehicular access is via Tai Wo Service Road West. The Site is fully paved with concrete.



Figure 2.2 Existing Condition of the Site (view towards west)





**Figure 2.3 Existing Condition of the Site (view towards south)**

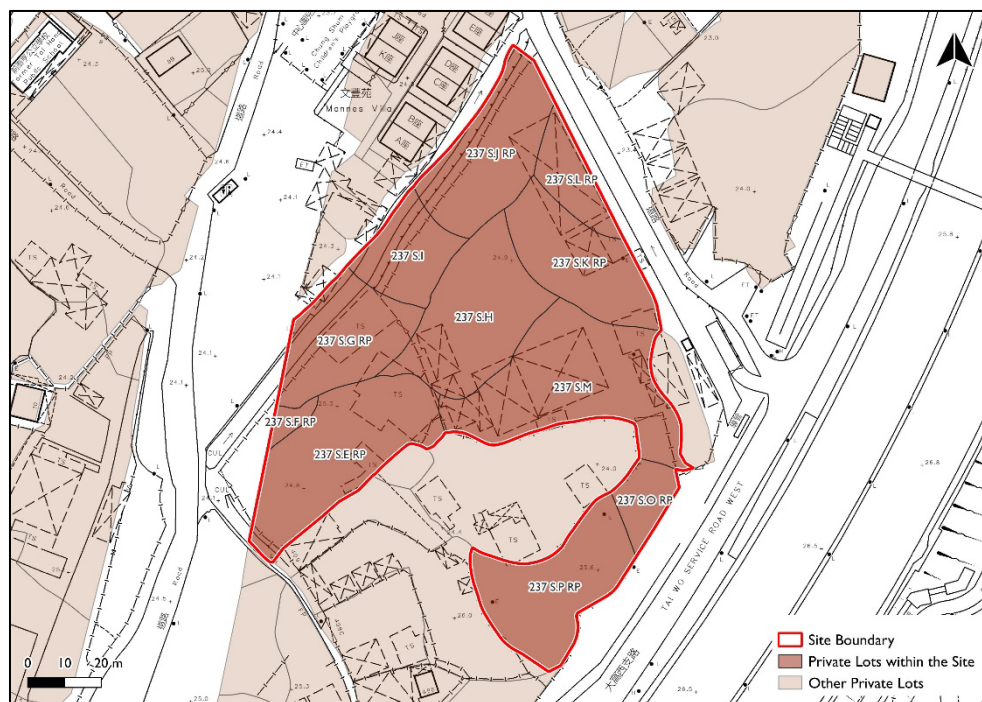


**Figure 2.4 Existing Vehicular Access of the Site**

## **2.2 Land Status**

- 2.2.1 According to the land status plan (**Figure 2.5** refers), there are a total of 11 nos. of private lots (i.e. the total area of the Site is about 9,064 sq.m.) within the Site.

