

**APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE**

APPLICATION NO. Y/FSS/20

- Applicant** : Sime Darby Motor Services Limited represented by KTA Planning Limited
- Plan** : Approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/28
- Site** : Lots 4250 S.D, 4250 RP (Part), 4252 S.A RP (Part), 4272 S.D, 4272 RP, 4273 S.B ss.1, 4273 S.B RP, 4897 S.A and 4897 RP (Part) in D.D. 51 and Adjoining Government Land (GL), Fanling, New Territories
- Site Area** : 5,480.4m² (including GL of about 11.4m² (about 0.2%))
- Leases** : - New Grant No. 8755 for the purpose of a camphor wood furniture factory (for Lots 4897 S.A and 4897 RP in D.D. 51 only)
- Block Government Lease (demised for agricultural use) (for remaining lots)
- Zoning** : “Government, Institution or Community” (“G/IC”)
- Proposed Amendment** : To rezone the application site from “G/IC” to “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”)

1. The Proposal

- 1.1 The applicant proposes to rezone the application site (the Site) from “G/IC” to “OU(I&T)” on the OZP (**Plan Z-1**) to facilitate a proposed regional hub, known as ‘EV Mobility City’ (the proposed development), which aims to drive innovation and development of electric vehicle (EV) sector in Hong Kong whilst also advancing technological development in green energy, low-altitude aerial vehicle and smart city mobility solutions. The Site is mainly occupied by temporary warehouse structures with some vegetation and accessible from Wo Hing Road via the existing run-in/out in the north-western part of the Site (**Plan Z-2**).
- 1.2 According to the applicant, development within the proposed “OU(I&T)” zone is subject to a maximum plot ratio (PR) of 5 for a non-domestic building, or a maximum PR of 5 for a building that is partly domestic and partly non-domestic of which the domestic PR should not exceed 1.5, and a maximum building height (BH) of 100mPD. The proposed “OU(I&T)” zone is intended primarily to accommodate a variety of I&T uses, including research and development (R&D) and testing activities, supporting staff/talent accommodation,

commercial/business facilities and other complementary infrastructure. Under the proposed “OU(I&T)” zone, relevant uses including ‘Information Technology and Telecommunications Industries’, ‘Research, Design and Development Centre’, ‘Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods), ‘Office’ and ‘Training Centre’ and ‘Shop and Services’ for the non-domestic building/portion, as well as ‘Flat (Staff Quarters only)’ and ‘Residential Institution’ for the domestic portion, if any, are among Column 1 uses which are always permitted; whilst ‘Flat (not elsewhere specified)’, ‘Helicopter Landing Pad’¹, ‘Hotel’ and ‘Social Welfare Facility’ are Column 2 uses which require planning permission from the Town Planning Board (the Board). The proposed set of Notes for the “OU(I&T)” zone is at **Appendix II**.

- 1.3 In support of the application, the applicant has submitted two schemes to illustrate the proposed development, i.e. the indicative scheme with a non-domestic PR of 3.5 and a domestic PR of 1.5 as well as a BH of 99.55mPD (**Drawings Z-1 and Z-11**) and an alternative scheme with a total non-domestic PR of 5 and a BH of not more than 72.25mPD (10 storeys atop 1-storey basement carpark) (**Drawings Z-23 and Z-24**). According to the applicant, both schemes are assessed and considered technically feasible and acceptable (to be discussed in the ensuing paragraphs).
- 1.4 Under the indicative scheme (**Drawings Z-1 to Z-11**), the proposed development with a non-domestic PR of 3.5 and domestic PR of 1.5 consists of a 7-storey non-domestic podium (55.75mPD at podium level) atop a 1-storey basement carpark, and two domestic towers of 6 and 12 storeys (with heights of 80.65mPD and 99.55mPD respectively) above the podium. The podium accommodates I&T, R&D and business uses, including research laboratory, pre-delivery inspection, testing centre, battery charging/swapping station, workshop/work bay, EV showroom, storage/warehouse, conference/seminar space and office; whilst the domestic towers are for staff quarters and talent accommodation² respectively. The basement and various levels of the podium are connected by a vehicular ramp. Landscape gardens with recreational facilities are proposed on G/F and podium level. The indicative layout and section plans, landscape plans and photomontages are on **Drawings Z-1 to Z-19**.
- 1.5 The major development parameters of the indicative scheme are summarised as follows:

Key Development Parameters of the Indicative Scheme	
Site Area	about 5,480m ²
Total PR	5
• Non-domestic PR	• 3.5
• Domestic PR	• 1.5

¹ According to the applicant, ‘Helicopter Landing Pad’ is intended for accommodating possible low-altitude aerial vehicles/drones, instead of typical helicopters.

² The staff quarters are for resident staff and local/regional staff employed by the applicant, whereas the talent accommodation (residential institution) is for provision of short to medium-term accommodation for personnels affiliated with but not directly employed by the applicant who are visiting or working at the proposed development, such as visiting researchers, I&T talents, expatriates, business partners, etc.

