

**S12A AMENDMENT OF PLAN APPLICATION
APPROVED FANLING / SHEUNG SHUI OZP NO. S/FSS/28**

**Proposed EV Mobility City with Ancillary Staff Quarters and
Talent Accommodation at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling**

SUPPORTING PLANNING STATEMENT

August 2025

Applicant

Sime Darby Motor Services Limited

Consultancy Team

KTA Planning Limited

CKM Asia Limited

Ramboll Hong Kong Limited

Landes Limited



PLANNING LIMITED

規 劃 顧 問 有 限 公 司

Executive Summary

This Planning Application is prepared and submitted on behalf of Sime Darby Motor Services Limited (“the Applicant”) to seek approval from the Town Planning Board (“the TPB”) under section 12A of the Town Planning Ordinance for the rezoning of the Site from “Government, Institution or Community” (“G/IC”) to “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) on the Approved Fanling / Sheung Shui Outline Zoning Plan (“Approved OZP”) No. S/FSS/28, to enable the proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation (the “Proposed Development”) at various lots in D.D. 51 and adjoining Government land in Fanling (the “Rezoning Site”).

To capitalise on the rapidly growing trends of EV and green energy, and more recently, the emerging low-altitude economy, the Applicant proposes to establish a “EV Mobility City” at the Site. The vision for the proposed EV Mobility City is to create a sustainable and forward-thinking regional hub that drives innovation and development of electric vehicle sector in Hong Kong, while also advancing technological development in green energy, low-altitude aerial vehicle, and smart city mobility solutions.

The Proposed Development comprises (i) a 7-storey podium (excluding 1-level of basement) accommodating innovation & technology (“I&T”) related uses; and (ii) 2 domestic towers atop for provision of ancillary accommodation, comprising staff quarters (6-storey) and residential institution (12-storey). The indicative development scheme yields a total Plot Ratio (“PR”) of 5.0 and Gross Floor Area (“GFA”) of about 27,400m². The proposed building height will reach approx. +99.55mPD.

The rezoning proposal is fully justified based on the following grounds:

- In Line with Recent Government’s Policies on Electric Vehicle, Green Energy and Low-altitude Economy;
- Long-term Planning & Economic Benefits and Investment Opportunities;
- Synergise and Catalyse the Development of Northern Metropolis;
- The Current “G/IC” Zoning is Redundant and the Previously Planned School is No Longer Required;
- Nurture I&T Talents in a Suitable Location with Supporting Facilities;

- Appropriate Development Quantum and Compatible with the Surrounding Developments;
- A More Efficient and Effective Use of the Site;
- Environmental Improvement and Upgrading of the Area; and
- The Indicative Development Scheme is Technically Feasible With No or No Significant Adverse Technical Impacts Nor Interface Issue.

In light of the above, we sincerely request the TPB to give favourable consideration for this Rezoning Proposal 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）

本規劃申請是代表 Sime Darby Motor Services Limited（下稱「申請人」）根據城市規劃條例第 12A 條，向城市規劃委員會（下稱「城規會」）申請修訂粉嶺／上水分區計劃大綱核准圖編號 S/FSS/28（下稱「核准圖」），把位於丈量約份第 51 約地段的多個私人地段及毗連的政府土地（下稱「申請地點」），由「政府、機構或社區」地帶改劃為「其他指定用途」註明「創新及科技」地帶，以作擬議「電動車智能城」及附屬員工宿舍和人才公寓（「擬議發展」）。

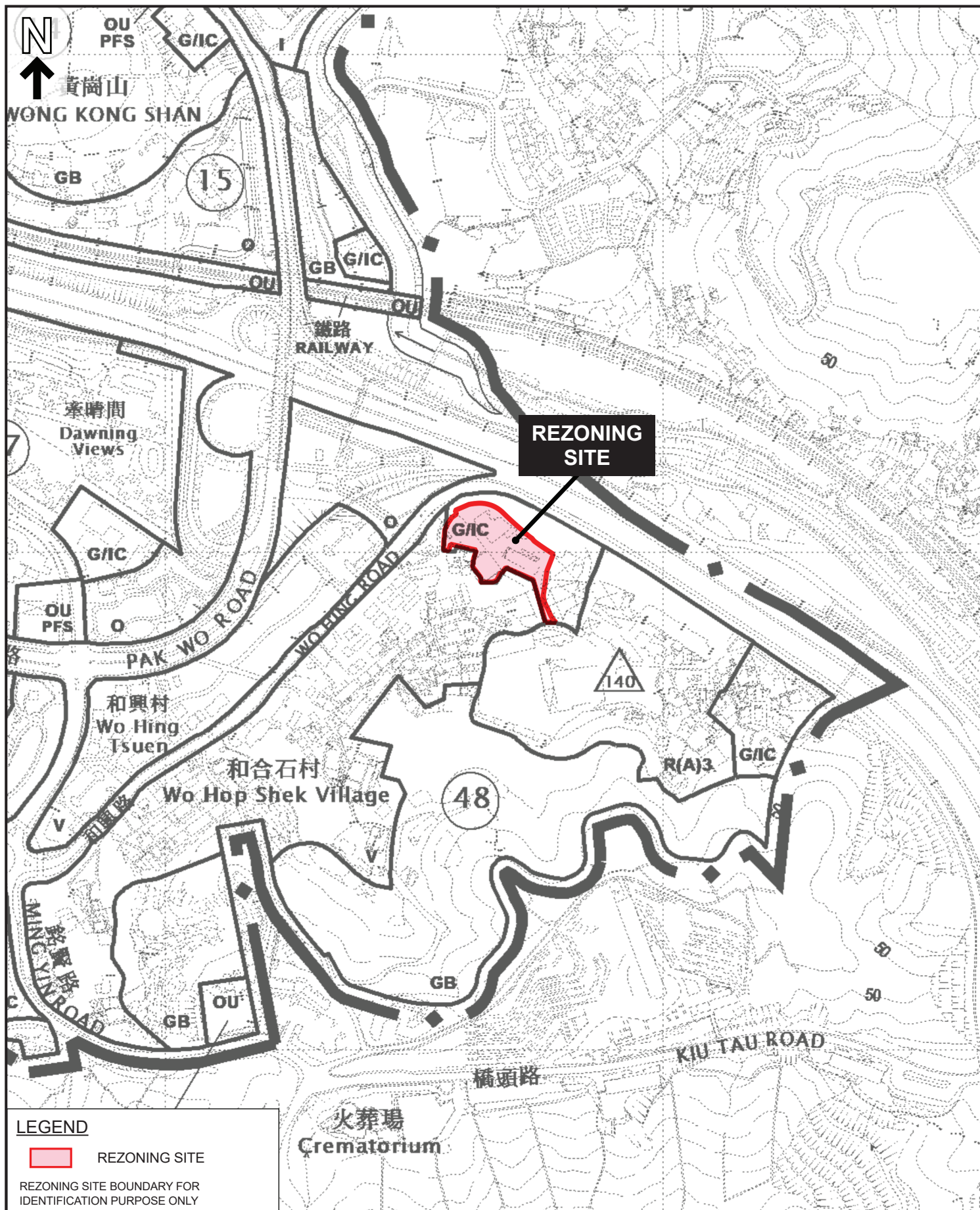
為把握電動車及綠色能源快速增長的趨勢，以及近期興起的低空經濟，申請人建議在申請地點興建「電動車智能城」。擬議發展的願景為打造一個可持續及具前瞻性的區域樞紐，促進香港電動車產業的創新及發展同時，並推動綠色能源、低空飛行及智慧城市的技術發展。

擬議發展包括（i）7 層高的基座（不包括 1 層地庫），用作電動車的創新及科技相關用途；以及（ii）2 座樓宇，用作員工宿舍（6 層高）及住宿機構（12 層高）用途。擬議發展的地積比約為 5 倍，樓面面積約為 27,400 平方米。建築物高度約為主水平基準上 +99.55 米。

擬議改劃申請具充份理據，原因如下：

- 擬議改劃方案切合政府現時對電動車、綠色能源及低空經濟所推行的政策。
- 擬議發展能夠提供長期的規劃及經濟效益以及帶來投資機會。
- 擬議方案能夠協同及催化北部都會區的發展。
- 現時的「政府、機構或社區」地帶已過時，而且早前規劃的學校將不再需要。
- 申請地點適合培育創科研人才。
- 建議發展的發展規模恰當並與周邊發展相容。
- 擬議發展能更充分有效地利用珍貴土地資源。
- 擬議發展能改善並提升附近的環境。
- 各項技術評估均證明擬議發展方案將不會或不會帶來嚴重的不良影響，以及不會造成銜接問題。

根據以上各點，申請人懇請是次的修訂圖則申請能獲得城規會支持。



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LOCATION PLAN

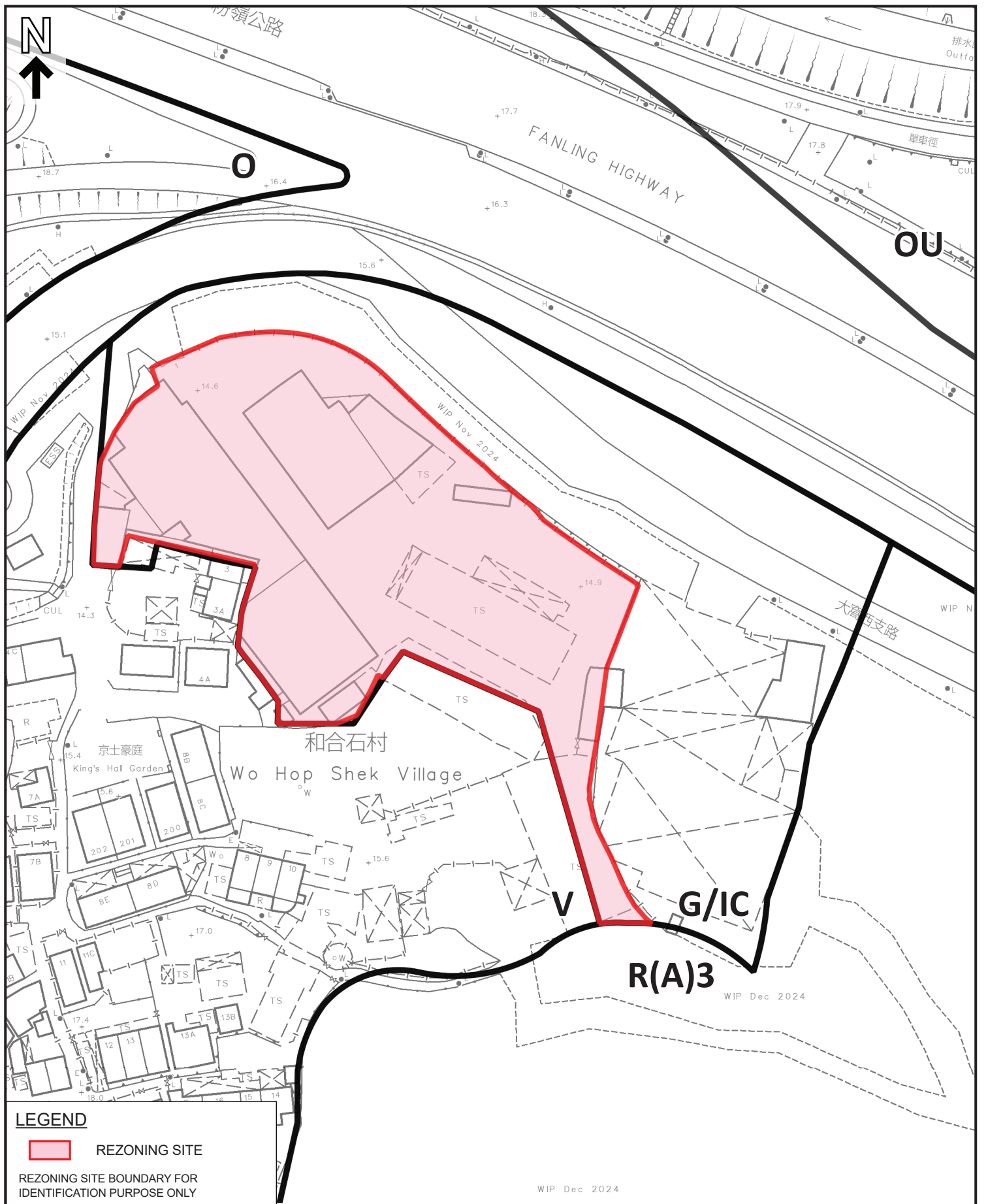
Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51
and Adjoining Government Land, Fanling

SCALE 1:5000

PLAN A

Extract plan based on the Approved
Fanling/Sheung Shui Outline Zoning Plan
No. S/FSS/28 approved on 9.4.2024

DATE: 12 July 2025



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SITE PLAN

Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51
and Adjoining Government Land, Fanling

SCALE 1:1000

PLAN B

Extract plan based on the
Survey Sheet Nos. 3-SW-13C & 18A

DATE: 12 July 2025

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**S12A AMENDMENT OF PLAN APPLICATION
APPROVED FANLING / SHEUNG SHUI OZP NO. S/FSS/28**

**Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling**

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This Supporting Planning Statement is prepared and submitted on behalf of Sime Darby Motor Services Limited (“the Applicant”) to seek the Town Planning Board’s approval for the proposed amendment to the Approved Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/28 (“Approved OZP”) to enable the Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation Development (“Proposed Development”) at various lots¹ in D.D. 51 and adjoining Government land in Fanling (the “Site” or “Rezoning Site”). The Rezoning Site is currently zoned “Government, Institution Or Community” (“G/IC”) on the Approved OZP.