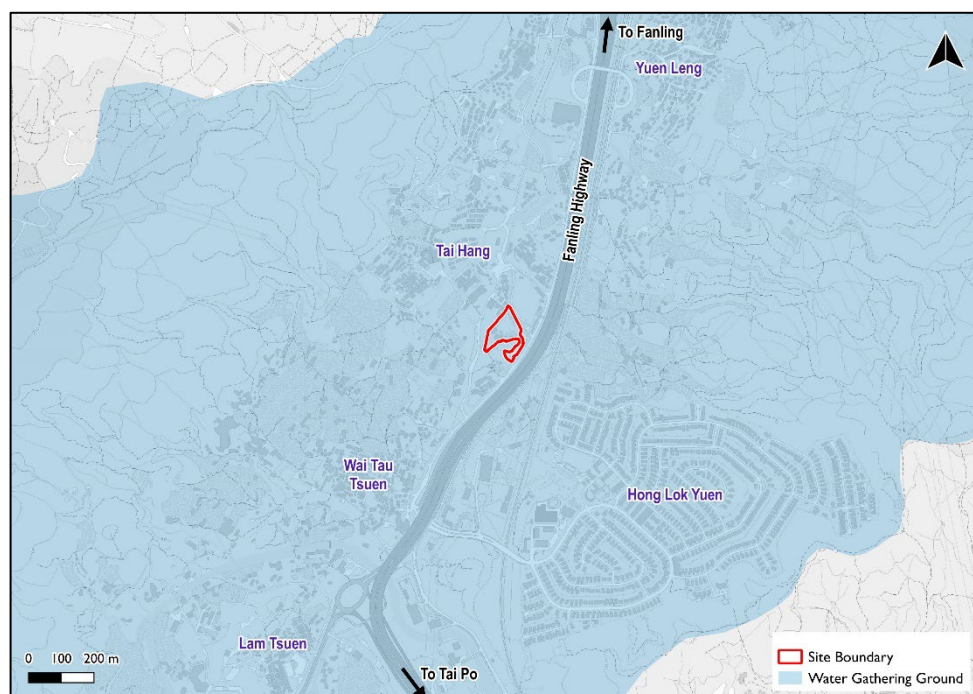




**Figure 2.5 Land Status Plan**

## 2.3 Water Gathering Ground

2.3.1 The Site is situated within the upper indirect water gathering ground (“WGG”) delineated by Water Supplies Department (“WSD”) (**Figure 2.6** refers).



**Figure 2.6 Water Gathering Ground and the Site**

## 2.4 Statutory Planning Context

- 2.4.1 The Site falls within area zoned “Agriculture” (“AGR”) zone on the Approved Kau Lung Hang OZP No. S/NE-KLH/11 (**Figure 2.7** refers) gazetted on 27 October 2006. According to the Statutory Notes of the Approved OZP, the planning intention of “AGR” zone is “*primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes*”. It is also stated that the zone is “*intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*”. According to the Covering Notes attached to the Approved OZP, “*temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board*”. It is also stated that “*Notwithstanding that the use of development is not provided for in terms of the Plan, the TPB may grant permission, with or without conditions, for a maximum of period of three years, or refuse to grant permission*”.