Total Gross Floor Area (GFA)	about 27,400m ²
<ul style="list-style-type: none"> • Non-domestic GFA • Domestic GFA 	<ul style="list-style-type: none"> • about 19,180m² • about 8,220m²
Site Coverage	58%
No. of Blocks	2 domestic towers above a non-domestic podium
BH (mPD) (Main Roof)	99.55mPD ^(a)
<ul style="list-style-type: none"> • Non-domestic Portion • Domestic Portion 	<ul style="list-style-type: none"> • about 55.75mPD • about 80.65mPD to 99.55mPD
No. of Storeys	21
<ul style="list-style-type: none"> • Basement • Non-domestic Portion • Podium Garden • Domestic Portion 	<ul style="list-style-type: none"> • 1 • 7 • 1 • 6 / 12
No. of Units (Average Flat Size)	
<ul style="list-style-type: none"> • Staff Quarters • Talent Accommodation 	<ul style="list-style-type: none"> • 48 (40m²) • 90 (70m²)
Anticipated Population	414 ^(b)
Car Parking Space (Non-domestic/Domestic)	204 (123/81) ^(c)
<ul style="list-style-type: none"> • Private Car Parking Space • Motorcycle • Light Goods Vehicle (LGV)/Light Bus/Taxi/Private Car • Medium Goods Vehicle/ Heavy Goods Vehicle (HGV)/Coach • Bicycle 	<ul style="list-style-type: none"> • 63 (16/47) ^(d) • 4 (2/2) • 86 (86/0) ^(e) • 8 (8/0) • 43 (11/32)
Loading/Unloading Space (Non-domestic/Domestic)	25 (23/2)
<ul style="list-style-type: none"> • LGV • HGV 	<ul style="list-style-type: none"> • 14 (14/0) • 11 (9/2)
Private Open Space	not less than 414m ²
Target Completion Year	2031

Remarks:

- (a) For the non-domestic podium, floor-to-floor (FTF) heights of 8m is proposed for G/F to accommodate vehicle showroom and workshop, and 5.5m for other floors; and for the domestic towers, FTF height of 3.15m is proposed for typical floors.
- (b) A person-per-flat ratio of 3 is assumed for technical assessment.
- (c) Based on the respective parking and loading/unloading requirements for 'Office', 'Vehicle Repair Workshop', 'General Industrial Use' and 'Private Housing' under the Hong Kong Planning Standards and Guidelines (HKPSG).
- (d) Including two accessible parking spaces.
- (e) The LGV parking spaces also serve as working bays and are proposed to be share-use for LGV, light bus, taxi and private car.

- 1.6 A set of relevant technical assessments submitted by the applicant, including Traffic Impact Assessment (TIA), Environmental Assessment (EA), Visual Impact Assessment (VIA), Air Ventilation Assessment (Expert Evaluation)

(AVA-EE), Landscape Proposal (LP) and Drainage and Sewerage Impact Assessment (DSIA) (**Appendix Ia**), which all demonstrate that no significant adverse impacts arising from the proposed development are anticipated under both the indicative scheme (composite development with domestic and non-domestic portions) and the alternative scheme (solely non-domestic development). The key aspects are summarised in paragraphs 1.7 to 1.13 below.

Traffic Aspect

- 1.7 According to the TIA, the key junctions and road links in the vicinity of the Site, except Wo Hop Shek Interchange (**Plan Z-1**), have sufficient capacity to meet the traffic generated by the proposed development taking into account the existing and planned road infrastructures, including the Fanling Bypass (Eastern Section) to its north. Whilst Wo Hop Shek Interchange is estimated to operate with limited capacity (reserve capacity less than 15%) during the peak hour (a.m.) under both scenarios with and without the proposed development, only insignificant traffic flow (1% of the total hourly traffic flow through the junction) is estimated to be generated by the proposed development and its traffic impact is considered negligible. To address the potential traffic impact, road widening works to Pak Wo Road at the Interchange (**Drawing Z-22**) are proposed. The proposed traffic improvement works are subject to further agreement with relevant government departments and the required works will be implemented at the expense of the applicant prior to operation of the proposed development.

Environmental Aspect

- 1.8 According to the EA, unlike the conventional industrial uses, the proposed development involving testing, laboratory studies, training, R&D, sales and after-sales services for EVs and clean energy without vehicle manufacturing is non-polluting in nature, and thus noise impact generated by the proposed development is not anticipated. To address the traffic noise from the nearby major roads of Fanling Highway and Fanling Bypass (Eastern Section) (**Plan Z-1**), mitigation measures including single aspect building design, acoustic fins and acoustic windows (baffle type) are proposed (**Drawings Z-20 and Z-21**). With the proposed mitigation measures, no noise sensitive receivers of the proposed development are subject to exceedance of the traffic noise criterion and hence, significant noise impact from the major roads is not anticipated.
- 1.9 Regarding land contamination aspect, based on the land contamination review in the EA, as the Site had been previously occupied by industrial use, further investigation of potential land contamination impact is necessary. In this regard, the applicant has committed to conducting further Land Contamination Assessment (LCA) which will be submitted to the Environmental Protection Department (EPD) for approval before commencement of construction works for the proposed development.
- 1.10 In terms of air quality, with sufficient horizontal buffer from nearby roads in compliance with the HKPSG, no adverse air quality impact is anticipated during operation phase of the proposed development. The applicant has also committed to implementing the relevant established pollution control and good practices, including following the Recommended Pollution Control Clauses for Construction Contracts and the Air Pollution Control (Construction Dust)

Regulation, thus no adverse air quality impact is anticipated during construction stage. Significant adverse impacts on other environmental aspects of waste management and water quality are also not anticipated.

Urban Design, Visual and Air Ventilation

- 1.11 According to the VIA, whilst the visual impact of the proposed development is rated from slightly adverse to moderately adverse (**Drawings Z-14 to Z-19**), with the incorporation of design measures of stepped BH descending from southeast to northwest which is in line with the height profile in the wider area; building setbacks by 5m to 20m from the southern and eastern site boundaries respectively; and building separation of at least 15m between the two domestic towers (**Drawing Z-20**), the overall visual impact resulted from the proposed development is considered acceptable. The VIA also indicates that the proposed development can be considered compatible and blending in with the adjoining high-rise developments and the sub-urban townscape of the locality. Besides, the AVA-EE confirms that with the abovementioned design measures, the proposed development would unlikely impose significant air ventilation impact on the surrounding areas.