1.1.2 The proposed amendment of the subject S12A application include:

- i) Rezoning of the Site from “G/IC” to “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) zone.

1.1.3 This Supporting Planning Statement is to provide the Town Planning Board (“TPB”) and relevant Government Departments with the necessary information to facilitate consideration of this S12A 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 need for the Proposed Development are described in **Section 3**, followed by the recent relevant Government policies described in **Section 4**. **Section 5** outlines the Indicative Development Proposal of the Rezoning Site, whilst the proposed amendment to the Approved OZP will be

¹ Referring to lots nos. 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.

presented in **Section 6**. The planning merits and justifications of the Proposed Development will be discussed in **Section 7**, followed by a summary of the results and findings of various technical assessments in **Section 8**. **Section 9** concludes and summarises this supporting planning statement.

2. SITE AND PLANNING CONTEXT

2.1 Site Location

- 2.1.1 The Rezoning Site is situated in the fringe of Fanling New Town at various lots in D.D. 51 and adjoining Government land. It is located within the 'village environ' ('VE') of Wo Hop Shek Village and Wing Ning Tsuen and bounded by a workshop and planned public housing estate to its east; Wo Hop Shek Village and Regalia Villa to its south; Wo Hing Road to its west; and Tai Wo Service Road West and Fanling Highway to its north (**Figure 2.1** refers). The existing vehicular access is located in the north-west of the Site abutting Wo Hing Road.

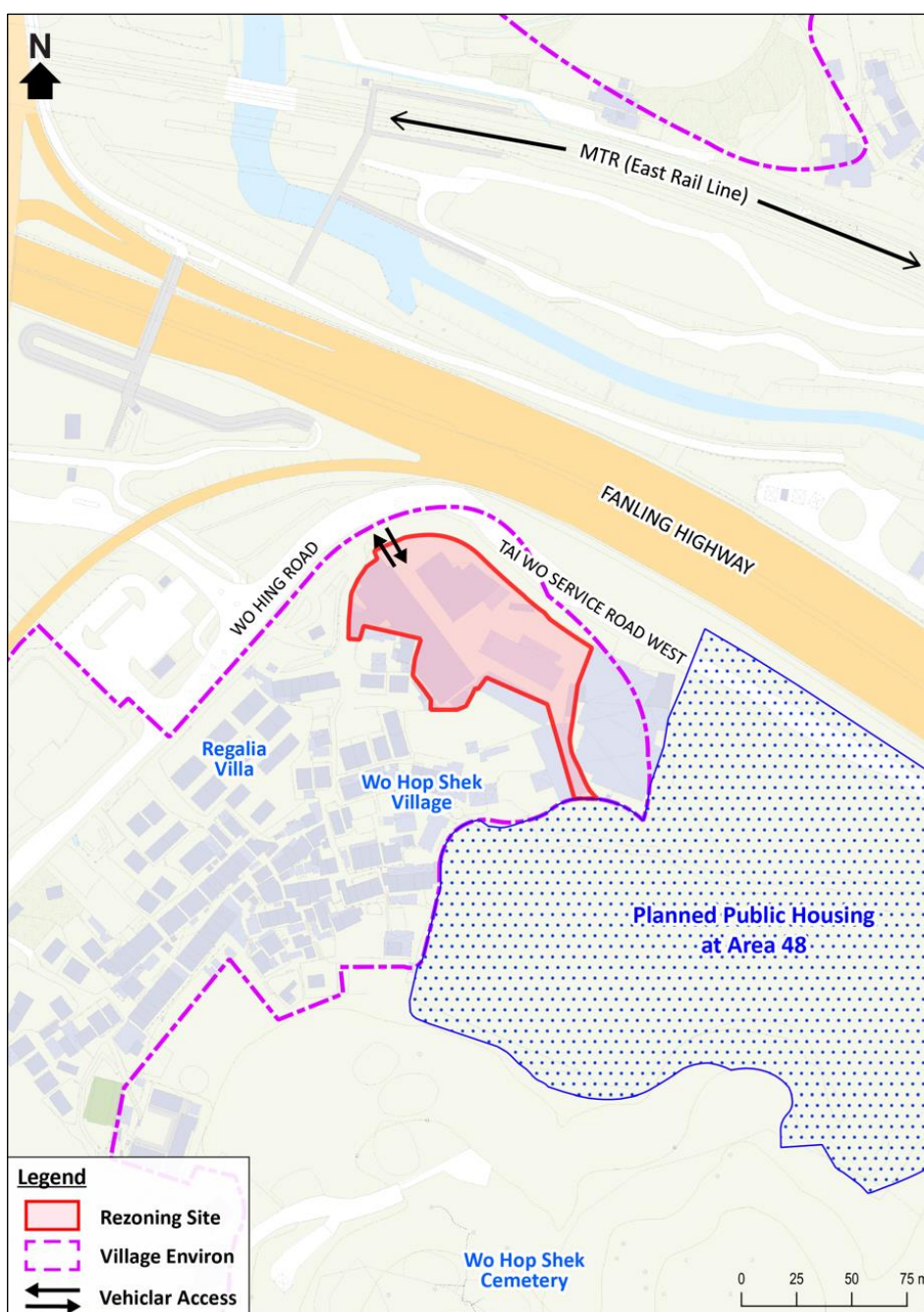


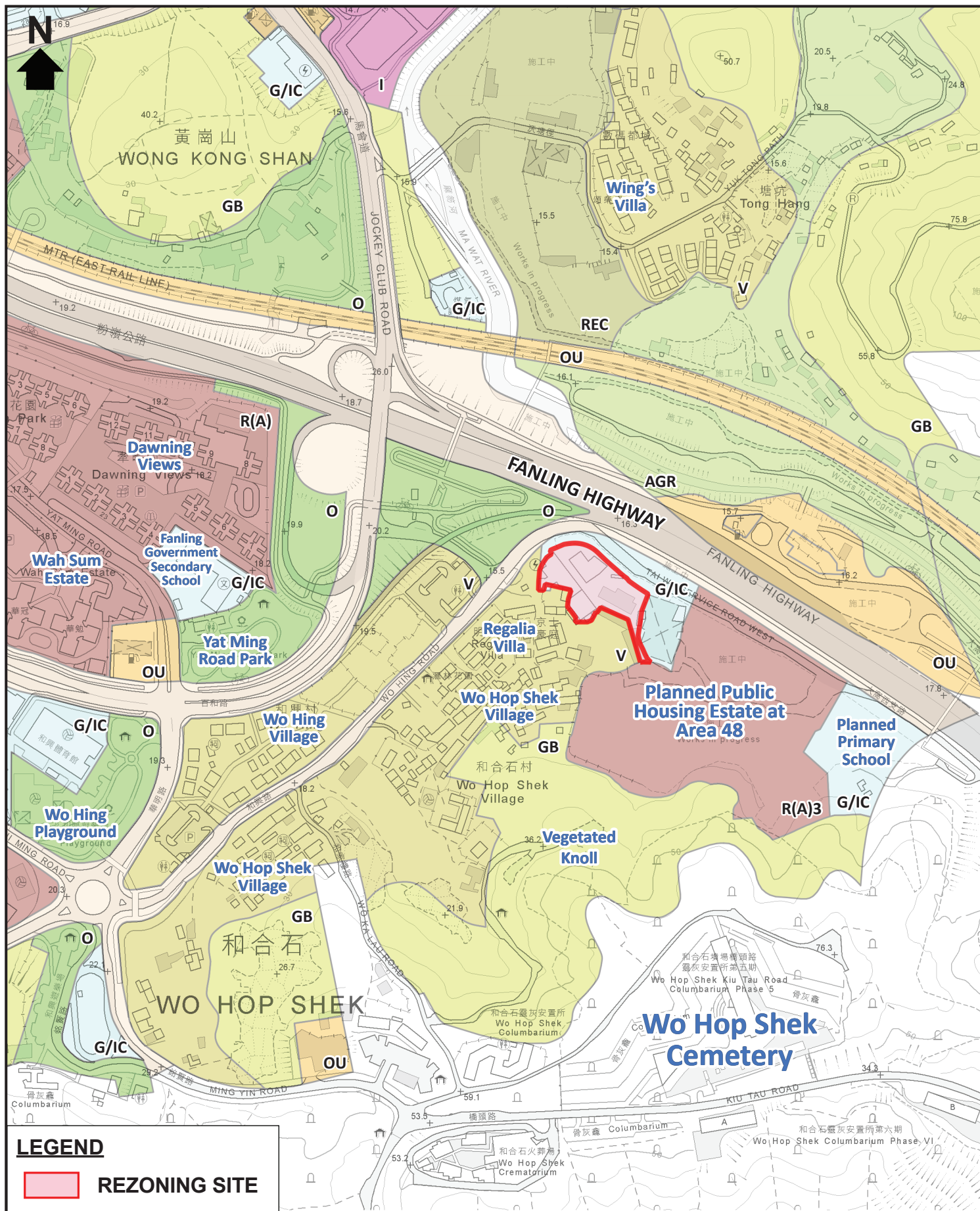
Figure 2.1: Site Location Plan

2.2 Surrounding Land Uses

2.2.1 The Rezoning Site is situated at the interface of urban / sub-urban setting intermixed with village-type houses, rural workshops and warehouses, vegetated vacant land and a planned high-rise public housing estate at Area 48 (currently under construction) (**Figure 2.2** refers).

- To the immediate east of the Rezoning Site is a rural workshop; to the further east are the planned high-rise public housing development² (comprising 7 residential towers with building height ranging from about +118mPD to +175mPD) and planned primary school at Area 48;
- To its immediate south is a “Village Type Development” (“V”) zone of Wo Hop Shek Village, comprising various low-rise village-type dwellings and rural workshops and warehouses; To its further south beyond the vegetated knoll zoned “Green Belt” (“GB”) is the Wo Hop Shek Cemetery, which is not covered by any OZP;
- To its west across Wo Hing Road is a “V” zone for Wo Hing Village; to its further west is a local open space (i.e. Yat Ming Road Park) and high-rise residential estates, namely Dawning Views (about +115mPD) and Wah Sum Estate (about +130mPD);
- To its north across the Tai Wo Service Road West and Fanling Highway are areas zoned “Agriculture” (“AGR”) and “Other Specified Uses” annotated “Amenity Area” on the Approved Lung Yeuk Tau & Kwan Tei South OZP No. S/NE-LYT/19, currently occupied by petrol filling station, open storage, construction sites and vegetated areas.

² The planned high-rise public housing development at Area 48 falls within an area “Residential (Group A)3” (“R(A)3”) and subject to a Building Height Restriction of +140mPD. The BHR of the planned public housing development were relaxed to +175mPD under the planning application No. A/FSS/295 approved by the TPB on 12.1.2024.



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LAND USE CONTEXT PLAN

Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51
and Adjoining Government Land, Fanling

SCALE 1:5000

FIGURE 2.2

Extract plan based on the
Survey Sheet Nos. 3-SW-13C & 18A

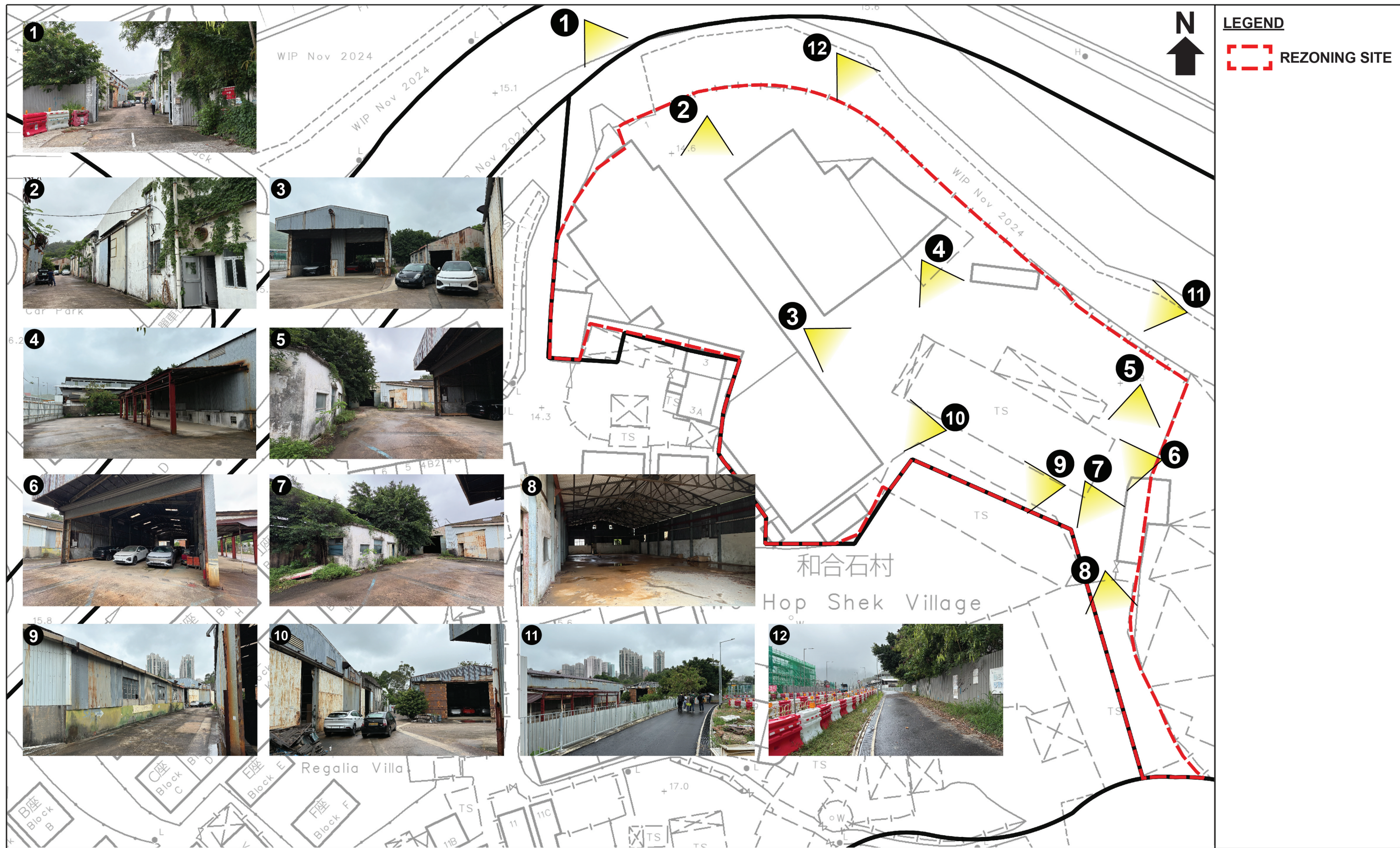
DATE: 12 July 2025

2.3 Accessibility

- 2.3.1 The Rezoning Site is accessible from Wo Hing Road via the existing run-in/out in the north-west of the Site. It is also served by various local roads (e.g. Pak Wo Road and Jockey Club Road) and highway (e.g. Fanling Highway), which provide convenient connections to the town centre of Fanling and other districts within New Territories.
- 2.3.2 While the MTR Fanling Station is located about 1.1km away, the Rezoning Site is well served by various public transport services, including franchised and non-franchised bus services, and minibus services. The bus/minibus stops are mainly located along Wo Hing Road and Tai Wo Service Road West, in close proximity to the Rezoning Site.