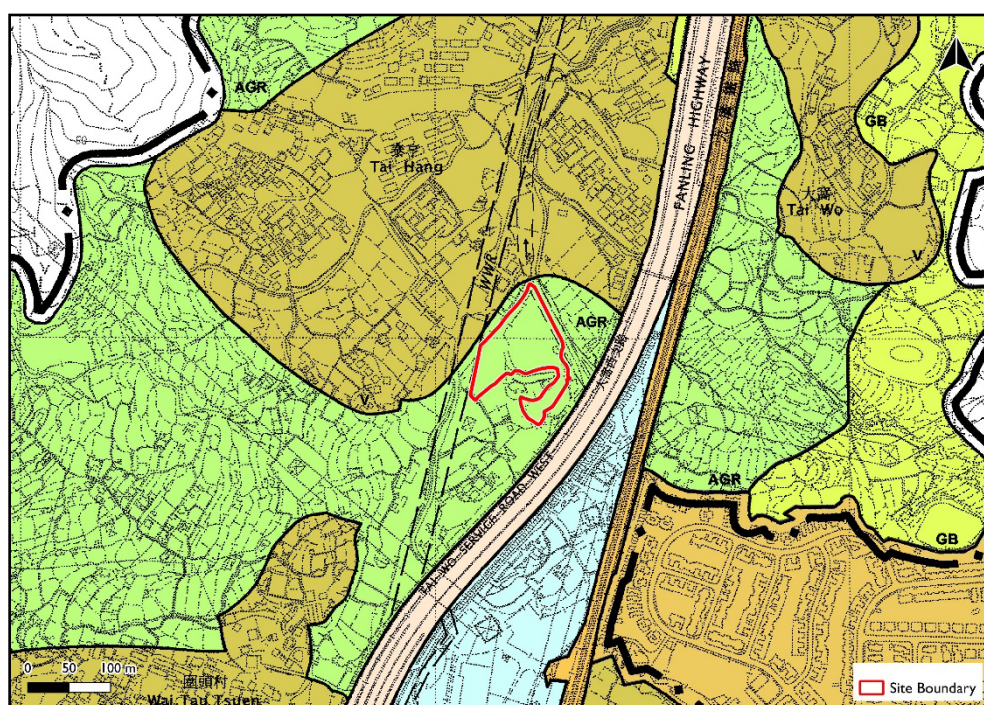


Figure 2.7 Zoning Context Plan

## 2.5 Non-Statutory Planning Context

### ***Hong Kong Planning Standard and Guidelines (“HKPSG”)***

- 2.5.1 According to the Chapter 8 of HKPSG on the parking standards for residential development, one car parking space is provided for each standard New Territories Exempted House (“NTEH”) with a size not exceeding 65 sq.m. It is also stated that the parking space will be provided in communal parking areas within the village environ.

## 2.6 Existing Government Policies on Promoting the Use of Electric Vehicles

- 2.6.1 The policy initiative of promoting EVs was first announced in the Policy

Address 2014. Since then, the Government has been actively promoting the use of EVs with a view to reduce greenhouse gas emissions and create green business opportunities. Series of policies and measures including the provision of financial incentives such as tax concessions for EV owners, expanding the public charging networks, and providing funding for the trial of EVs and relevant technologies are in place to encourage the use of EVs. Under the existing policies, the percentage of electric private vehicles among newly registered private cars in Hong Kong has been growing from 5.2% in 2015 to 12.4% in 2020. The total number of EVs in Hong Kong has also increased from about 180 in 2010 to over 18500 by the end of 2020.

- 2.6.2 In order to further encourage the use of EVs and achieve zero carbon emissions from vehicles before 2050, the Chief Executive launched the first long-term strategy on popularising the use of EVs in the Policy Address 2020. The Environment and Ecology Bureau (“EEB”) published the “Roadmap on Popularisation of Electric Vehicles” (“the Roadmap”) in 2021 with a number of policies initiatives. Apart from increasing the concession cap of First Registration Tax and replacing Government’s small and medium vehicles by EVs, the Roadmap has also indicated that no new registration of fuel-propelled private cars and hybrid vehicles in 2035 or earlier. Furthermore, the target of increasing provision of charging facilities in both public and private developments to about 200,000 by mid-2027 are proposed to support the increasing number of EVs.

## **2.7 Shortage of Parking Spaces in the Rural Area**

- 2.7.1 The Government has been pursuing a number of short-term and medium- to long-term measures to increase parking spaces to meet parking demand in the territory, including the utilisation of spaces underneath flyovers for parking spaces; to open up parking spaces at government building for public use during non-office hours; and to revise the parking facilities standard for private cars in the HKPSG in 2021.

- 2.7.2 According to the enquiries from the LegCo Member on February 2024<sup>1</sup>, it is noted that the provision of parking spaces in rural residential areas has long been insufficient, and no additional parking spaces can be provided for some adjacent village houses as they do not meet the relevant parking standards. In response to the enquiries, the Secretary for Transport and Logistics stated that a planning application can be submitted to the Town Planning Board for planning permission of the provision of a temporary car park on a rural site for villagers' use.

## **2.8 Agricultural Priority Areas**

- 2.8.1 To promote the overall sustainable development and industrial diversification

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<sup>1</sup> LCQ3: Easing Shortage of Parking Space,  
<https://www.info.gov.hk/gia/general/202402/28/P2024022800207.htm>



of the local agriculture industry, the Government proposed to delineate some quality farmland as Agricultural Priority Areas (“APAs”) through administrative means to achieve the policy objective of putting the relevant land into agricultural use, and to roll out support measures to facilitate long-term active farming use, and to engage stakeholders on the recommendations of the consultancy study on the APAs. The “Consultancy Study on Agricultural Priority Areas” recommended the delineation of 37 APAs, involving around 980 hectares of land in total, of which about 760 hectares are intended for farming uses. Among the 760 hectares, around 80 hectares are Government Land while about 680 hectares are private land.