Landscape Aspect

- 1.12 According to the LP, 36 existing trees of mostly common species, with no trees of protected species or Registered Old and Valuable Trees (OVTs), are identified within the Site. All the identified trees are affected by the proposed development and proposed to be felled, and 37 new trees in heavy standard are proposed to be planted within the Site in compensation³ (**Drawing Z-12**). Private open space of not less than 414m² and greenery coverage area of about 1,255.5m² (22.91%) are proposed on G/F and podium level of the proposed development. Besides, a strip of land adjoining the Site to the southeast, which is the remaining part of the applicant's lots outside the Site and falling within area zoned "Village Type Development" ("V"), is proposed as a landscaped amenity area to enhance the overall landscape character of the proposed development and to serve as a buffer from the adjacent Wo Hop Shek Village⁴ (**Drawings Z-12, Z-20 and Plan Z-2**).

Drainage and Sewerage Aspects

- 1.13 According to the DSIA, the Site is currently served by public drainage system and the proposed development results in reduced surface runoff due to the increased greenery coverage at the Site, whereas the existing sewerage system along Wo Hing Road also has sufficient capacity to cater for the cumulative sewage with the proposed development. With the proposed works recommended in the DSIA which include a slope drain to receive the surface runoff from uphill catchment and modification to the existing sewers by lowering the invert level, no adverse drainage and sewerage impacts are

³ According to the LP, amongst the 36 existing trees to be felled, nine are *Leucaena leucocephala* (銀合歡) for which compensatory planting is not required due to its aggressive and invasive nature in accordance with the Lands Administration Office Practice Note Issue No. 6/2023. With the planting of 37 new trees, a compensatory ratio of 1:1.37 in quantity can be achieved.

⁴ The proposed amenity area adjoining the Site to the southeast is part of Lots No. 4250 RP and 4250 S.A RP in D.D. 51 within the "V" zone (**Plan Z-2**) owned by the applicant. The amenity area is proposed to be fenced-off from the Site and not forming part of the proposed development (**Drawing Z-13**).

anticipated.

1.14 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 28.8.2025 (Appendix I)
- (b) Consolidated Planning Statement received on 24.4.2026 (Appendix Ia)

[Supporting Planning Statement received on 28.8.2025 and Further Information (FI) received on 17.11.2025[@], 24.12.2025[@], 11.2.2026[@] and 10.3.2026[@] were superseded and are attached at Appendices Ib to If]

[@] *accepted but not exempted from recounting requirement.*

1.15 On 24.10.2025 and 6.2.2026, the Rural and New Town Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months each as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Consolidated Planning Statement at **Appendix Ia**, which can be summarised as follows:

In line with Government Policies

- (a) The proposed EV Mobility City adopting state-of-the-art design criteria with modern and environmentally-friendly technology aligns with the Government policies on sustainable transport and innovation. It can complement and support the development of EV infrastructure and provide a platform for collaboration and knowledge transfer/sharing for the EV industry.

Economic Benefits

- (b) The applicant is a leading motor dealer and distributor in Hong Kong with over 50 years of experience in the automotive industry. Its parent group, Sime, is a multinational group with a global workforce of more than 30,000 employees with about 50% of the staff population under the motor division. The applicant has been fostering partnership with leading EV manufacturers and pioneers for collaborations focusing on advanced EV technologies and green mobility innovations such as low-altitude aerial vehicles and use of artificial intelligence, robotics and automation. The proposed development will create high-skilled job opportunities and enhance Hong Kong's competitiveness in Asia.

Synergy with the Northern Metropolis (NM)

- (c) The Site is strategically located in Fanling within NM with advantageous cross-boundary connectivity benefited by the planned strategic transport infrastructures including the Northern Link and NM Highway. The applicant's dealer network study reveals that there is increasing market potential in the northern New Territories. The proposed development aligns with NM's vision

of I&T development. It can provide platform for industry stakeholders, researchers and enterprises to engage in knowledge exchange and collaborative innovation, generating synergy with NM and the planned NM University Town.

Unleashing Development Potential

- (d) The Site had been occupied by industrial uses. The applicant acquired the Site in 2015 when it was zoned “Industrial” (“I”) on the OZP, with the intention of developing an automotive dealership centre as headquarters in the northern New Territories. In 2016, the Site was rezoned to “G/IC” and reserved for a primary school. Since then, the Site has remained idle without implementation programme and it is apparent that the planned school will no longer be pursued. The proposed development provides an opportunity to unleash the development potential of the Site for high-value uses.

Appropriate Development Quantum and Compatible with Existing and Planned Developments

- (e) The proposed development quantum with a total PR of 5 (including non-domestic PR of 3.5 and domestic PR of 1.5) and BH of about 100mPD is compatible with the existing and planned developments in the surrounding areas including the planned public housing development to east of the Site with maximum PR of about 7.23 and maximum BH of 175mPD. Moreover, the proposed development can transform the existing industrial land to non-polluting uses which will improve and upgrade the condition and quality of the locality. Various technical assessments conducted have also demonstrated that the proposed composite development, as well as a solely non-domestic development, will not result in adverse impacts on the surroundings.
- (f) A domestic PR of 1.5, which accounts for 30% of the total PR, is included in the proposed development for supporting staff quarters/talent accommodation to deliver convenient on-site accommodation to employees and affiliated personnels working in or visiting the proposed development to enhance operational efficiency. Considering that the staff populations of about 1,000 of the applicant company in Hong Kong and about 23,800 of its parent group in the southeast Asia region, the scale of domestic PR of 1.5 providing a total of 138 staff quarters/talent accommodation units is reasonable, and it is also proportional to the estimated workforce of about 440 for the operation of the proposed development. The talent accommodation will be wholly owned by the applicant whilst opportunities will also be taken for potential collaboration with relevant non-government organisations, statutory bodies or education institutions with focus in I&T development.
- (g) The proposed maximum domestic PR of 1.5 is intended to allow sufficient flexibility to cater for ever-changing circumstances and long-term development need, and the proposed development mix of domestic/non-domestic portions will be subject to further adjustment in future in which more proportion of floorspace for I&T use may be reserved.