2.4 Existing Use and Site Condition

- 2.4.1 The Rezoning Site has a site area of about 5,480m² and a site level of about +14.75mPD. It is currently occupied by temporary rural warehouses and structures (**Figure 2.3** refers).



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EXISTING USE AND SITE CONDITION PLAN

Proposed EV Mobility City with Ancillary
Staff Quarters and Talent Accommodation
at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling

Supporting Planning Statement

FIGURE 2.3

Scale: 1:500

Date: 12 July 2025

2.5 Statutory Planning Context

- 2.5.1 According to the Approved Fanling / Sheung Shui Outline Zoning Plan ("Approved OZP") No. S/FSS/28, the Rezoning Site falls entirely within a "G/IC" zone (**Figure 2.4** refers). The planning intention of the "G/IC" zone is primarily for *"the provision of Government, institution or community 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"*.
- 2.5.2 Under the Explanatory Statement of the Approved OZP, the subject "G/IC" zone is reserved for planned primary school.

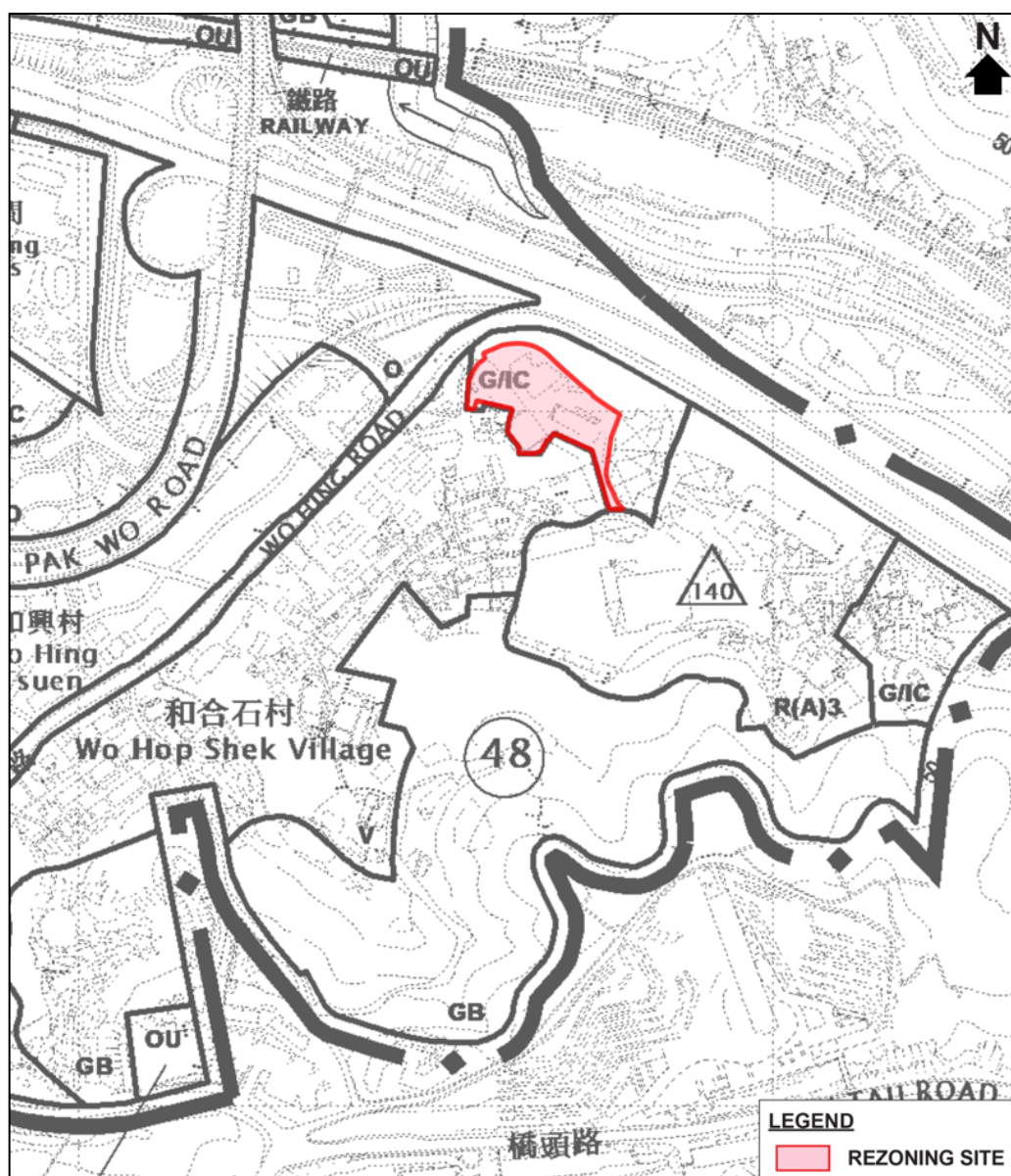


Figure 2.4: Zoning Context Plan (Extracted from Approved OZP)

2.6 Land Status and Land Administration Matters

- 2.6.1 Originally, the private lots (9 nos. in total³) involved and owned by the Applicant have a total site area of about 6,186m². To avoid unnecessary complications, the portion of these private lots encroaching onto the adjoining “V” zone are excluded from the rezoning boundary. As such, the residual site area of private land is reduced to about 5,469.0m². Together with the small piece of Government land along the northern periphery (about 11.4m²), the total site area of the Rezoning Site amounts to approx. 5,480.4m². A breakdown of the land ownership is provided in **Table 2.1** and **Figure 2.5**.

Table 2.1: Breakdown of Land Ownership

Land Ownership	Area (m ²)
Private land owned by the Applicant within Rezoning Site: <u>D.D. 51</u> <ul style="list-style-type: none"> • 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 * • 4897 RP (Part) 	5,469.0 (99.8%)
Government land	11.4 (0.2%)
Total	5,480.4 (100%)

* Registered in the Deed Poll dated 10 January 2022

Remark

These areas are based on geographic information system and subject to detailed on-site survey.

- 2.6.2 The Rezoning Site was subject to two Short Term Waivers (i.e. Short Term Waiver (“STW”) No. 870 first issued on 3 July 1987 for a “metal- ware and electrical goods factory” and STW No. 963 first issued on 14 September 1990 for the “manufacturing of metalware and electrical goods”). The two STWs had expired in December 2019 and both the “metal-ware and electrical goods factory” and “manufacturing of metalware and electrical goods” use on the Rezoning Site had ceased operation for quite some time (at least since the acquisition of the Rezoning Site by the Applicant).
- 2.6.3 However, by the two letters both dated 20 August 2024, the District Land Officer/North offered to renew these two STWs, notwithstanding the fact that both

³ For the avoidance of doubt, the “V” zoned land falling outside the Rezoning Site in the southwest will not be included in the land area shown in **Table 2.1** for PR calculation.

“metal-ware and electrical goods factory” and “manufacturing of metalware and electrical goods” uses are not uses permitted under the “G/IC” zone. The offers to renew the two STWs were accepted by the Applicant. Both the “metal-ware and electrical goods factory” and the “manufacturing of metalware and electrical goods” uses permitted under the 2 STWs are incompatible with the surrounding developments which are predominantly residential in nature and inconsistent with the planning intention of the OZP.

3. NEED FOR THE PROPOSED EV MOBILITY CITY

3.1 Planning and Development History of the Site

- 3.1.1 The planning and development history of the Site are briefly set out in the following paragraphs and summarised in **Figure 3.1**.

Original OZP Zoning and Acquisition of Site (September 2015)

- 3.1.2 The original Site, comprising five private lots of D.D. 51 in Fanling, had a site area of about 7,047m² (before subsequent resumption by the Government for the Fanling Bypass Road Widening). It was partly zoned "Industrial" ("I") and "V" under the first Fanling/Sheung Shui OZP No. S/FSS/1 back in 1987 and remained unchanged until 2016.

- 3.1.3 In September 2015, Marksworth Limited, an affiliated company of the Applicant, acquired the private lots and later transferred them to the Applicant. At the time of acquisition, majority of the Site was zoned "I" under the then OZP.

Land Resumption (December 2015 - December 2019)

- 3.1.4 Shortly after the acquisition of the Site, the then Transport and Housing Bureau (THB) gazetted an land resumption proposal under the Roads (Works, Use and Compensation) Ordinance, under which about one-third area of the original Site was affected by the resumption proposal. Despite the objections and negotiations subsequently raised by the Applicant, the affected land parcels, albeit in a reduced scale due to adjusted road alignment, were eventually resumed and reverted to the Government in December 2019.

Proposed OZP Amendment (January 2016 - January 2017)

- 3.1.5 In January 2016, right after the publication of the resumption gazette, the subject "I" zone was rezoned to "G/IC" (Item B2) and "Residential (Group A)3" (Item A) by the Planning Department (PlanD), with a view to reserve the Site for a primary school in support of the Fanling/Sheung Shui New Town⁴. Representation was submitted by Marksworth Limited in March 2016, objecting to the proposed amendment. Together with the representation, an alternative proposal to rezone the Site to "Other Specified Uses (Automobile Dealership Centre)" was also proposed for consideration of the TPB.
- 3.1.6 Two rounds of hearing were held by the TPB in September 2016, after which the representation was not upheld. The amended OZP was approved by the Chief Executive in Council in January 2017 and renumbered as S/FSS/22.

⁴ Both Items B1 and B2 are rezoned to "G/IC" to reserve sufficient land for primary school use according to the advice of Education Bureau. While item B1 is planned to be implemented to tie in with the proposed public housing development, item B2 (subject site) is a reserve school site to meet the demand of Fanling/Sheung Shui New Town.

General Building Plan Submissions (November 2018 - July 2019)

- 3.1.7 Between the period of November 2018 to May 2019, three rounds of General Building Plans (GBPs) were submitted to the Buildings Department for the proposed "Automotive Support Centre" at the Site. The proposal involved training centre, parts warehouse, and pre-delivery inspection facilities. All three submissions were rejected due to various issues such as no proof of control over the Government land, non-compliance with the OZP, and interference with land resumption negotiations. In July 2019, the Applicant was formally informed that the Site falls within the VE boundary.

Legal Proceedings (May 2020 - Present)

- 3.1.8 In May 2020, an application for leave to apply for judicial review was filed to the Court of First Instance. After rounds of legal proceedings, the case remains unresolved and currently pending final resolution before the Court of Final Appeal.

Funding Application for the School (Item B1) and Public Housing Development (Item A) (April 2022)

- 3.1.9 In April 2022, the funding application for "site formation and infrastructure works for public housing development at Area 48, Fanling" was discussed and considered by the Public Works Subcommittee ("PWSC") of Legislative Council ("LegCo"). According to the proposal submitted by THB, the subject "G/IC" zone (where the Rezoning Site is located) was NOT covered by the funding application.