- 2.8.2 The delineation of APAs does not impose mandatory restrictions on the use of private land. Even if the private land is located in APAs, landowners may still submit planning applications in accordance with established procedures, and the TPB will make a decision after holistic consideration of relevant factors as well as opinions of various Government Departments (including Agriculture, Fisheries and Conservation Department) and the public. As for private land outside APAs, landowners may consider converting their farmland for other suitable non-agricultural developments according to their needs, and their applications will be processed under the existing mechanism.

### 3. PROPOSED SCHEME

#### 3.1 The Indicative Carpark Layout

3.1.1 The Proposal involves the provision of the public vehicle park (“PVP”) for electric vehicles (“EV”) with charging facilities for a period of 3 years. It includes 201 nos. of parking spaces for EVs and 10 nos. of parking spaces for coaches/Heavy Goods Vehicle. The Proposal also comprises 8 nos. of structures with the building height of not more than 1 storey and a Gross Floor Area (“GFA”) of about 277m<sup>2</sup>. The maximum building height for the proposed structures are about 3m to 4.5m. These structures include switch rooms, entrance control room, transformer and toilets. The layout of the proposed temporary public vehicle park with charging facilities at the Site is annexed at **Appendix 1** of this Supporting Planning Statement. **Table 3.1** below summarizes the key development parameter for the Site.

**Table 3.1 Summary of Development Proposal**

Key Parameters	
Site Area	About 9,064m <sup>2</sup>
Total Gross Floor Area (GFA)	About 277m <sup>2</sup>
No. of Structure	8
Maximum Height of the Structure	About 3 - 4.5m
Plot Ratio	About 0.031
Site Coverage	About 3.1%
Summary of Development Proposal	
Provision of Car Parking Spaces	
Car Parking Spaces for Private Vehicle	201
Car Parking Spaces for Coaches/Heavy Goods Vehicle	10
Structure in the Site	
Entrance Control Room	About 14.2m <sup>2</sup>
Toilet 1	About 14.2m <sup>2</sup>
Toilet 2	About 14.2m <sup>2</sup>
Charging Facilities	
No. of Charging Facilities	201 nos.
Proposed Structure for Utilities	
Transformer	About 113m <sup>2</sup>
Main Switch Room	About 42.5m <sup>2</sup>
Switch Room 1	About 26.3m <sup>2</sup>
Switch Room 2	About 26.3m <sup>2</sup>
Switch Room 3	About 26.3m <sup>2</sup>

3.1.2 The Site is fully paved with concrete. Adequate fire services installations will be provided on Site. Apart from the main entrance at the Tai Wo Service Road West, a pedestrian entrance is proposed at the southwestern tip of the Site connecting to the village road.

3.1.3 A portion of the existing drainage channel falls within the lot boundary and no parking spaces will encroach onto the drainage channel. A new solid fence

wall with the height of about 2.5m is proposed at the northwest portion of the Site adjoining the drainage channel to serve as a noise/visual barrier for adjacent residential development. A maintenance space for an existing watermain has been provided at the southwestern corner of the Site. The operation hours of the PVP will be 24 hours daily.

### **3.2 Vehicular Access Arrangement and Internal Transport Facilities**

3.2.1 The Site is accessible from Tai Wo Service Road West. The vehicles to and from the Site will be accessed to major roads in the vicinity such as Fanling Highway and Lam Tsuen Interchange via Tai Wo Service Road West.