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

The applicant is the sole ‘current land owner’ of the private land portion of the Site. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion of the Site, the ‘Owner’s Consent/Notification’ requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB-PG No.31B) are not applicable.

4. Background

Zoning History

- 4.1 The north-eastern portion of Fanling Area 48, where the subject “G/IC” zone and its adjoining “Residential (Group A)3” (“R(A)3”) zone to the southeast and another “G/IC” zone to the further southeast (**Plan Z-1**) are located, was largely zoned “I”⁵ on the first draft Fanling/Sheung Shui OZP gazetted on 23.10.1987. On 29.1.2016, in order to take forward the recommendations under the Area Assessments of 2009 Industrial Land in the Territory (Area Assessments) and 2014 Area Assessments, this portion of Fanling Area 48 was rezoned on the draft Fanling/Sheung Shui OZP No. S/FSS/21 (the draft OZP) partly to “R(A)3” for proposed public housing development and partly to two “G/IC” zones reserved for the Education Bureau (EDB) to develop two primary schools, including one school at the subject “G/IC” zone (about 12,000m²) for meeting the future demand of the Fanling/Sheung Shui New Town and one school at another “G/IC” zone to the further southeast which was planned for implementation tying in with the public housing development⁶.
- 4.2 During the statutory exhibition period of the draft OZP, the applicant via its subsidiary⁷ submitted a representation to oppose the proposed rezoning of the Site to “G/IC” with an alternative proposal of “OU (Automobile Dealership Centre)” zone subject to a maximum PR of 5 and BH of 50m (excluding basements) for development of an automobile dealership centre⁸. On 23.9.2016, the Board decided not to uphold the representation mainly on the considerations that the primary schools were required to support the public housing development and to meet the demand of the district; and the school use was compatible with the surrounding existing/planned residential developments. The draft OZP was subsequently approved on 3.1.2017 and there has been no change to these “G/IC” and “R(A)3” zones since then.

Current Status of the Subject “G/IC” Zone

- 4.3 In 2019, about 2,700m² private land parcels along the northern boundary in the

⁵ A minor portion within the current “R(A)3” zone was then zoned “Green Belt” on the OZP.

⁶ The public housing and the school sites are currently under site formation works with the population intake of the proposed public housing expected in 2029 and beyond by phases.

⁷ The subsidiary of the applicant, namely Marksworth Limited, was the then land owner of the private lots within the Site.

⁸ The proposed centre comprised an 8-storey building with uses including driving gallery, vehicle repair workshop, training area, car holding area and office.

subject “G/IC” zone were resumed by the Government, and together with about 1,320m² adjacent GL in the “G/IC” zone, were designated for road works of Fanling Bypass (Eastern Section) (**Plans Z-2 and Z-3**). The remaining portion of the “G/IC” zone (about 7,980m²) comprises mainly the Site (about 5,480m²) and the adjoining residual “G/IC” land (about 2,500m²) to its east, both largely under private ownership (**Plan Z-2**). The “G/IC” zone was later de-reserved by EDB (details at paragraph 9.1.1 below) and is currently a reserve for general Government, institution and community (GIC) use(s) to be identified in future.

Existing and Planned School Provisions

- 4.4 In accordance with HKPSG requirements, major GIC facilities except some social welfare facilities (i.e. child care centre, community care services facilities, residential care home for the elderly and rehabilitation services) are generally adequate to meet the demand for planned population in the Fanling/Sheung Shui New Town area. In terms of school provisions, there are surpluses in the existing and planned provisions for secondary and primary schools.

5. Previous Applications

The Site is involved in three previous s.12A applications (No. Z/FSS/P5, Y/FSS/7 and Z/FSS/11) submitted by applicants different from the current application when the Site was zoned “I”. Applications No. Z/FSS/P5 and Z/FSS/11, covering significantly larger site areas, were for rezoning the site to “Comprehensive Development Area” (“CDA”) (for No. Z/FSS/P5) or to “CDA(1A)”, “CDA(1B)”, “Residential (Group E)” and “V” (for No. Z/FSS/11) for residential development, which were not agreed by the Committee in 2000 and 2012 respectively. Application No. Y/FSS/7, with similar site area as the current application, was for rezoning the site to “Commercial/Residential (1)” for hotel development, which was not agreed by the Committee in 2011. Given these previous applications were subject to different planning circumstances and development contexts before the north-eastern portion of Fanling Area 48 was rezoned from “I” to “G/IC” and “R(A)3”, the considerations of these applications are not relevant to the current application. Details of the previous applications are summarised at **Appendix III** and their locations are shown on **Plan Z-1**.

6. Similar Application

There is no similar rezoning application on the OZP.

7. The Site and its Surrounding Areas (Plans Z-1 to Z-4)

7.1 The Site is:

- (a) located in the north-eastern portion of Fanling Area 48, and bounded by Fanling Highway, Fanling Bypass (Eastern Section), Tai Wo Service Road West and Wo Hing Road to the north and northwest (**Plans Z-2 and Z-3**);
- (b) mainly occupied by temporary warehouse structures with some

vegetation and accessible from Wo Hing Road via the existing run-in/out in the northwest; and

- (c) within the 'VE' of Wo Hop Shek Village and Wo Hing Tsuen (**Plan Z-1**).

7.2 The surrounding areas have the following characteristics:

- (a) to the east of the Site within the same "G/IC" zone are temporary structures for rural industrial uses. To the southeast within the "R(A)3" zone is works site for the planned public housing development with a maximum GFA of 198,000m² (PR of about 7.23) and a maximum BH of 175mPD under approved application No. A/FSS/295;
- (b) to the southwest along Wo Hing Road are village settlements of Wo Hop Shek Village and Wo Hing Tsuen with BHs of 3 to 5 storeys (about 18-38mPD) within the "V" zone (**Plans Z-1 to Z-3**); and
- (c) to the further west beyond Wo Hing Tsuen and along Pak Wo Road are mainly high-density residential developments (Dawning Views, Avon Park, Wah Sum Estate, King Shing Court, Flora Plaza and Yan Shing Court) with PRs of about 5.3 to 9 and BHs of about 105-130mPD within the "R(A)" zones, whilst to the further south is vegetated knoll with permitted burial grounds in the "Green Belt" zone (**Plans Z-1 and Z-3**).