Chronology of Events

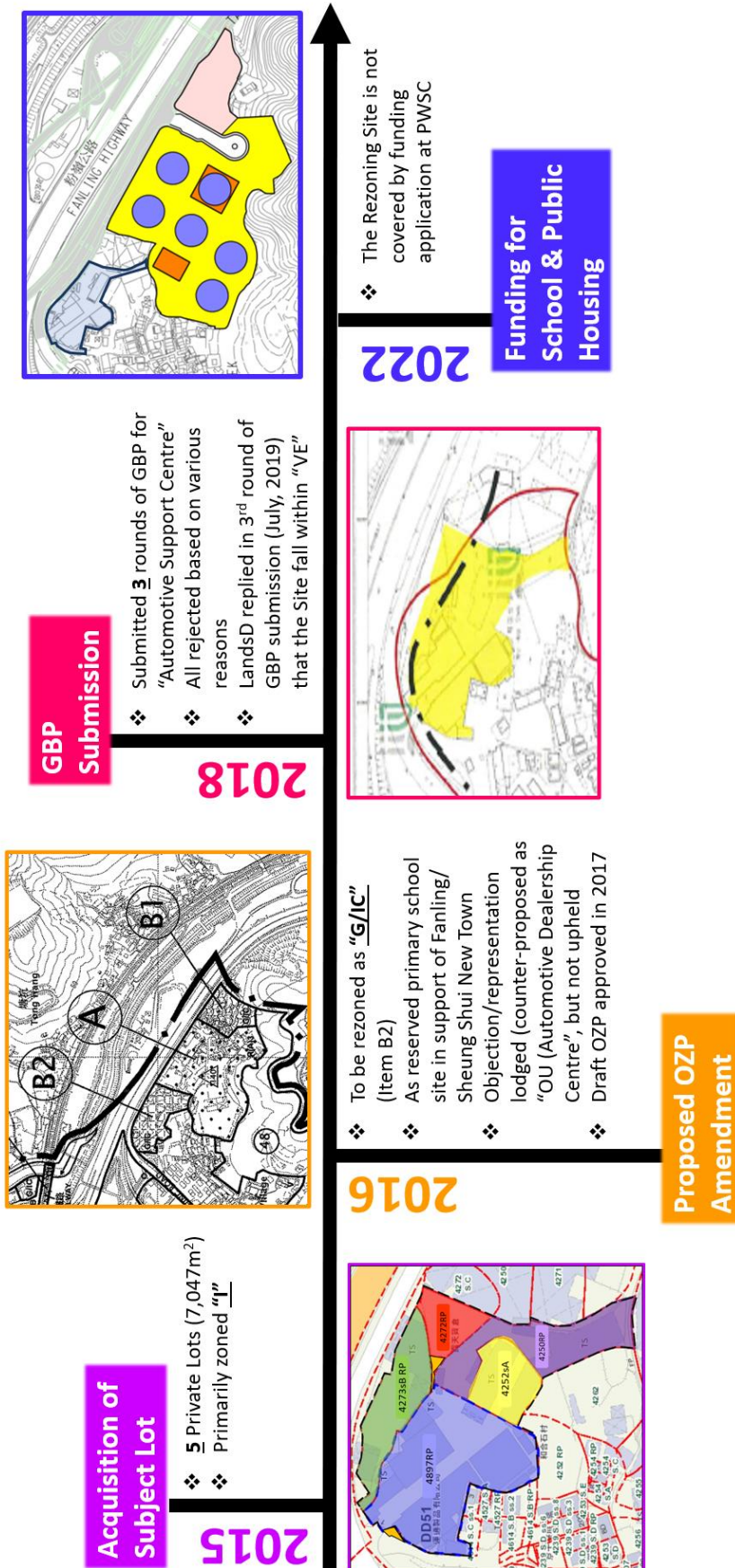


Figure 3.1: Planning and Development History of the Site

3.2 Background of the Applicant

- 3.2.1 The Applicant, Sime Darby Motor Services Limited, is a wholly owned subsidiary of Sime Darby Motor Group (HK) Limited (“Sime Motor Group Hong Kong”). Sime Motor Group Hong Kong is a leading group of motor distributors with over 50 years of experience in the automotive industry, involving in importation, distribution, retail, provision of vehicle pre-delivery inspection and aftersales services and car rental businesses in the territory. Its parent group, “Sime”, is a multinational conglomerate headquartered in Malaysia and is listed on the main market of Bursa Malaysia Securities Berhad with core businesses in automotive and industrial sectors.
- 3.2.2 With over a century-long legacy in automotive industry, Sime has established a strong global presence with a workforce of more than 30,000 employees all around the world. Its operations span over 18 countries and territories across the Asia Pacific region, with approximately 24% based in Australia and New Zealand, and 20% based in Mainland China. Amongst the 30,000 employees, about 50% of the workforce are under the motor division, underlying Sime’s strong presence in the automotive sector. In the context of Hong Kong, there are currently around 1,000 staff, with showrooms, servicing and testing centres strategically located in Wanchai, Tsuen Wan, Chai Wan, To Kwa Wan, and Yuen Long.
- 3.2.3 In addition to its extensive geographical footprint, Sime is also the preferred partner for various globally renowned automotive brands. Credited to its century-long history of operation and reputation for consistently delivering high quality products and services, Sime has built an extensive network of dealerships and long-standing brand partnerships with many of the world’s top automotive and commercial truck brands. In the local context, Sime Motor Group Hong Kong represents a diverse portfolio, including luxury and premium brands such as Rolls-Royce, BMW, BMW Motorrad and MINI; mass-market brands like Peugeot, Suzuki, and Mitsubishi; and commercial vehicles, including Mitsubishi Fuso and JAC trucks. In 2024, Sime Motor Group Hong Kong further expanded its portfolio by securing distributorship rights for Xpeng, a leading Chinese electric vehicle (“EV”) manufacturer, aligning with Hong Kong’s sustainability goals and the global shift toward green mobility. This diverse brand representation, combined with an extensive dealership network and a commitment to high-quality service, solidifies the leadership of Sime Motor Group Hong Kong in the regional automotive industry.
- 3.2.4 In view of the above, the need to establish a regional hub in Hong Kong, in addition to the existing servicing and training centre, for consolidating all automotive business, operations, events, training and conference etc. across Asia Pacific region and even internationally, is therefore become essential and indispensable. The Applicant, as one of the investment arms of Sime Motor Group Hong Kong, is to lead this strategic move to develop and establish the Proposed Development to align with the rapidly growing EV sector in Hong Kong, enabling Sime Motor Group Hong Kong to reinforce its leading position in EV industry,

while also supporting the development and widespread adoption of EV and green mobility across the city.

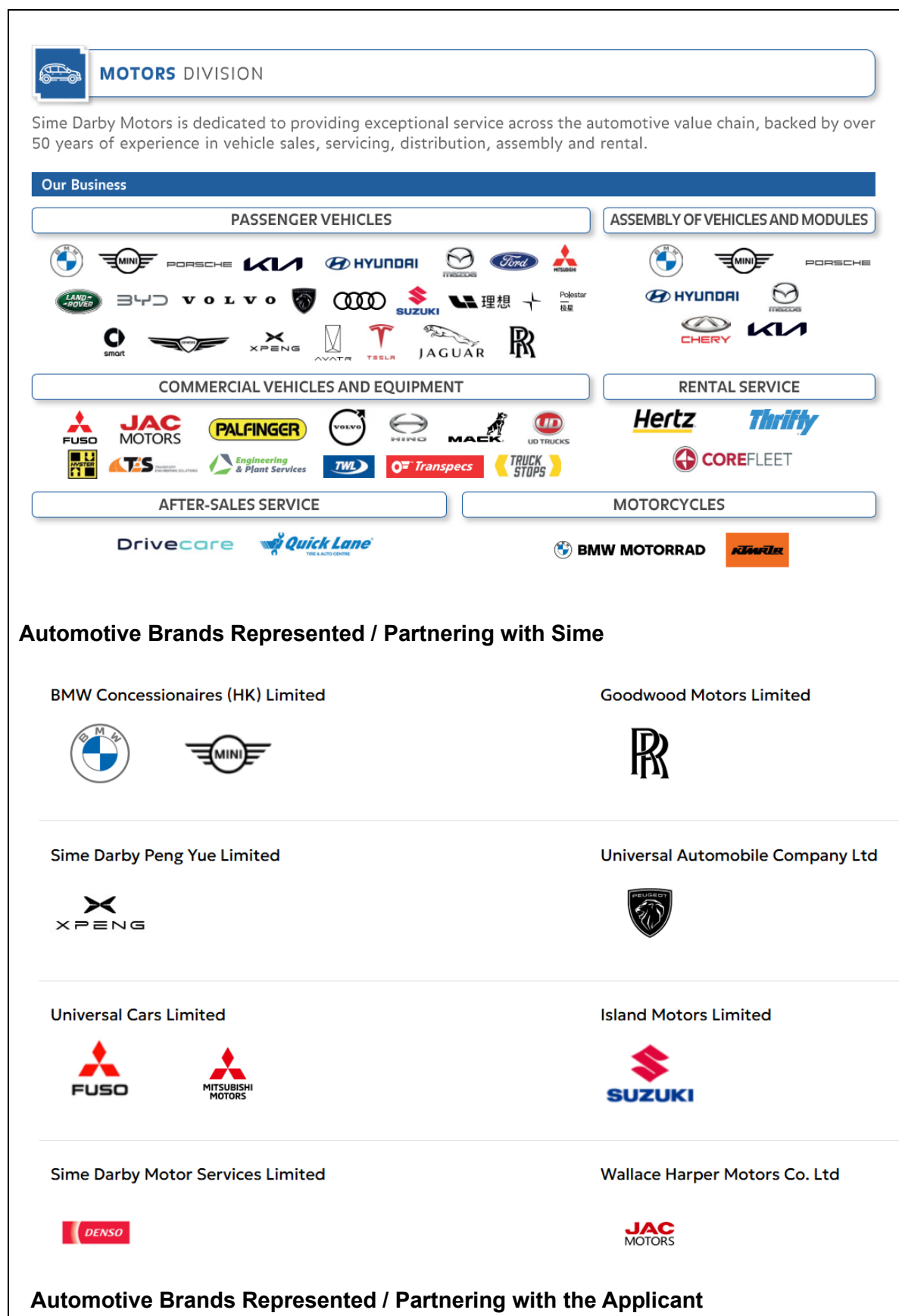


Figure 3.2: Automotive Brands Represented / Partnering with Sime and the Applicant

3.3 Applicant's Vision of EV Mobility City

3.3.1 In 2013, when the land acquisition procedure first began, the Site was zoned "I" on the then OZP. Subsequently, the Applicant, without knowing the impending Government development programme (i.e. land resumption and OZP amendment), acquired the subject lots in 2015 with the genuine intention of developing an automotive dealership centre at the Site to expand its dealer network and strengthen business growth in the north and west New Territories (N.T.). As revealed in a Dealer Network Study conducted by the Applicant, the Site's strategic location was identified as ideal due to the growing number of affluent residents and increasing market potential in the region. However, the subsequent government actions restricted the development rights of the Site, and more importantly, disrupted the expansion plan for establishing a new regional stronghold in N.T. Despite the initial proposal for a planned primary school, the Site has remained idled for nearly a decade since its acquisition in 2015, with no implementation programme by Government for the development of the planned primary school anticipated in the foreseeable future.

3.3.2 To capitalise on the rapidly growing trends of EV and green energy, and more recently, the emerging low-altitude economy ("LAE"), the Applicant proposes to invest in Hong Kong by establishing a "EV Mobility City" at the Site. The vision for the proposed EV Mobility City is to create a sustainable and forward-thinking regional hub that drives innovation in the Hong Kong's EV industry, while advancing technological development in green energy, low-altitude aerial vehicles, and smart city mobility solutions. The proposed EV Mobility City will integrate state-of-art infrastructure, combining cutting edge technology, research and development (R&D), and commercial activities, including vehicle sales, low-altitude aerial vehicle indoor training (e.g. flying cars), battery swapping infrastructure⁵ and related business supporting facilities such as showrooms, training and testing units, conferencing, seminars, and after-sales servicing, etc. It will not only support the Applicant's EV business, but also serve as a beacon for innovation and technological advancement in EV, green energy, low-altitude aerial vehicles, as well as smart city mobility solutions.



Photo 3.1: Examples of Aerial Vehicle for Training

⁵ Battery charging and swapping services will be provided to both electric private and commercial vehicle (e.g. LGV).

- 3.3.3 As discussed in **Section 3.2** above, the Applicant and its parent company possess an extensive business network in the automotive industry, spanning 18 countries and territories across the Asia Pacific region. Employing over 7,600 staffs in the Greater China region, the group has a significant presence in the motor industry on both sides of Shenzhen River. Its market share was further strengthened by securing distributorship rights for Xpeng last year, a leading Chinese EV manufacturer. Now that the Site has no designated G/IC use nor the need to be reserved for G/IC use in the foreseeable future, this presents an valuable opportunity to fully utilise the Site by leveraging the Applicant's cross-border network and its strategic location (i.e. close proximity to Northern Metropolis, strategic transport infrastructure and boundary control points ("BCPs")).
- 3.3.4 The Applicant has been actively fostering its strategic partnerships with leading EV manufacturers such as Xpeng and others EV pioneers. These collaborations focus on the development of advanced EV technologies, research into low-altitude aerial vehicles, and the integration of green mobility innovations for commercial fleets and heavy-duty vehicles. Another strategic focus for SMDS is the exploration of advanced technologies in automotive maintenance and after-sales services. This includes the potential use of artificial intelligence (AI), robotics, and automation to improve service efficiency, accuracy, and the overall customer experience
- 3.3.5 Through these forward-looking initiatives, SMDS is positioning itself not only as a conventional automotive dealer but as a proactive contributor to the future of smart mobility and sustainable transportation. The proposed EV mobility city at the site serves as a critical first step in realizing this vision. It will be regional hub for the Greater China region, which will not only enhance the Applicant's EV business but also foster cross-border collaboration, innovation, and technological knowledge transfer in the EV and low-altitude aerial vehicle sectors.