3.2.2 No vehicle without valid licence issued under the Road Traffic Ordinance are allowed to enter/be parked on the Site at all times. No vehicle washing, vehicle repair, dismantling, paint spraying or other workshop activities is allowed on the Site at any time. No vehicle is allowed to queue back to or reverse onto/from public road at all times.

### **3.3 Existing Landscaping on Site**

3.3.1 It is noted that there are some existing vegetation including trees and shrubs along the northwestern Site boundary (**Figures 3.1** and **3.2** refer). These vegetations will be retained to screen off and soften the fence wall along the Site as well as to maintain the amenity of the area. The condition survey of the existing trees on Site is included at **Appendix 3**.





**Figure 3.1** Existing Vegetation within the Site (view towards north)



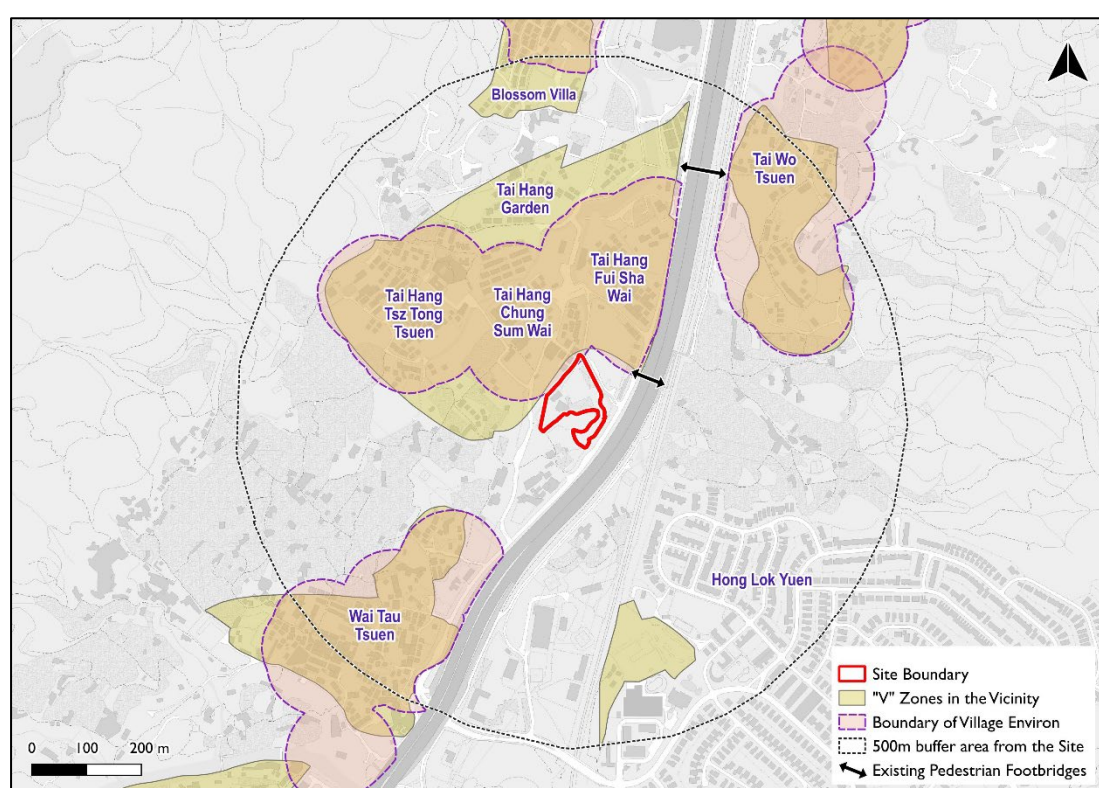
**Figure 3.2** Existing Vegetation within the Site (view towards south)



## 4. PLANNING MERITS AND JUSTIFICATIONS

### 4.1 The Proposal will in-line with Government's Policy for Increasing Parking Spaces in the Rural Area

- 4.1.1 HKPSG stipulates the parking standard for village house with one car parking space for each standard NTEH (i.e. with the area of 65m<sup>2</sup>). The Proposal with the provision of vehicle parks can help alleviate the demand of parking spaces in the rural area (**Figure 4.1** refers). The proposed PVP can provide about 201 nos. of parking spaces for electric private cars. The provision of parking spaces in the Site will help combat of illegal parking at the village/rural road. The Proposed PVP is totally in-line with Governments' Policy for increasing parking spaces in the rural area.