8. Planning Intention

The planning intention of the "G/IC" zone is primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

9. Comments from the Relevant Government Bureaux and Departments

- 9.1 The following government bureaux and departments (B/Ds) have been consulted and their views on the application are summarised as follows:

School Provision

- 9.1.1 Comment of the Secretary for Education (SED):

having considered a number of factors, including the development plans of the respective districts, the continual projected structural decline in the school-age population, the actual number of existing students and school places available at various levels, the prevailing education policies, as well as other factors influencing the overall demand and supply of school places, reservation of the subject "G/IC" site for the originally-planned school development is no longer required. EDB released the subject "G/IC" site in 2022 for alternative

uses.

I&T Development and EV Aspect

9.1.2 Comments of the Secretary for Innovation, Technology and Industry (SITI):

- (a) no objection to the application; and
- (b) he generally welcomes activities with potential in promoting new industrialisation in Hong Kong, including relevant R&D activities.

9.1.3 Comments of the Secretary for Environment and Ecology (SEE):

- (a) no comment on the application from EV policy perspective; and
- (b) to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirements for EV charging facilities, e.g. those set out in the HKPSG.

Land Administration

9.1.4 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- (a) all the lots included in the application (except Lots 4897 S.A and 4897 RP in D.D. 51) are held under Block Government Lease demised for agricultural purposes and no building of any description shall be erected on the lots (unless with consent) whereas Lots 4897 S.A and 4897 RP in D.D. 51 are held under New Grant No. 8755 and are restricted to be used for the purpose of a camphor wood furniture factory;
- (b) Lots 4250 RP, 4252 S.A RP and 4272 RP in D.D. 51 are subject to a Short Term Waiver (STW) while Lot 4897 RP in D.D. 51 is subject to another STW. Both STWs allow erection of structures for the purpose of manufacture of metalware and electrical goods;
- (c) the site area mentioned in the application has not been verified by his office;
- (d) the Site falls within the 'VE' of Wo Hop Shek Village and Wo Hing Tsuen. In general, land within 'VEs' is primarily reserved for Small House development by indigenous villagers;
- (e) there is no approved/on-going Small House application within the Site; and
- (f) the proposed development is not permissible under existing

leases, and a land exchange is required in this aspect. The applicant is reminded that every application for land exchange submitted to the Government will be considered on its own merits by LandsD at its absolute discretion acting in his capacity as land agent for the Government and there is no guarantee that the application (including any proposed inclusion of adjoining GL) will eventually be approved by the Government. If the application is agreed by the Committee, the Government acting in its private capacity as landlord is entitled to impose such terms and conditions at its absolute discretion, including but not limited to payment of premium and administrative fee.

Traffic

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

- (a) no in-principle objection to the application from traffic engineering perspective;
- (b) no adverse comments on the submitted TIA and the proposed traffic improvement works. The applicant should reassess the overall provision of internal transport facilities and the internal transport layout for the proposed development upon detailed design stage and submit the reassessment result to C for T for approval. The details of the proposed improvement works should be submitted to C for T and the relevant parties for agreement before implementation;

9.1.6 Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- (a) no adverse comment on the application from highways maintenance point of view;
- (b) as there is no proper run-in/out for the proposed ingress and egress of the Site, the applicant should submit a design of the run-in/out for his review upon C for T's approval of the access arrangement. The proposed run-in/out should be designed and constructed in accordance with the prevailing HyD standard drawings (i.e. H1113C and H1114B) to his satisfaction;
- (c) adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains; and
- (d) the applicant should take adequate precautionary measures to avoid damaging roads, street furniture, drainage and slopes, etc. maintained by his office. Damage caused to roads, street furniture, drainage and slopes, etc. maintained by his office due to the proposed development shall be repaired to his satisfaction at the applicant's own costs.

9.1.7 Comments of the Commissioner of Police (C of P):

no adverse comment on the application from traffic management perspective.

Environment

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

- (a) no objection to the application from environmental planning point of view;
- (b) it is noted that environmental mitigation measures, such as sufficient buffer distances under HKPSG, provision of acoustic windows and sewerage modification works, have been proposed by the applicant according to the submitted EA and DSIA;
- (c) it is advised to incorporate special conditions related to the submission of Noise Impact Assessment (NIA), Sewerage Impact Assessment and LCA prior to commencement of the construction works of the proposed development into the relevant land document(s) during land exchange application stage;
- (d) it is also noted that the applicant commits the followings in the submission:
 - (i) the proposed development involves maintenance, testing, laboratory studies, training, R&D and sales for electric vehicles and clean energy without manufacturing;
 - (ii) any uses related to low-altitude vehicle in the proposed development are confined to indoor training and R&D;
 - (iii) any uses related to green energy in the proposed development will not involve storage capacity of hydrogen of more than 200 tonnes or any chemical/ biochemical plant with storage capacity of more than 500 tonnes and in which substances are processed or produced;
 - (iv) there will be generally no noise-generating uses involved as the proposed development is non-polluting in nature. Any noisy activities shall be located away as far as possible from any noise sensitive receivers (in particular the planned public housing in Fanling Area 48) and noisy operations during sensitive hours (11:00 p.m. to 7:00 a.m.) will be prohibited;
 - (v) no industrial chimney is proposed at the Site; and

- (vi) LCA will be carried out in subsequent implementation stage in view of the history of brownfield uses at the Site;
- (e) the applicant shall observe all the concerned environmental legislations, such as Waste Disposal Ordinance (Cap. 354); and
- (f) the applicant shall consult the relevant authorities (including EPD and Electrical and Mechanical Services Department) when the details of green energy proposal/provision of hydrogen (if any) is confirmed at future detailed design stage, in particular if the proposed hydrogen storage equals or exceeds 2 tonnes or if any other green fuel storage equals or exceeds the quantities specified in Chapter 12 of HKPSG.