4. RECENT GOVERNMENT'S POLICIES ON ELECTRIC VEHICLE, GREEN ENERGY & LOW-ALTITUDE AERIAL VEHICLE

4.1 Government's Policies on Electric Vehicle

- 4.1.1 As part of the policy initiative and commitment to achieving carbon neutrality and zero vehicular emissions before 2050, the Government has established a comprehensive framework to promote and popularise EV. The "Hong Kong Roadmap on Popularisation of Electric Vehicles" ("EV Popularisation Roadmap"), first announced in 2021 and updated in 2024, is the cornerstone of these efforts, which outlines various territorial EV strategies, from expansion of EV infrastructure, provision of financial incentives, to fostering of industry collaboration.

EV Infrastructure

- 4.1.2 The expansion of EV infrastructure, particularly EV-charging facilities, is prioritised to support the widespread adoption of EV. Central to these policy initiatives is the EV Popularisation Roadmap, which sets out ambitious targets of installing over 155,000 charging points by 2025, including 150,000 in private parking spaces and 5,000 public ones. The Policy Address (PA) 2024 commits to adding **200,000 EV-charging parking spaces** by mid-2027, including HK\$ 300 million for 3,000 quick-chargers by 2030, as well as the marketisation of public charging services in Government carparks. In addition, the **EV-charging at Home Subsidy Scheme** (EHSS), backed by HK\$ 3.5 billion funding, was rolled out in 2020 to subsidise the installation of EV-charging facilities in private residential and commercial buildings. The EHSS is expected to cover about **140,000 private parking spaces** across 700 car parks in existing private residential estates, subsidising up to **75% of costs** for eligible car parks to encourage home-based charging. As of Q1 2025, over 11,188 EV chargers has been installed across the city, aligning with the EV Popularisation Roadmap's target of 155,000 charging facilities by 2025.

Financial Incentives

- 4.1.3 Financial incentives play a pivotal role in making EV more accessible and thus accelerating EV uptake. The Government has provided a wide range of EV-related financial incentives targeting both individual and commercial sector. As announced in the 2024-25 Budget, the **First Registration Tax** (FRT) concessions for EV have been extended until March 2026, offering waivers up to HK\$58,500 for vehicles priced at HK\$500,000 or below. The **"One-for-One Replacement"** Scheme, extended to 31 March 2026, provides a maximum tax reduction of HK\$172,500 for owners replacing fuel-based cars with EV. Additionally, as mentioned above, a HK\$3.5 billion funding has been allocated to the EHSS, subsidising the installation of charging infrastructure in private residential and commercial buildings. For commercial EV, the Government will allocate around \$750 million from the New Energy Transport ("NET") Fund to

subsidise taxis and franchised bus companies in their transition to EV.

Fostering Industry Collaboration

- 4.1.4 To innovate and scale up EV technology, the Government has been actively fostering collaboration among stakeholders in the EV sector. As set out in the EV Popularisation Roadmap, **partnerships with private sector entities**, such as power companies (e.g. CLP) and automakers, are emphasised to develop integrated charging networks and smart grid solutions. In December 2024, the Transport Department (“TD”) relaxed **restrictions on deployed features** of private EV, including advanced driver assistance systems, to encourage importers and manufacturers to introduce cutting-edge models, facilitating joint R&D efforts. Further, the NET Fund also supports **collaborative trials**, with recent approvals for electric commercial vehicles involving industry players to test real-world applications and refine technologies.

4.2 Government’s Policies on Green Energy

- 4.2.1 Another major approach to reduce carbon emission is through promotion of new/green energy. As the major policy for green energy, the **Climate Action Plan 2050** targets carbon neutrality before 2050 through four major decarbonization pillars: net-zero electricity generation, energy-efficient buildings, green transport, and waste reduction. In particular on green transport, to achieve zero vehicular emissions, several key initiatives were set out, including (a) promoting widespread adoption of EV and new/green energy vehicle, (b) expanding charging infrastructure, and (c) enhancing public transport systems to reduce reliance on fossil fuels. For instance, it supports testing hydrogen fuel cell electric buses and heavy vehicles in collaboration with franchised bus companies and stakeholders, with trials planned over the next few years to integrate hydrogen into the transport mix by 2035. A subsidy scheme for trials of hydrogen fuel cell electric heavy vehicles was also launched under the NET Fund.
- 4.2.2 Apart from green transport, the PA 2023 announced the formulation of the **Strategy of Hydrogen Development** in Hong Kong with focus on the green transformation of commercial and heavy goods vehicles, outlining several key applications for hydrogen fuel in green transport. It supported the introduction of Hong Kong’s first double-decker hydrogen bus and refuelling station to integrate hydrogen into public and commercial transport for net-zero emissions. Further follow-up in PA 2024 includes speeding up of new/green energy development by supporting the **establishment of solar-to-hydrogen facility** for industry demonstration, aiming to drive innovation, research, and development in green and low-carbon energy in Hong Kong. In April 2025, the Gas Safety Ordinance (Cap. 51) was amended to regulate the safe use of hydrogen as fuel, and most importantly to enhance public confidence in hydrogen safety and promote its local development. The amendment bill establishes a regulatory framework for the importation, manufacture, storage, transport, supply, and use of hydrogen.

4.3 Government's Policies on Low-altitude Aerial Vehicle

- 4.3.1 As an emerging sector gradually gaining importance, the Government is actively developing policies to harness the LAE. As highlighted in PA 2024, the LAE has become a key future industry, with plans to formulate a management system to drive development in areas such as telecommunication technologies, AI, and the digital industry, thereby unlocking low-altitude airspace as a new production factor for the economy.
- 4.3.2 To enable proliferation of LAE in Hong Kong, key legislative advancements would be required. The Small Unmanned Aircraft (Amendment) Order 2025, gazetted in May 2025 and set to take effect in mid-July 2025, introduces a new Category C for aircraft with higher payloads (> 25kg) and eases restrictions to facilitate drone trials and operations. To boost innovation, the Government has established a regulatory sandbox allowing businesses to test higher-capacity aerial vehicles, promoting applications in different scenarios such as logistics, tourism, and smart city solutions. Recent progress, reported in the Legislative Council's Economic Development Panel in June 2025, highlights coordinated efforts to integrate LAE into Hong Kong's economy, with revised regulations addressing operational challenges and fostering industry growth.
- 4.3.3 Not least, the Government has been consistently supporting the R&D in different technology areas through the Innovation and Technology Fund (ITF), including funding for local universities, R&D centres and enterprises to conduct R&D related to LAE. To promote the development of the I&T industry, the Government encourages enterprises (including those involved in LAE-related industries) to establish R&D centres and new smart production lines in Hong Kong, with a view to leveraging existing manufacturing resources to advance the real economy.

4.4 Synergy with Northern Metropolis

4.4.1 The Northern Metropolis (NM), spanning approx. 30,000 ha of land across the northern N.T., is envisioned as a new engine for the Hong Kong's future development. Under the new industrial pattern of "South-North dual engine (finance-I&T)", this flagship initiative aims to transform Hong Kong into an international I&T hub, by providing substantial amount of economic land for I&T development, particularly within the "Innovation and Technology Zone" encompassing the STT (including HSITP in the Loop) and Ngau Tam Mei (NTM) NDA.

4.4.2 With the intention to establish a regional hub for EV, green energy and low-altitude aerial vehicle sectors, the proposed EV Mobility City will align seamlessly with NM which also has a major focus in I&T development. Located in Fanling, the proposed EV Mobility City is envisaged to synergise well with the NM in the following three aspects, i.e. locational advantage and cross-boundary connectivity, collaboration with Northern Metropolis University Town (NMUT), and two-way contribution on the I&T ecosystem:-

Locational Advantage & Cross-boundary Connectivity

4.4.3 The Rezoning Site is strategically located in Fanling, close to key NDAs in NM, BCPs, as well as the Shenzhen's innovation zones, offering significant locational advantages. The planned strategic transport infrastructures, such as Northern Link and NM Highway, will further strengthen inter- and intra-connection and linkages with Shenzhen's innovation zones. Capitalising on the close proximity and enhanced connectivity, the proposed EV Mobility City will foster knowledge transfer, cross-border collaboration, joint R&D ventures, as well as market expansion in EV and low-altitude aerial vehicle technologies, supporting its role as a regional hub for industry innovation and collaboration.

Collaboration with Northern Metropolis University Town

4.4.4 About 90 ha. of land are reserved in NM, comprising HSK/NT NDA, NTM NDA and NTN New Town, for the development of NMUT. The NMUT aims to transform Hong Kong into an international post-secondary education hub through a "Research, Academic, and Industry" (產學研) strategy, encouraging co-operation with renowned Mainland and overseas institutions and collaboration with the industry sector in the area through resource sharing.

4.4.5 Given the R&D nature and facilities of proposed EV Mobility City, it has the potential to synergise with NMUT and complement the "industry-education-research" strategy by offering practical training, internship opportunities, and collaborative research platforms. Through collaboration with NMUT, it presents unique opportunities to foster a dynamic ecosystem for knowledge exchange and talent development in green mobility and related fields.

Two-way Contribution on the I&T Ecosystem

- 4.4.6 The proposed EV Mobility City could leverage and contribute to the I&T ecosystem of NM through a two-way collaboration model. The conference venues, seminar spaces, and training facilities of the proposed EV Mobility City could serve as platforms for industry stakeholders, researchers, and global enterprises to engage in knowledge exchange, networking, and collaborative innovation. Through hosting events and fostering partnerships, the proposed EV Mobility City would be able to attract global firms to the NM, enhancing its reputation as a hub for I&T development, while also benefiting from the growing I&T infrastructure and talent pool in the area.

5. THE INDICATIVE DEVELOPMENT PROPOSAL

5.1 The Indicative Development Scheme

5.1.1 The Indicative Development Scheme for the Proposed Development has been devised and is presented in **Appendix 1** of this Supporting Planning Statement. The set of architectural drawings, including Indicative Layout Plan, Diagrammatical Sections and Floor Plans, is devised for reference only and subject to detailed design at later stage.

5.1.2 Based on a site area of about 5,480m² and a total plot ratio of 5.0, the attainable total GFA is about 27,400m². **Table 3.1** below summarises the major development parameters of the Proposed Development while the proposed floor uses is presented in **Table 3.2**.

5.1.3 The Proposed Development consists of (i) a 7-storey podium (excluding 1-level of basement) accommodating R&D and innovation & technology ("I&T") uses related to EV, green energy and low-altitude aerial vehicle, and associated business activities; and (ii) 2 domestic towers atop for provision of ancillary accommodation, comprising staff quarters (6-storey) and residential institution (12-storey). The PR and GFA of the podium and domestic towers are approx. 3.5 (19,180m²) and 1.5 (8,220m²) respectively.

Proposed Regional Hub for the EV Mobility City

5.1.4 As the core of the EV Mobility City, the 7-storey podium (atop 1-level of basement) has a PR of about 3.5 (equivalent to GFA of about 19,180m²), comprising (i) 6-storey dedicated to R&D and I&T related uses and business, (ii) 1-storey of ancillary and supporting business and training facilities (i.e. conference, seminars, training course, and administration & accounting office), and (iii) 1-level of basement for ancillary carparking. A vehicular ramp is proposed in the southern part of the podium to provide vehicular access to and from B/F to 5/F.

5.1.5 To accommodate the showroom for commercial vehicles on G/F, where a higher headroom is required, a headroom of 8m is proposed, whereas a 5.5m floor-to-floor height for the remaining floors is proposed to facilitate the hoisting of new EV deliveries for undercarriage inspections, testing or battery swapping etc, ensuring they are in merchantable condition and suitable for registration and sale, as well as supporting the operational needs of the training centre, research laboratory, and conferencing facilities. The podium will have a building height of approx. +55.75mPD.

Proposed Ancillary Staff Quarters and Residential Institution for Talent Accommodation

- 5.1.6 To provide ancillary accommodation for the resident and local staffs, other employees of the Applicant and its parent company, as well as talents and affiliated personnel working/visiting the EV Mobility City, two domestic towers atop the podium are proposed for staff quarters and residential institution uses. These towers have a total GFA of about 8,220m² (equivalent to PR of 1.5). The building height of staff quarters and residential institution are 6-storey (approx. +80.65mPD) and 12-storey (approx. +99.55mPD) respectively.
- 5.1.7 The nature of the ancillary accommodation is similar to the emerging concept of “InnoCell/Talent Accommodation” (人才公寓) (to be further discussed in **Section 6.2**). Based on the assumed average room size, it is anticipated that the 2 domestic towers will provide about 138 rooms, with an estimated population of about 414 persons.

Table 5.1: Major Development Parameters

Development Parameters	Proposed Development
Site Area (about)	5,480 m ²
Total PR (about)	5.0
- Domestic	1.5
- Non-domestic	3.5
Total GFA (about)	27,400 m ²
- Domestic	8,220 m ²
- Non-domestic	19,180 m ²
Total No. of Blocks	3
- Domestic Towers	2
- Podium	1
Total No. of Storeys	6 - 12
- Domestic Towers	7 (basement excluded)
- Podium	
Building Height (mPD at Main Roof) (about)	
- Domestic Towers	+80.65 to +99.55 mPD
- Podium	+55.75 mPD
No. of Rooms (Average Room Size)	
- Staff Quarters	48 (40m ²)
- Residential Institution	90 (70m ²)
No. of internal Transport Facilities	
- Parking Space (excl. bicycle)	164
- Loading/unloading bay	23
Private Open Space (about)	Not less than 414m ²
Estimated Population ⁽¹⁾ (about)	414

Note

- (1) The estimated population is based on an assumed household size of 3.0, which is considered as a prudent approach for technical assessment purpose only.