**Figure 4.1 Residential Developments and Villages within 500m Distance from the Site**

### 4.2 The Proposal is needed to Address the Increasing Demand of Charging Facilities for Electric Vehicles

- 4.2.1 According to the statistics of the EEB, it is noted that the number of EV ownership has increased rapidly from about 18,500 in 2020 to 107,000 in 2024. The Policy Address 2022 stated the target of increasing the total number of public and private parking spaces with charging facilities to about 200,000 by mid-2027. However, up to September 2024, the data from EEB showed that only 9,107 nos. of EV chargers are installed for public use in Hong Kong. With the promulgation of various policies on encouraging the use of EVs, it is inevitable that the number of EV ownership will increase constantly. Hence, the proposal would echo with the policy of increasing

public charging facilities to meet the increasing demand for charging facilities for EVs.

- 4.2.2 Both Tai Po and Fanling are home to densely populated residential estates. As more drivers are shifting to EVs, there is a direct need for accessible EV parking and charging options near their homes. There are currently limited EV parking and charging infrastructure compared to the growing number of EV users. This gap between supply and demand has demonstrated the need for more dedicated EV parking facilities. Tai Po and Fanling are also key transit points in the New Territories, serving commuters traveling to and from Kowloon or Shenzhen. The Site would be a suitable location for the provision of EV parking to cater to both local residents and transient EV users.

**4.3 The Proposal is Temporary in Nature and Will not Jeopardise the Long-Term Planning Intention of “AGR” Zone**

- 4.3.1 The Site is currently zoned “AGR” on the Approved Kau Lung Hang OZP No. S/NE-KLH/11 (**Figure 2.5** refers). According to the Notes of the OZP for “AGR”, the zone is *“primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes”*. It is also stated that the zone is *“intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes”*. The Site has been fully paved and no farming activities have been identified in the past 20 years. The proposed use for a period of 3 years is temporary in nature and will not jeopardise the planning intention of the “AGR” zone in the long run.

- 4.3.2 The Government has proposed to delineate some quality farmland as APAs through administrative means to promote the overall sustainable development and industrial diversification of local agriculture industry so as to facilitate long term active farming use in the territories and the Site falls outside the APAs. For private land outside APAs, landowners may consider converting their farmland for other suitable non-agricultural use according to their needs. The Site has not been used for farming activities for over 20 years and the proposed temporary public carpark with EV charging facilities would not induce adverse effects on the agricultural activities in the vicinity.

**4.4 The Proposed PVP is compatible with the Surrounding Land Use Context**

- 4.4.1 The Site is situated in the Kau Lung Hang area which is in rural context. Some village houses, low-rise residential developments with active/fallow agricultural fields and temporary structures are scattered in the area. The proposed temporary open vehicle park is compatible with the character of its surrounding areas and will not cause any adverse impact to the surrounding. The proposed 2.5m tall fence wall with retained greenery

within the Site will serve as a noise / visual mitigation measure for the adjacent residential development and will also enhance visual amenity of the Site. As such, the Proposed PVP is considered compatible with surrounding context.

#### **4.5 Approval of the Planning Application Will Not Result in Degradation of the Natural Environment**

- 4.5.1 Although the Site falls within the area zoned “AGR” on the Approved OZP, the Site is fully paved since 2005. All of the vegetation within the Site including the greenery along the northwestern boundary will be retained. Therefore, it is anticipated that the approval of the Planning Application will not degrade the natural environment.