Drainage

9.1.9 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) no adverse comment on the application from public drainage perspective; and
- (b) the SIA has to meet the full satisfaction of DEP as they are the planning authority of sewerage infrastructure.

Urban Design, Visual and Landscape

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

Urban Design and Visual

- (a) according to the VIA, the visual impact of the indicative scheme is rated from slightly adverse to moderately adverse as compared with the existing condition. The indicative scheme has incorporated various design features such as descending BH from southeast to northwest; setbacks ranging from about 5m to 20m; and 15m-building separation between the two domestic towers. The above design features may promote visual permeability and visual interest. The VIA concludes that the indicative scheme will not cause significant adverse visual impact. She has no objection to the conclusion;
- (b) the proposed development does not fall within the categories requiring AVA as listed in the Technical Circular No. 1/06 on AVAs jointly issued by the Housing, Planning and Lands Bureau and the Environment, Transport and Works Bureau. As such, significant adverse air ventilation impact on the surrounding pedestrian wind environment is not anticipated;

Landscape

- (c) no adverse comment on the application from landscape planning perspective;
- (d) based on the aerial photo, the Site is situated in an area of urban peripheral village landscape character surrounded by residential buildings, village houses, temporary structures, Fanling Highway and tree groups. The rezoning proposal to “OU(I&T)” zone is considered not entirely incompatible with the landscape setting in the proximity;
- (e) with reference to applicant’s submission, 36 existing trees, including three dead trees and nine undesirable tree species (i.e. *Leucaena leucocephala* (銀合歡)), are recorded within the Site. The tree species recorded are mostly common species found in Hong Kong. All of the existing trees are in direct conflict with the proposed works and would be felled. 37 heavy standard trees are proposed to compensate the loss of existing trees. With reference to the Landscape Master Plan (**Drawing Z-12**), the landscape design comprises soft-planted edges along the Site, landscaped garden at ground floor and podium floor, and landscaped open space with recreational facilities for the occupants and visitors. With reference to the LP, a total greenery coverage area of 1,255.5m² (about 22.91%) is proposed, and the communal open space shall be 414m² for the target population of 414 persons (i.e. not less than 1m² per person in accordance with HKPSG). Significant adverse landscape impact within the Site arising from the proposed development is not anticipated;
- (f) the applicant is advised that the application does not imply application for tree works approval, if any, such as pruning, transplanting and felling. The applicant is reminded to seek comments and approval for any proposed tree works from the relevant department(s); and
- (g) for the compliance of site coverage of greenery requirements under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) No. APP-152, submission should be made separately to the Buildings Department (BD) for acceptance.

Electricity and Gas Safety

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

Electricity Safety

- (a) no comment on the application from electricity supply safety aspect; and

Gas Safety

- (b) there is an underground high pressure town gas pipe running along Fanling Highway near the Site. Having noted that the applicant will conduct a Quantitative Risk Assessment (QRA) to assess the potential risks associated with the high pressure pipeline and propose mitigation measures, if necessary, for compliance with the risk guidelines of HKPSG prior to commencement of the construction works to his satisfaction, he has no adverse comment on the application from gas safety point of view; and
- (c) it is advised to incorporate special condition related to the submission of a QRA after the design parameters are finalised and prior to commencement of the construction works of the proposed development during land exchange application stage.

Building Matters

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

- (a) no objection to the application;
- (b) since the Site does not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the Building (Planning) Regulations (B(P)R) at building plan submission stage;
- (c) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of B(P)R respectively;
- (d) all existing building works erected on unleased GL do not come under control of the Buildings Ordinance (BO) and are not unauthorized for the purpose of the BO;
- (e) for unauthorized building works (UBW) erected on leased land, enforcement action may be taken by the Buildings Authority (BA) 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 BO;
- (f) before any new building works are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are UBW under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO; and

- (g) detailed checking under the BO will be carried out during building plan submission stage.

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

- (a) Director of Fire Services (D of FS);
- (b) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD)
- (c) Project Manager (North) (PM(N)), Civil Engineering and Development Department (CEDD);
- (d) Head of Geotechnical Engineering Office (H(GEO), CEDD);
- (e) Director of Social Welfare (DSW);
- (f) Government Property Administrator (GPA);
- (g) Director of Leisure and Cultural Services (DLCS);
- (h) Director of Food and Environmental Hygiene (DFEH); and
- (i) District Officer (Yuen Long), Home Affairs Department.

10. Planning Considerations and Assessments

The Proposal and Planning Intention

10.1 The applicant proposes to rezone the Site from “G/IC” to “OU(I&T)” on the OZP (**Plan Z-1**) to facilitate the proposed development known as ‘EV Mobility City’. According to the applicant, the planning intention of the proposed “OU(I&T)” zone is primarily to accommodate a variety of I&T uses, including R&D and testing activities, supporting staff/talent accommodation, commercial/business facilities and other complementary infrastructure. A range of relevant uses including but not limited to ‘Information Technology and Telecommunications Industries’, ‘Research, Design and Development Centre’, ‘Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods), ‘Office’ and ‘Training Centre’, as well as ‘Flat (Staff Quarters only)’, ‘Residential Institution’ and ‘Shop and Services’, are proposed as Column 1 uses (which will be always permitted); and ‘Flat (not elsewhere specified)’, ‘Helicopter Landing Pad’, ‘Hotel’ and ‘Social Welfare Facility’ are proposed as Column 2 uses (which will require planning permission). Development within the proposed “OU(I&T)” zone is subject to a maximum PR of 5, of which any domestic portion is subject to a maximum domestic PR of 1.5, and a maximum BH of 100mPD (**Appendix II**). The applicant states that the proposed development is for a regional hub which drives innovation and development of EV sector in Hong Kong and advancing technological development in green energy, low-altitude aerial vehicle and smart city mobility solutions. From I&T development and EV policy perspectives, SITI advises that activities with potential in promoting new industrialisation in Hong Kong are generally welcomed and he has no objection to the application whilst SEE has no comment on the application.