Table 5.2: Proposed Floors Uses

Floor	Proposed Uses
7/F - 18/F	Residential Institution (Talent Accommodation)
7/F - 12/F	Staff Quarters
P/F	Podium Garden
6/F	Conference / Seminars / Training Course / Administration & Accounting Office
5/F	Research Laboratory
3/F & 4/F	Pre-delivery Inspection / Research Laboratory
2/F	Training Space / Testing Centre, Battery Charging / Swapping Station
1/F	EV Showroom, Workbay, Main Office, Storage/Warehouse
G/F	EV (commercial vehicle) showroom, Utility, Workshop
B/F	Ancillary Carpark

5.2 Key Design Features

5.2.1 In formulating the Indicative Development Proposal, the schematic design has taken into account the following considerations (**Figure 5.1** refers):

Stepped Building Height

5.2.2 To create a harmonious urban setting and ensure compatibility with surrounding developments, the building height ("BH") of the Proposed Development has been carefully devised. The building height of proposed towers ranges from +80.65mPD to +99.55mPD, which is compatible with the adjacent public housing development at Area 48 (about +118 to +175mPD) and other high-rise developments in the wider area, including Dawning Views (about +115mPD), Wah Sum Estate (about +130mPD), Wah Ming Estate (about +120mPD) and Flora Plaza (about +130mPD).

5.2.3 In addition, the adjacent public housing development at Area 48 has established a stepped height concept for the area with BH descending from southeast to northwest towards Wo Hop Shek Village and Fanling Highway. The indicative development scheme, with a descending building height profile of the towers towards Fanling Highway, will adhere to the established stepped building height profile (i.e. descending from southeast to northwest), ensuring a visually cohesive transition.

Building Layout and Disposition

5.2.4 With an aim to minimise and mitigate the potential traffic noise impact arising from the adjacent carriageway/highway, the proposed layout of the towers are carefully designed. A single-aspect design is adopted to avoid direct frontage onto the Fanling Highway and reduce direct noise exposure. Additionally, a minimum setback of approx. 10m and 30m between the proposed towers and road kerb of Tai Wo Service Road West and Fanling Highway respectively have been incorporated to provide an adequate buffer, further minimising noise disturbance.

Building Separation

5.2.5 To promote air ventilation and visual permeability, the Indicative Development Scheme has incorporated a minimum of approx. 15m building separation between the two towers. This design feature would help reducing the building mass of the development, fostering a quality-built environment, as well as maintaining the wind flow and visual corridors.

Appropriate Setback from Nearby Developments

5.2.6 The Site is bordered by village houses of Wo Hop Shek Village to its immediate south and rural-type workshop to its east. To ensure compatibility with these developments, minimum setbacks of about 5m from the southern boundary and about 20m from the eastern boundary have been adopted under the Indicative Development Scheme. These setbacks would provide sufficient spatial and

visual buffers, thereby minimising the potential impacts on adjacent low-rise developments and enhancing the integration of the Proposed Development with its surroundings.

Provision of Amenity Area with Landscaping on the Private Lots Owned by the Applicant Falling within the “V” Zone

5.2.7 As mentioned in **Section 2.8**, the private lots owned by the Applicant also include a strip of land in the south-east falling within the adjoining “V” zone. The strip of land in question does not form part of the Rezoning Site nor development site so as to avoid unnecessary complication and thus not used for PR calculation. To achieve a better planning outcome and make better use of the land resources, the strip of land is proposed to be used as amenity area with enhanced landscaping. This area will serve as a green buffer, enhancing visual interest and improving the aesthetic appeal of the Site, while also providing a transitional space between the Proposed Development and adjoining village-type developments.

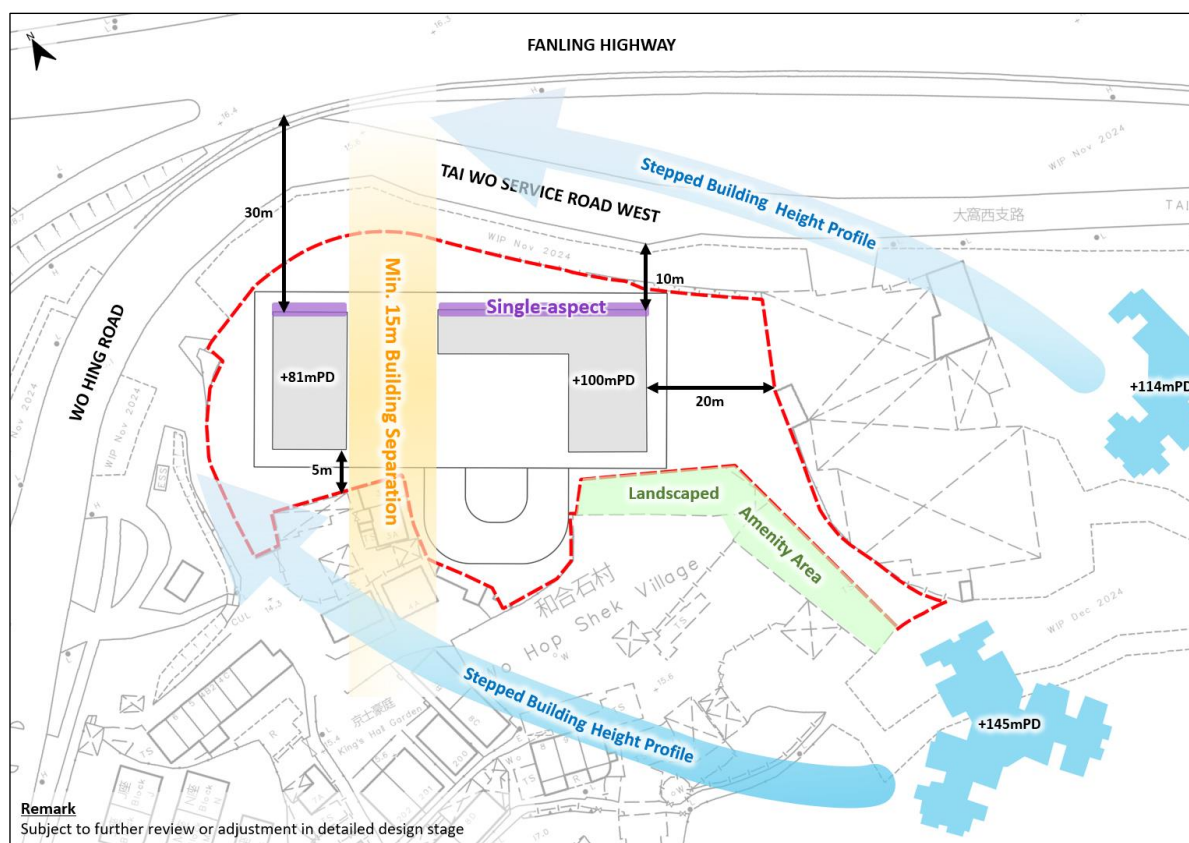


Figure 5.1: Key Design Features

5.3 Landscape Proposal

5.3.1 An indicative landscape proposal for the Proposed Development is provided in **Appendix 3**. The design objectives of the landscape proposal are as follows:

- Responsive to the site context, both in terms of landscape character and visual amenity;
- Creation of a green setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of users; and
- Minimisation of future maintenance requirements.

Tree & Landscape

5.3.2 As revealed in the tree survey, a total of 36 nos. of trees (including 3 nos. of dead trees) are identified within the Site, of which 9 nos. are undesirable species (i.e. *Leucaena leucocephala*). No Registered Old and Valuable Trees (OVTs) or protected species are found. All identified trees are proposed to be felled due to various reasons (e.g. poor condition and direct conflict with proposed works). Nonetheless, a total of 37 nos. of heavy standard trees are proposed within the Site, achieving a compensation ratio of not less than 1:1 in terms of quality and quantity.

Open Space and Greenery Provision

5.3.3 To meet the requirement of local open space under the Hong Kong Planning Standard and Guidelines ("HKPSG") (i.e. minimum 1m² per person), not less than 414m² of private open space will be provided within the Site. While entrance garden, gathering courtyard and amphitheatre will be provided on G/F, multi-functional lawn, yoga place, sitting garden, fitness equipment, outdoor dining area, viewing platform are proposed at podium level,

5.3.4 In terms of greenery coverage, not less than 1,255.5m² of greenery area will be provided, which will exceed the required minimum 20% greenery requirement. In particular, to offer easily accessible greenery that can be enjoyed by all users and visitors, the proposed greenery at Primary Zone has been maximised at about 799m², exceeding the min. 10% requirement.



Figure 5.2: Landscape Master Plan

5.4 Access Arrangement and Internal Transport Facilities Provision

- 5.4.1 The existing run-in/out in the north-west of the Site abutting Wo Hing Road will be kept as the vehicular and pedestrian access to the Rezoning Site (**Figure 2.1** refers).
- 5.4.2 Internal transport facilities for the Proposed Development would be provided in accordance with the requirements as set out in the HKPSG or to the satisfaction to the Transport Department. In gist, a total of 197 nos. of parking spaces (covering private car, motorcycle, light goods vehicle (LGV), light bus, medium goods vehicle (MGV), heavy goods vehicle (HGV), and bicycle) and 23 nos. of loading/unloading (L/UL) bays will be provided. EV charging facilities (medium charging or above subject to further review) will be installed for all parking spaces (except bicycle).
- 5.4.3 A detailed breakdown of internal transport provision for the indicative proposal is presented in **Table 5.3** below.

Table 5.3: Internal Transport Facilities Provision

Type of Facilities	Provision
<i>Parking Space</i>	197
- Private Car	63
- Motorcycle	4
- LGV / Light Bus	87
- MGV / HGV / Coach	10
- Bicycle	33
<i>Loading/unloading Bay</i>	23
- LGV	13
- HGV	10

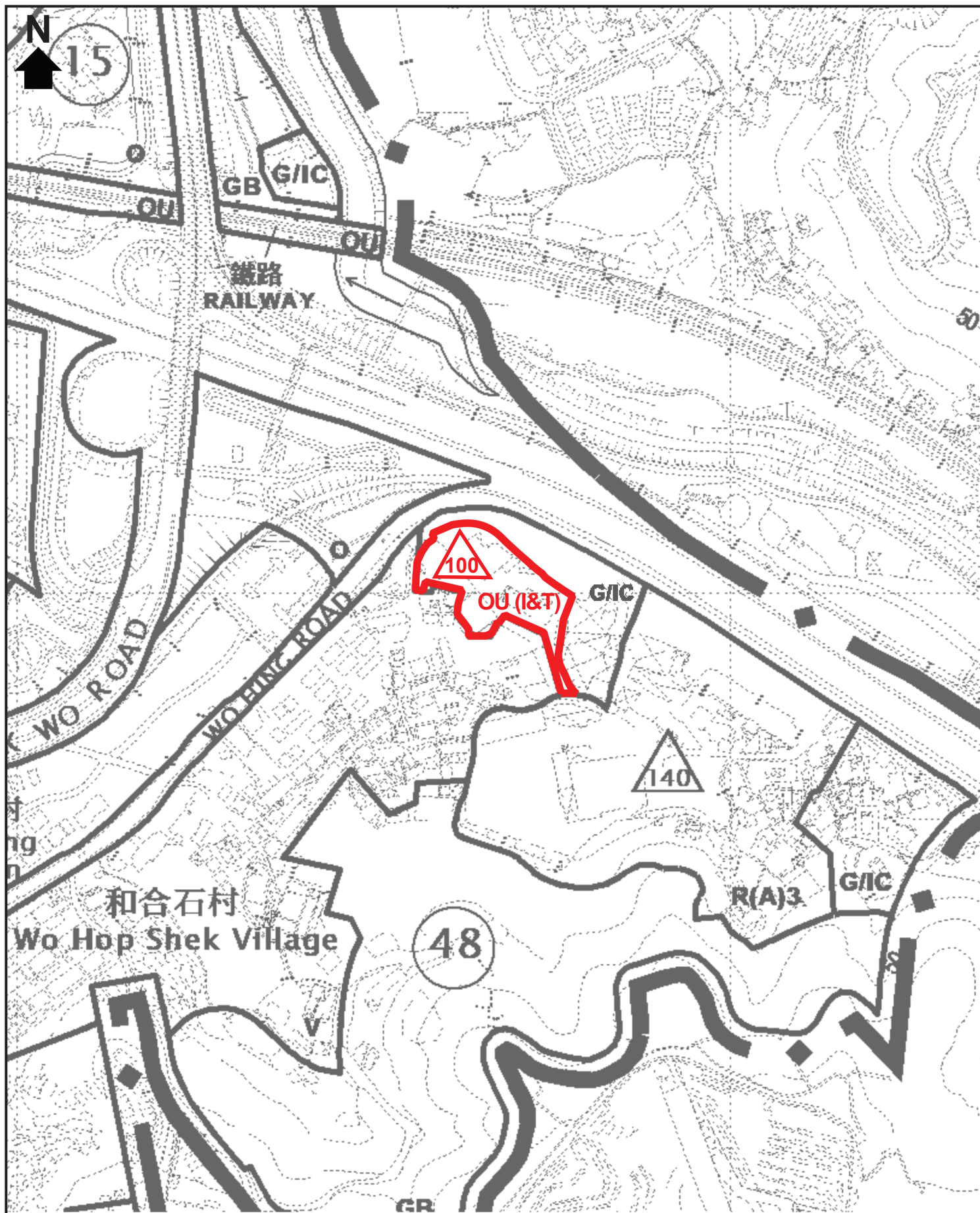
6. PROPOSED ZONING AMENDMENT

6.1 The Rezoning Proposal

6.1.1 The Rezoning Site falls entirely within an area zoned “G/IC” on the Approved OZP. According to the Statutory Notes for the “G/IC” zone under the Approved OZP, the proposed nature of EV Mobility City neither appears in Column 1 nor Column 2.