#### **4.6 No Environmental Nuisance**

- 4.6.1 EVs are environmentally friendly without any exhaust emission and engine noise. Hence, no environmental nuisance in terms of air and noise pollution will be anticipated during the operation of the open vehicle park at the Site. Furthermore, environmental mitigation measures have been adopted in the development scheme in compliance with Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites issued by Environmental Protection Department to minimise the adverse environmental impacts to the surrounding.

#### **4.7 The Proposal Will Not Cause Adverse Impact to the Water Gathering Grounds**

- 4.7.1 The Site is situated within the upper indirect water gathering ground (“WGG”) delineated by Water Supplies Department (“WSD”). In order to prevent any anticipated adverse impact on the WGG, the construction and operation of the proposed temporary PVP with charging facilities will strictly comply with the “*Condition for Working within Gathering Grounds*” outlined by WSD. There will be no earth, building materials, fuel, oil or toxic materials and other materials which may cause contamination to the water gathering grounds within the Site. Sewage will be discharged to the foul water drainage system along Tai Wo Service Road West. The parking space will be located away from the water courses/drainage channel as far as possible. Therefore, it is anticipated that no adverse impact to the WGG will be incurred by the Proposed PVP. The Risk Assessment Report on Water Gathering Ground is included at **Appendix 4** of this Supporting Planning Statement.

#### **4.8 No Adverse Traffic Impact**

- 4.8.1 A Traffic Impact Assessment was carried out to assess the traffic impact associated with the Proposed PVP (**Appendix 2** refers). According to the operator, the traffic generation of existing use is 30 vehicles and 39 vehicles (two-way) during the AM and PM peak hours. The Proposed PVP is expected to generate 27 vehicles and 35 vehicles in AM and PM peak hours. As compared to the existing uses, a reduction of -3 and -4 vehicles (two-way) is identified from the traffic generation. Junction capacity assessment was carried out for the assessment year 2029 and the results revealed that the concerned junction would perform satisfactorily with sufficient capacity in 2029. It is anticipated that the proposed PVP will not induce adverse traffic impact to the surrounding road network.

#### **4.9 No Adverse Drainage Impact**

- 4.9.1 It is noted that the Site is fully paved and the surface runoff by the Proposed PVP in the Site will be remained unchanged upon the operation stage of the proposed PVP with EV charging facilities. Drainage facilities including peripheral surface channels, catchpits and discharge points will be provided on-site. No adverse drainage impact is anticipated. A Drainage Proposal and photos showing condition of existing drainage channels in the vicinity of the Site is included at **Appendix 5**.

## **5. SUMMARY AND CONCLUSION**

5.1 The Applicant is seeking permission from the TPB for the Proposed Temporary Public Vehicles Park (for Electric Vehicle Only) with Charging Facilities for a period of 3 years in “AGR” zone at Various Lots in DD7, Kau Lung Hang, Tai Po. The Site falls within the area zoned “Agriculture” on the Approved Kau Lung Hang OZP no. S/NE-KLH/11.

5.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the Proposed PVP based on the followings:

- (a) The Proposed PVP is in-line with Government’s Policy for increasing parking spaces in the rural areas.
- (b) The proposal is much-needed to address the increasing demand of charging facilities for EVs.
- (c) The Proposed PVP is temporary in nature and not affect the long-term active farming uses in “AGR” zone.
- (d) The proposed use is compatible with the surrounding land use context.
- (e) The approval of planning application will not result in degradation of natural environment in the Site as the existing vegetation within the Site will be maintained.
- (f) EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the PVP.
- (g) The Site is situated within the Water Gathering Grounds delineated by WSD. The proposed use will strictly comply with the “*Condition for Working within Gathering Grounds*” outlined by WSD.
- (h) Results of TIA revealed that there would be no adverse impact onto the surrounding environment.
- (i) Drainage facilities will be provided on-site to ensure no adverse drainage impact will be made. A drainage plan will be submitted in compliance with approval conditions after acquiring planning approval.