10.2 The applicant has submitted an indicative scheme to illustrate the proposed development (**Drawings Z-2 to Z-11**) with a PR of 5 (including non-domestic PR of 3.5 and domestic PR of 1.5). As shown in the indicative scheme, the proposed development consists of a 7-storey non-domestic podium for I&T, R&D and business uses, with 1-storey basement carpark underneath, and two domestic towers of 6 and 12 storeys (with heights of 80.65mPD and 99.55mPD

respectively) above the podium for staff quarters and talent accommodation respectively. To demonstrate the technical feasibility of a solely non-domestic development with a PR of 5 as proposed in the proposed “OU(I&T)” zone, the applicant also submitted an alternative scheme of a non-domestic building (**Drawings Z-23 and Z-24**) with a maximum a PR of 5 and BH of 72.25mPD (10 storey atop 1-storey basement carpark), comprising the same non-domestic uses as that of the indicative scheme.

The Subject “G/IC” Zone and Provision of GIC Facilities

- 10.3 Following recommendations of the 2009 and 2014 Area Assessments, the north-eastern portion of Fanling Area 48, within which the Site is located, was rezoned from “I” to “R(A)” and “G/IC” in 2016 for proposed public housing and school developments. The subject “G/IC” zone was for developing a primary school to meet the future demand of the Fanling/Sheung Shui New Town. Having no implementation programme for the primary school since then, SED eventually de-reserved the “G/IC” zone in 2022 having considered a series of factors affecting the supply and demand of school places including a continuous decline in school-age population.
- 10.4 Apart from the northern portion of the subject “G/IC” zone which had been designated for road works, the remaining “G/IC” zone comprises mainly the Site and its adjoining residual land to the east which are largely under private ownership (**Plan Z-2**). Currently, this “G/IC” site is a reserve for general GIC use, and no B/Ds have expressed the intention to take up or reserve the site and resume the land for GIC/welfare facilities or other planned uses. Besides, the existing and planned provisions of major GIC facilities in the Fanling/Sheung Shui New Town area are generally adequate to meet the demand of the planned population in accordance with HKPSG requirements except for some social welfare facilities. Taking into account the history and background of the Site and the planning assessments below, the rezoning proposal may help unleash the development potential of the Site. The adjoining residual “G/IC” land with an area of about 2,500m² and a relatively regular configuration can continue to serve as a GIC reserve site.

Land Use Compatibility and Development Intensity

- 10.5 The Site is mainly surrounded by the planned high-density public housing development to the southeast within the “R(A)3” zone and the village settlements to the southwest within the “V” zone (**Plan Z-1**). The existing rural industrial uses in the residual “G/IC” land to the east of the Site are expected to be phased out when the “G/IC” site is implemented upon identifying suitable uses/facilities in the future. According to the applicant, unlike the conventional industrial uses, the proposed development is for I&T, R&D and business uses (including research laboratory, pre-delivery inspection, testing centre, battery charging/swapping station, workshop/work bay, EV showroom, storage/warehouse, conference/seminar space and office) without involving vehicle manufacturing which are anticipated to be non-polluting in nature, as well as staff quarters and talent accommodation. It is considered that the proposed development is not incompatible with the existing and planned land uses in the surrounding areas.

- 10.6 While areas to the south of the Site are low-rise village settlements of Wo Hop Shek Village and Wo Hing Tsuen of mainly three storeys in height, to the southeast of the Site is the planned public housing development subject to a maximum GFA equivalent to PR of about 7.23 and a maximum BH of 175mPD, and to the further west are the existing high-density residential developments with PRs of about 5.3 to 9 and BHs of about 105-130mPD (**Plan Z-1**). As compared with these existing and planned developments in the surrounding context, the proposed development intensity with a PR of 5 and a BH of about 100mPD is considered not excessive and not incompatible with the surrounding context. The applicant also considers that if domestic element is to be provided at the Site, a maximum domestic PR of 1.5, accounting for 30% of the total PR of 5, for provision of staff quarters and talent accommodation is proportional to the estimated workforce for the proposed development, and the submitted technical assessments demonstrate that the proposed development incorporating the domestic portion as shown in the indicative scheme is technically feasible.

Urban Design, Visual and Landscape Aspects

- 10.7 Various design measures are proposed in the indicative scheme, including stepped BH descending from southeast to northwest, which is in line with the stepped height profile descending from the planned public housing development in the east to the proposed development in the west; building setbacks for 5m to 20m from the southern and eastern site boundaries respectively to provide spatial and visual buffers; and building separation of at least 15m between the domestic towers to facilitate visual permeability and air ventilation (**Drawing Z-20**). Besides, the applicant has proposed a landscaped amenity area adjoining the Site to the southeast to enhance the overall landscape character of the proposed development and to serve as a buffer from the adjacent low-rise developments. According to the submitted VIA, the proposed development with the design measures implemented is considered compatible with the adjoining high-rise developments and the sub-urban townscape of the locality, and will not cause significant adverse visual impact on the surrounding areas of the Site (**Drawings Z-14 to Z-19**). CTP/UD&L of PlanD has no objection to the submitted VIA.
- 10.8 According to the LP, a total of 36 trees (including three dead trees and nine trees of undesirable species) are identified within the Site and are all proposed to be felled due to conflict with the proposed development. No trees of protected species or OVTs are involved. To compensate the tree loss, 37 native/exotic trees in heavy standard will be planted within the Site (**Drawing Z-12**), achieving a compensatory ratio of about 1:1.37 in terms of quantity. Private open space and greenery coverage of not less than 414m² and 1,255.5m² (22.91%) are proposed. In this regard, CTP/UD&L of PlanD has no adverse comment on the application from landscape planning perspective considering significant adverse landscape impact within the Site arising from the proposed development is not anticipated.