6.1.2 To enable the Proposed Development and realise the vision of EV Mobility City at the Site, the proposed amendment subject of this S12A application (**Figure 6.1** refers) include:

- (i) Rezoning of the Site from “G/IC” to “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) zone.



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規劃顧問有限公司

PROPOSED OZP AMENDMENT

Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51
and Adjoining Government Land, Fanling

SCALE 1 : 2500

FIGURE 6.1

Modified plan based on the Approved
Fanling/Sheung Shui Outline Zoning
Plan No. S/FSS/28 approved on
19.4.2024

DATE: 12 July 2025

- 6.1.3 Given the unique I&T nature of the EV, green energy and low-altitude aerial vehicles sectors with R&D and business needs, a tailor-made zoning designation, with a suitable range of compatible yet permitted land uses, is deemed most appropriate. Such approach would accommodate complementary usage essential to the Proposed Development and provide the necessary business supporting facilities (e.g. conference, seminars, training course, administration & accounting office). This would allow more planning flexibility to cater for ever-changing and evolving circumstances and meeting the long-term development need, particularly in light of the rapid pace of technological advancement in these dynamic sectors.
- 6.1.4 With reference to the planned public housing developments at Area 48 to the east of the Rezoning Site, which has a maximum PR of 6.5 and maximum building height of +175mPD under the approved planning application No. A/FSS/295⁶, it is considered appropriate to restrict the proposed “OU(I&T)” zone with a maximum total PR of 5.0 (of which the domestic part shall not exceed 1.5) and maximum building height restriction of +100mPD. Two set of proposed amendments to the Statutory Notes of the Approved OZP are presented in **Figures 6.2a** and **6.2b** for consideration of the TPB.
- 6.1.5 To allow more planning flexibility for wider choice of accommodation to meet the market preferences, and to address the potential need to subsidise the future development, ‘Flat’ is proposed under Column 1 in Option 1 (**Figure 6.2a**), whereas Option 2 (**Figure 6.2b**) presents an alternative, under which ‘Flat (Staff Quarters only)’ is under Column 1 and ‘Flat (not elsewhere specified)’ is under Column 2.

⁶ Planning application No. A/FSS/295 (Proposed Minor Relaxation of GFA and BH Restrictions for Permitted Public Housing Development) was approved by the TPB on 12.1.2024.

OTHER SPECIFIED USES (Cont'd)		S/FSS/28
Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board	
<u>For "Innovation and Technology" Only</u>		
Eating Place	Helicopter Landing Pad	
Flat	Hotel	
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ^Δ)	Social Welfare Facility	
Information Technology and Telecommunications Industries		
Office		
Petrol Filling Station / Green Fuel Station		
Private Club		
Public Vehicle Park (excluding container vehicle)		
Public Utility Installation		
Research, Design and Development Centre		
Residential Institution		
Shop and Services		
Training Centre		
Utility Installation for Private Project		
Vehicle Repair Workshop		
Warehouse (excluding Dangerous Goods Godown)		
^Δ <i>Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).</i>		
<u>Planning Intention</u>		
<p>This zone is intended primarily to provide development space for accommodating a variety of innovation and technology uses, including research and development, production activities, supporting staff/talent accommodation, commercial/business facilities and other complementary infrastructure.</p>		
<u>Remarks</u>		
<p>(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a plot ratio of 5.0 for a non-domestic building, or a plot ratio of 5.0 for a building that is partly domestic and partly non-domestic of which the domestic part of the building should not exceed a plot ratio of 1.5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio/height of the existing building, whichever is the greater.</p>		
<p>(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.</p>		

Figure 6.2a: Proposed Statutory Notes of "OU(I&T)" Zone – Option 1

OTHER SPECIFIED USES (Cont'd)		S/FSS/28
Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board	
<u>For "Innovation and Technology" Only</u>		
Eating Place	Flat (not elsewhere specified)	
Flat (Staff Quarters only)	Helicopter Landing Pad	
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ^Δ)	Hotel	
Information Technology and Telecommunications Industries	Social Welfare Facility	
Office		
Petrol Filling Station / Green Fuel Station		
Private Club		
Public Vehicle Park (excluding container vehicle)		
Public Utility Installation		
Research, Design and Development Centre		
Residential Institution		
Shop and Services		
Training Centre		
Utility Installation for Private Project		
Vehicle Repair Workshop		
Warehouse (excluding Dangerous Goods Godown)		
^Δ <i>Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).</i>		
<u>Planning Intention</u>		
This zone is intended primarily to provide development space for accommodating a variety of innovation and technology uses, including research and development, production activities, supporting staff/talent accommodation, commercial/business facilities and other complementary infrastructure.		
<u>Remarks</u>		
(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a plot ratio of 5.0 for a non-domestic building, or a plot ratio of 5.0 for a building that is partly domestic and partly non-domestic of which the domestic part of the building should not exceed a plot ratio of 1.5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio/height of the existing building, whichever is the greater.		
(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.		

Figure 6.2b: Proposed Statutory Notes of "OU(I&T)" Zone – Option 2

6.2 Need and Criteria for Staff Quarters & Residential Institution

- 6.2.1 The proposed EV Mobility City is designed to serve as a regional hub for EV, green energy and low-altitude aerial vehicles industries with R&D and business operation needs. To support this vision, the Indicative Development Proposal also includes staff quarters and residential institution as Column 1 uses under the proposed schedule of uses in the statutory notes of “OU(I&T)” zone. These ancillary accommodations aim to provide on-site housing for qualified staffs and employees, both locally and regionally, thereby enhancing operational efficiency and supporting the Proposed Development’s role as a regional hub.
- 6.2.2 Drawing from the recent precedent of “OU(I&T)” zone of the STT OZP, which permits a wide range of compatible and complementary uses to provide more planning flexibility and cater for different need for I&T development, the proposed “OU(I&T)” zoning also adopts a similar approach. Under the “OU(I&T)” zone of STT OZP, business supporting facilities (e.g. office, convention facilities, hotel) and living support (e.g. talent accommodation, retail, dining, etc.) are under Column 1 uses and permitted as of right.
- 6.2.3 While the scale and nature of the proposed EV Mobility City slightly differ from those of the STT, the principle of providing higher flexibility to support I&T development nevertheless remains applicable. As such, to provide convenient and one-stop service on-site, ancillary residential accommodation not exceeding PR of 1.5 is accommodated in the indicative proposal. This approach would allow more flexibility to cater for ever-changing and evolving circumstances and meeting the long-term development need. Both staff quarters and residential institution are compatible and complementary to the EV Mobility City.

Staff Quarters

- 6.2.4 As outlined in **Section 3.2** above, the Applicant has a staff population of about 7,600 employees across the Greater China region, with about 1,100 currently based in Hong Kong. To meet the housing need of the resident staffs and local/regional staffs, it is considered essential to provide on-site staff quarters, which would not only provide convenient living space close to the workplace, reducing commuting time and cost, and enhancing operational efficiency, but also allowing sufficient planning flexibility without comprising the planning intention of the “OU(I&T)” zone.

Residential Institution (Talent Accommodation)

- 6.2.5 In addition to staff quarters, residential institution is also proposed for provision of short to medium-term accommodation for personnel affiliated with the Applicant, its parent company or the proposed EV Mobility City. The residential institution is a complementary use that supports the Proposed Development’s role as a hub for innovation, collaboration, and industry exchange. As a wholly owned, managed and operated facility, the residential institution will cater to

personnel meeting the pre-set eligibility criteria as prescribed and that the target residents include:-

- Visiting scientists, engineers and researchers engaging in R&D activities;
- R&D talents in EV, green energy and low-altitude aerial vehicle sectors;
- Visiting business partners for meeting/conference/seminar/collaboration/networking/knowledge sharing etc.;
- Overseas or Mainland employees of partner companies; and
- Overseas or Mainland scientists / engineers / visiting researchers participating in I&T / EV / low-altitude automotive industries or related projects or programmes in Hong Kong.

7. PLANNING MERITS AND JUSTIFICATIONS

7.1 In Line with Recent Government's Policies on Electric Vehicle, Green Energy and Low-altitude Economy

7.1.1 The proposed EV Mobility City, which will adopt state-of-the-art design criteria with modern and environmentally friendly technology, is strategically designed and aligned with the recent Government's policies on sustainable transport and innovation. As mentioned in **Sections 4.1 & 4.2**, by integrating advanced technology, R&D, testing, and operational facilities for EVs, green energy, and low-altitude aerial vehicles, the Proposed Development will support the city's overarching goals of carbon neutrality and zero vehicular emissions before 2050, as well as transformation towards green mobility.

7.1.2 Central to the proposed EV Mobility City is the facilities dedicated for EV and green energy uses, comprising R&D labs, testing units, after-sales servicing, charging infrastructure, and showrooms. Through providing various EV-related facilities, the Proposed Development will complement and support the expansion of EV infrastructure. For example, battery charging and swapping services will be provided with after-sale servicing and repair/maintenance services to support the popularisation of EV. The training space, R&D office and conferencing / seminar space will also provide collaboration, knowledge transfer/sharing and training opportunities for stakeholders in the EV sector, thereby fostering of industry collaboration.

7.1.3 Apart from EV and green energy, LAE on aerial vehicles will be the secondary but also key innovations of the proposed EV Mobility City. The LAE is emerging as a key future industry in Hong Kong and the Government is actively developing policies to support its growth. As outlined in **Section 4.3**, in PA 2024, efforts were focused on integrating LAE into sectors like tele-communication technologies, AI and digital technologies by unlocking low-altitude airspace as new economic driver. Besides, the Government also encourages enterprises to develop smart production lines & R&D centres in Hong Kong. The Proposed Development, with R&D facilities, will help to support Government's initiatives on LAE-related R&D, especially on low-altitude airspace.

7.1.4 The shift towards electric vehicles, green energy and LAE is part of a global trend toward smart cities, and the Proposed Development will support HK's position as a leader in technology and sustainability.

7.2 Long-term Planning & Economic Benefits and Investment Opportunities Leverage Global Network and Enhance Hong Kong's Business Appeal

7.2.1 While 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 foreign investor and a reputable multinational group headquartered in Malaysia

and is listed on the main market of Bursa Malaysia Securities Berhad. With over a century-long legacy in automotive industry, Sime has built an extensive network of dealerships and long-standing brand partnerships with many of the world's top automotive and commercial truck brand (e.g. Rolls-Royce, BMW, and MINI). Xpeng's distributorship rights of Hong Kong was secured by the Applicant in 2024, further expanding its portfolio and a big leap towards proliferation of EV in Hong Kong. In addition to the worldwide business network, Sime also possesses a large global workforce of more than 30,000 employees, with operations spanning over 18 countries and territories across the Asia Pacific region. Amongst which, about 50% of the staff population are under the motor division.

7.2.2 The Applicant has also been actively fostering its strategic partnerships with leading electric vehicle manufacturers such as Xpeng and others EV pioneers. These collaborations focus on the development of advanced EV technologies, research into low-altitude aerial vehicles, and the integration of green mobility innovations for commercial fleets and heavy-duty vehicles. Another strategic focus for SMDS is the exploration of advanced technologies in automotive maintenance and after-sales services. This includes the potential use of artificial intelligence (AI), robotics, and automation to improve service efficiency, accuracy, and the overall customer experience. Through these forward-looking initiatives, SMDS is positioning itself not only as a conventional automotive dealer but as a proactive contributor to the future of smart mobility and sustainable transportation. This is also in line with the Government's policy initiatives towards I&T.

7.2.3 Through leveraging the global workforce, business network, as well as the leading position in automotive industry of the Applicant and its parent group, the success of the proposed EV Mobility City is not only guaranteed, it will also generate planning gains that extend beyond the Site. The proposal to establish the EV Mobility City, a regional hub for Greater China Region, not only demonstrate the confidence in the Hong Kong's long term economic prospects, but also set an exemplar for other foreign investors. Given the reputation of the Applicant and its parent group, the proposal will serve as a major confidence boost and uplift Hong Kong's image as a business and investment epicentre, furthering enhancing the competitive edge of Hong Kong over other competitors in Asia region.

Local Employment Opportunities and Job Creation

7.2.4 Locally, the proposed EV Mobility City will stimulate the local economy by creating high-skilled job opportunities during construction and operation phases in areas such as EV maintenance and innovations, battery technology, software development and downstream works services and logistics etc., as well as providing after-sale EV repairing and advisory services or promoting green and low carbon energy.

- 7.2.5 With reference to the worker density set out in the HKPSG⁷ and the Applicant's project experience/vision, the Proposed Development is estimated to have a staff population of some 440 employees⁸, comprising researchers, R&D talents, general & industrial-related staffs, back office staffs and management and maintenance staff of the whole development. For construction stage, based on various factors such as site area, attainable GFA, construction cost and construction period of 3 to 4 years, it is estimated to create employment opportunities of approx. 400 - 600 for professional, technicians and workers in the built-environment sector.

Boosting Local Economy

- 7.2.6 As mentioned in **Section 3.3**, the initial vision of the Site was to establish a regional stronghold in N.T., with a view to expand business network and strengthen business growth in the north and west N.T. Tying in with the rapid growth of EV sector in Hong Kong, the proposed EV Mobility City will catalyse local economic growth by boosting EV sales, while popularising EV and promoting green mobility at the same time.