Traffic Aspect

- 10.9 The submitted TIA concludes that the key junctions and road links in the vicinity of the Site, except Wo Hop Shek Interchange, will have sufficient capacity to meet the traffic generated by the proposed development. Although the TIA indicates that the additional traffic flow caused by the proposed development on

the Wo Hop Shek Interchange is negligible, the applicant proposes to carry out road widening works to Pak Wo Road at Wo Hop Shek Interchange (**Drawing Z-22**) to address the potential traffic impact. In this regard, C for T has no adverse comment on the submitted TIA and the proposed traffic improvement works and CHE/NTE, HyD also has no adverse comment on the application. The technical requirements including the submission of detailed design of the transport facilities and layout, proposed road improvement works and run-in/out would be incorporated into the land document(s) during the land exchange application stage should the application be agreed by the Committee.

Environmental Aspect

10.10 The Site is also bounded by major roads of Fanling Highway and Fanling Bypass (Eastern Section) to the north. In this regard, according to the submitted EA, with the implementation of noise mitigation measures, e.g. single aspect design, acoustic fins and acoustic windows, it is anticipated that the proposed development will not be subject to significant noise impact. Besides, the EA also indicates that with the implementation of appropriate pollution control as well as good practices, significant adverse impacts on other environmental aspects of air quality, waste management and water quality arising from the proposed development are also not anticipated. Regarding land contamination aspect, the applicant has committed to conducting further LCA. DEP has no in-principle objection to the application noting that environmental mitigation measures have been proposed in the EA and DSIA. DEP also advises to incorporate special conditions related to the submission of SIA, NIA and LCA into the relevant land document(s) during land exchange application stage, should the application be agreed by the Committee.

Other Technical Aspects

10.11 In terms of sewerage and drainage aspects, CE/MN, DSD has no adverse comment on the application. DEP also considers DSIA acceptable and advises to incorporate special conditions related to the submission of SIA into the relevant land document(s) should the application be agreed by the Committee. Other relevant departments, including CE/C of WSD and DEMS have no objection to or no adverse comment on the application. In particular, DEMS has no adverse comment on the application noting that the applicant will further conduct QRA prior to construction works and advises that such requirement be incorporated into the relevant land document(s) during land exchange application stage.

Proposed Amendments to the OZP

10.12 Taking into account the planning assessments above, it is considered that the proposed development with development intensity of a maximum PR of 5 (either a non-domestic PR of 5 or a non-domestic PR of 3.5 with a domestic PR of 1.5) and a maximum BH of 100mPD and comprising I&T, R&D and business uses with supporting staff quarters and talent accommodation at the Site as reflected in the indicative scheme is not unacceptable from land use and district planning perspectives. Nevertheless, considering the unique nature of the proposed development, the generic "OU(I&T)" zoning and planning intention with an extensive spectrum of Column 1 and 2 uses (such as 'Eating Place', 'Petrol

Filling Station/Green Fuel Station’ and ‘Helicopter Landing Pad’) and the provision allowing a considerable domestic portion as proposed by the applicant are considered not sufficiently specific to the proposed development from the perspective of effective statutory planning control, and should thus be further reviewed. Should the Committee decide to agree or partially agree to the application, PlanD will review and work out in consultation with relevant B/Ds the appropriate zoning with specific planning control as well as development restrictions and requirements for the proposed development at the Site.

11. Planning Department’s Views

11.1 Based on the assessments made in paragraph 10 above, PlanD has no in-principle objection to the application, and recommends the Committee to partially agree to the application to rezone the Site to an appropriate zoning with stipulation of appropriate development restrictions and other requirements taking into account the considerations in paragraph 10.12 above.

11.2 Should the Committee decide to agree or partially agree to the application, PlanD would work out the appropriate amendments to the OZP, including the zoning, development restrictions and other requirements to be set out in the Notes and/or Explanatory Statement of the OZP for the Committee’s consideration agreement prior to gazetting under section 5 of the Ordinance.

11.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members’ reference:

the current zoning is considered appropriate for the site, and there is no strong planning justification in the submission to support the rezoning of the site from “Government, Institution or Community” to “Other Specified Uses” annotated “Innovation and Technology”.

12. Decision Sought

12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.

12.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

13. Attachments

Appendix I	Application Form received on 28.8.2025
Appendix Ia	Consolidated Planning Statement received on 24.4.2026
Appendix Ib	Supporting Planning Statement received on 28.8.2025
Appendix Ic	FI received on 17.11.2025
Appendix Id	FI received on 24.12.2025
Appendix Ie	FI received on 11.2.2026

Appendix If	FI received on 10.3.2026
Appendix II	Proposed Schedule of Uses for the OZP for “OU(I&T)” zone
Appendix III	Previous applications
Drawing Z-1	Indicative master layout plan
Drawings Z-2 to Z-10	Floor plans
Drawing Z-11	Section plan
Drawings Z-12 and Z-13	Landscape master plan and landscape section
Drawings Z-14 to Z-19	Photomontages
Drawing Z-20	Proposed design measures
Drawing Z-21	Proposed road traffic noise mitigation measures
Drawing Z-22	Proposed road improvement work
Drawings Z-23 and 24	Indicative drawings of the alternative scheme
Plan Z-1	Location plan
Plan Z-2	Site plan
Plan Z-3	Aerial Photo
Plan Z-4	Site Photos

**PLANNING DEPARTMENT
MAY 2026**