7.3 Synergise and Catalyse the Development of Northern Metropolis

- 7.3.1 Strategically located in Fanling, the proposed EV Mobility City is not only positioned in close proximity with the NM, it also aligns seamlessly with NM's major vision of driving I&T development of Hong Kong. Through fostering collaboration with NMUT and contributing to the wider I&T ecosystem, the proposed EV Mobility City will generate synergies that accelerate the development of NM.

Collaboration with NMUT

- 7.3.2 Anchored with the "Research, Academic, and Industry" (產學研) strategy, NMUT encourage collaboration with the industry sector in the area. Thus, the proposed EV Mobility City could play a pivotal part in providing practical training, internship and teaching opportunities for STEM students from NMUT, leveraging its R&D facilities and testing labs to bridge academic theory with real-world applications. As a regional hub for both domestic and international R&D talents, supported by the Applicant's global network and workforce, the Proposed Development will provide an invaluable collaborative platform for industry-academia partnerships. This synergy will incubate innovations, facilitate knowledge exchange, and

⁷ According to the HKPSG, the average worker density for Industrial Estate (Special Industrial Use) and Science Park (Special Industrial Use) is 75m² and 15m² per worker respectively.

⁸ Based on the worker density under HKPSG, the Applicant's experience and proposed GFA, it is devised that the Proposed Development is anticipated to have a staff population of (a) 94 general/industrial-related and back office staff for G/F to 2/F, (b) 624 researchers/R&D talents for 3/F to 6/F, and (c) 20 management and maintenance staffs (including cleaning and servicing) for the whole development. A discount factor of about 60% is adopted (i.e. 440 staffs) for conservative purpose.

nurture a new generation of I&T talents for Hong Kong.

Contribution to the I&T ecosystem

- 7.3.3 Beyond collaboration and partnership with NMUT, the proposed EV Mobility City could leverage and contribute to the I&T ecosystem of NM through a two-way collaboration model. The conference venues, seminar spaces, and training facilities of the proposed EV Mobility City could serve as platforms for industry stakeholders, researchers, and global enterprises to engage in knowledge exchange, networking, and collaborative innovation. Through hosting events and fostering partnerships, the proposed EV Mobility City will attract both Mainland and overseas firms to the area, bolstering the NM's reputation as a "new international I&T city". In return, it will benefit from the NM's expanding infrastructure and growing talent pools, fostering a sustainable cycle of growth.

7.4 The Current "G/IC" Zoning is Redundant and the Previously Planned School is No Longer Required

- 7.4.1 In light of the changing socio-economic circumstances and demographic trend in past decade, as well as the absence of concrete implementation plan for the planned primary school at the Site, the "G/IC" zoning of the Site has increasingly become obsolete and redundant.

- 7.4.2 As mentioned in **Section 3.3**, back in 2015, the Site was zoned "I", when the Applicant acquired the private lots wholeheartedly intended to establish an automotive dealership centre as a HQ in the N.T. Without the Applicant's knowledge, the Site was later rezoned to "G/IC" in 2016 with the intention to reserve sufficient land for a primary school in support of the wider Fanling/Sheung Shui New Town. Despite the initial proposal for a planned primary school, the Site has remained idled for nearly a decade since its acquisition in 2015, without implementation programme by the Government for the planned primary school in the foreseeable future. While the prolonged idleness underscores the redundancy of the "G/IC" zoning, it has also become apparent that the planned school at the Site is no longer pursued and the Site is not reserved for G/IC use anymore.

- 7.4.3 In view of the changing planning circumstance and the Site's current status, a prime opportunity has arose to free up the Site for other beneficial private developments and repurpose it for high-value uses, especially those in line with Government's policy objectives such as EV and green energy. By leveraging the Applicant's cross-border network and its strategic location (i.e. close proximity to NM, strategic transport infrastructure and BCPs), the proposed EV Mobility City is envisioned to serve as a regional hub for the Greater China region, which will not only enhance the Applicant's EV business but also foster cross-border collaboration, innovation, and knowledge transfer in the EV and low-altitude aerial vehicle sectors. Otherwise, it will just be a waste of valuable land resources which should be avoided in all respects.

7.5 Nurture I&T Talents in a Suitable Location with Supporting Facilities

7.5.1 Strategically positioned in Fanling, the Site is in close proximity with NM and enjoy high accessibility and connectivity brought by the planned strategic transport infrastructures. The locational advantage coupled with enhanced connectivity make the Site an optimal location for nurturing I&T talents, tipping a balance between a serene environment conducive to R&D and seamless urban accessibility.

7.5.2 Inspired by the "InnoCell" model of Hong Kong Science and Technology Parks, which is a proven success with high occupancy, ancillary accommodation, in form of "InnoCell" or "Talent Accommodation", is also proposed under the indicative development proposal. These ancillary accommodations will deliver convenient on-site housing to the employees or personnel affiliated with the Applicant and its parent company as well as talents and affiliated personnel working/visiting the EV Mobility City. By mirroring the proven successful model, the ancillary accommodation will help enlarge the I&T talent pool in Hong Kong and support the Proposed Development's role as a regional hub for innovation and collaboration.

7.6 Appropriate Development Quantum and Compatible with the Surrounding Developments

7.6.1 The proposed EV Mobility City, with a total PR of 5.0 and building height of about +100mPD, is considered compatible with the surrounding developments in terms of both development intensity and land use. Regarding development intensity, the public housing development in the immediate east has a PR of about 7.2 and building height ranging from +118mPD to +175mPD. The wider area also features high-rise developments, such as Dawning Views (about +115mPD), Wah Sum Estate (about +130mPD), Wah Ming Estate (about +120mPD) and Flora Plaza (about +130mPD) etc.

7.6.2 In terms of land use compatibility, the Proposed Development, which is a mainly research-focus facilities with ancillary accommodations, is considered not incompatible with the surrounding context. Instead, the modern and technology-based nature of the Proposed Development will uplift the image and condition of the existing areas, which are mainly occupied by some rural industrial warehouses and workshops.

7.7 A More Efficient and Effective Use of the Site

7.7.1 Currently occupied by various one-to-two storey temporary rural warehouses and structures, the Site is in fact underutilised and represent an inefficient use of land resources. Upon completion, the proposed EV Mobility City will optimise land use efficiency of the Site by reaching a PR of 5.0, yielding a total GFA of about 27,400m². Various complementary and compatible facilities related to EV and R&D will be co-located together, creating a better synergy and optimising land use efficiency. Thus, the Proposed Development will transform the Site from an

inefficient brownfield operation to a more efficient use for I&T use, which is consistent with the Government's strategic direction.

7.8 Environmental Improvement and Upgrading of the Area

- 7.8.1 Unlike traditional vehicle maintenance and fuelling facilities, the proposed EV Mobility City will be built upon clean/green energy and zero-emission principles. There will be no combustion engine emissions, fuel storage risks, or harmful industrial effluents. The design of the development aims to comply with stringent environmental standards and may incorporate environmentally friendly or solar energy systems, and waste reduction measures. As such, the development itself is non-polluting industry with innovation and technology in nature. On the contrary, it will contribute to an improvement and uplifting of the existing air and environmental quality in the local area.
- 7.8.2 In addition, while the Site is in close proximity with the adjacent public housing estate at Area 48 containing domestic towers and social welfare facilities, interface issues are not anticipated, as various technical assessment conducted have demonstrated that the Proposed Development will not result in adverse impact and that noise nuisance nor visual obstruction are not envisaged.

8. THE INDICATIVE DEVELOPMENT SCHEME IS TECHNICALLY FEASIBLE WITHOUT NO OR NO SIGNIFICANT ADVERSE TECHNICAL IMPACTS NOR INTERFACE ISSUE

8.1 Visual

- 8.1.1 As demonstrated in the Visual Impact Assessment ("VIA") in **Appendix 2**, the visual impact associated with the Proposed Development are considered acceptable in visual terms, and will be fully compatible and blend in well with the adjoining high-rise developments and the sub-urban townscape of Fanling.

8.2 Tree & Landscape

- 8.2.1 A Tree Survey was conducted under the Landscape Proposal in **Appendix 3**. As revealed in the Tree Survey, a total of 36 nos. of existing trees were surveyed. No OVT nor potential OVT is found within the Site. All of the trees surveyed will be felled. In terms of compensatory trees, 37 nos. of new trees will be provided, achieving a compensation ratio of not less than 1:1 in terms of quality and quantity.

8.3 Traffic

- 8.3.1 The Traffic Impact Assessment ("TIA") in **Appendix 4** demonstrates that all critical junctions, except Wo Hop Shek Interchange, will operate within their capacities in design year 2034 during peak hour with the proposed development plus the planned residential developments in the vicinity. The Wo Hop Shek Interchange will, with or without the Proposed Development, have insufficient capacity to accommodate the future traffic growth. Internal transport facilities would be provided in accordance with the requirements as stipulated in the HKPSG. The TIA, therefore, concludes that the traffic impact of the Proposed EV Mobility City are acceptable from traffic engineering point of view.

8.4 Noise

- 8.4.1 In terms of road traffic noise, the Fanling Highway and Fanling Bypass (Eastern Section) are identified as the major road traffic noise sources by the noise impact assessment ("NIA") at **Appendix 5**. Under the NIA, it is revealed that the predicted maximum road traffic noise level will exceed the stipulated 70dB(A) noise criterion. Nonetheless, with the implementation of proposed noise mitigation measures (i.e. acoustic fin and acoustic window (baffle type)), no noise sensitive receivers of the Proposed Development will be subject to exceedance of the traffic noise criterion of 70dB(A).
- 8.4.2 For fixed noise, the NIA also concludes that there will be no exceedance of noise criteria during day and evening time, and thus the Proposed Development would not be subject to adverse fixed noise impact.

8.5 Air Quality

8.5.1 As revealed in the Air Quality Impact Assessment ("AQIA") in **Appendix 5**, no existing and planned industrial source / chimney are identified within 200m of the Site. Sufficient horizontal buffer distance from nearby road sections are provided to comply with relevant buffer requirement as stipulated in HKPSG. Also, according to findings of site visit, adverse odour impact is not identified. In this regard, no adverse air quality impact is anticipated during operation phase.

8.5.2 For construction phase, relevant recommended pollution control and mitigation measures, such as those detailed in "Recommended Pollution Control Clauses for Construction Contracts" published by EPD and Air Pollution Control (Construction Dust) Regulation, will be followed and implemented. With the adoption of good practices, it is expected that construction fugitive dust and gaseous emission can be controlled, and thus no adverse air quality impact is anticipated during construction stage.

8.6 Land Contamination

8.6.1 Based on the land contamination appraisal, due to the history and previous usage of the Site, further investigation of potential land contamination impact is considered necessary. Further land contamination assessments will be prepared in subsequent stages, and that no construction works will be commenced before completion of these assessment and satisfaction/approval from EPD.

8.7 Air Ventilation

8.7.1 An Air Ventilation Assessment - Expert Evaluation ("AVA-EE") has been conducted for the Proposed Development (**Appendix 6** refers). Design features under indicative development scheme, including building setbacks between towers, open spaces, and high-level building separation between towers, are proposed to maintain good air ventilation performance. It is concluded that the Proposed Development would unlikely impose significant / worsened air ventilation impacts on the surrounding as compared with the Baseline Scheme.

8.8 Drainage & Sewerage

8.8.1 As revealed in the Drainage and Sewerage Impact Assessment ("DSIA") at **Appendix 7**, the Site is currently served by public drainage system and the proposal will result in reduced surface runoff. In addition, the assessment also concluded that the existing sewerage system would have sufficient capacity to cater the demand generated by the Proposed Development. As such, the Proposed Development will not result in significant adverse drainage and sewerage impact.

8.9 Summary of Technical Aspects

8.9.1 With the implementation of mitigation measures / pollution control measures, as

well as the carefully thought-out design in later detailed design stage, no insurmountable impact is expected to arise from the Proposed Development. It is therefore concluded that the indicative development scheme is technically feasible without no or no significant adverse technical impacts nor interface issue.

9. CONCLUSION AND SUMMARY

9.1.1 In light of the above, it is evident that the proposed amendment to the Approved Fanling/Sheung Shui OZP should be favourably considered by the TPB from the land use planning and technical points of view.

9.1.2 The TPB and the relevant government departments are respectfully requested to give favourable consideration to support the proposed amendment to the Approved Fanling/Sheung Shui in planning context based on the following grounds:

- In Line with Recent Government's Policies on Electric Vehicle, Green Energy and Low-altitude Economy;
- Long-term Planning & Economic Benefits and Investment Opportunities;
- Synergise and Catalyse the Development of Northern Metropolis;
- The Current "G/IC" Zoning is Redundant and the Previously Planned School is No Longer Required;
- Nurture I&T Talents in a Suitable Location with Supporting Facilities;
- Appropriate Development Quantum and Compatible with the Surrounding Developments;
- A More Efficient and Effective Use of the Site;
- Environmental Improvement and Upgrading of the Area; and
- The Indicative Development Scheme is Technically Feasible With No or No Significant Adverse Technical Impacts Nor Interface Issue.

9.1.3 Lastly, we would like to emphasise that the current proposal to establish the EV Mobility City, a regional hub of the Greater China region, represents a strategic initiative by the Applicant. This will not only bring in substantial capital investment, but, amidst the current economy downturn, also act as a vital and timely vote of confidence in Hong Kong's economy and future growth.