

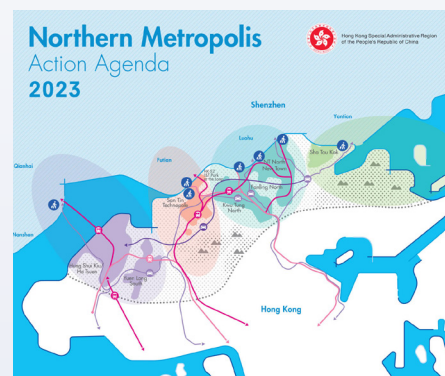
Northern Metropolis

- A New Engine for Hong Kong's Development



Background

According to the Northern Metropolis Development Strategy issued in 2021, the Government proposed developing the northern part of Hong Kong into a metropolitan area ideal for people to live, work and travel. Subsequently, the Government put forward the Northern Metropolis Action Agenda (Action Agenda) in 2023, confirming that by adopting an “industry-driven and infrastructure-led” approach as its key planning axle, the Northern Metropolis (NM) is to develop into a “new international innovation and technology (I&T) city”, integrating quality life, industry development and culture and leisure. The NM will help Hong Kong develop into an international innovation and technology (I&T) centre under a new industry pattern of “South-North dual engine (finance - I&T)”. Leveraging on its geographical advantage of proximity to Shenzhen, the NM will forge a major hub for Hong Kong to integrate into the overall development of our country. The Chief Executive further pointed out in the 2024 Policy Address that the NM is the new engine of Hong Kong's economic development, and the Government will expedite the implementation of housing and industry-related projects in the NM.



To achieve the vision of developing the NM into a “new international I&T city”, 8 specific development goals are further proposed in the Action Agenda.



Providing land and housing

provide over 500 000 new residential units within the next 10 years; accommodate a population of 2.5 million.



Industry-driven planning and a better home-job balance

benefitting from industry development, create around 500 000 new jobs.



Promoting integration of the Greater Bay Area

the different zones of the NM and the corresponding areas in Shenzhen can complement one another and develop in a coordinated manner.



Infrastructure-led, railways as backbone

strengthen the connection within the NM and its connections with the Mainland and the other parts of Hong Kong.



Developing a “NM University Town”

reserve land for the development of post-secondary education, strengthen co-operation between post-secondary institutions, and renowned Mainland and overseas institutions, and achieve greater synergy.



Ecological conservation, urban-rural integration

conserve and restore diverse habitats in the area proactively so as to increase its environmental capacity; create the characteristic of urban-rural integration and endeavour to become a sustainable carbon-neutral community.



Developing diversified arts, culture, sports and youth facilities

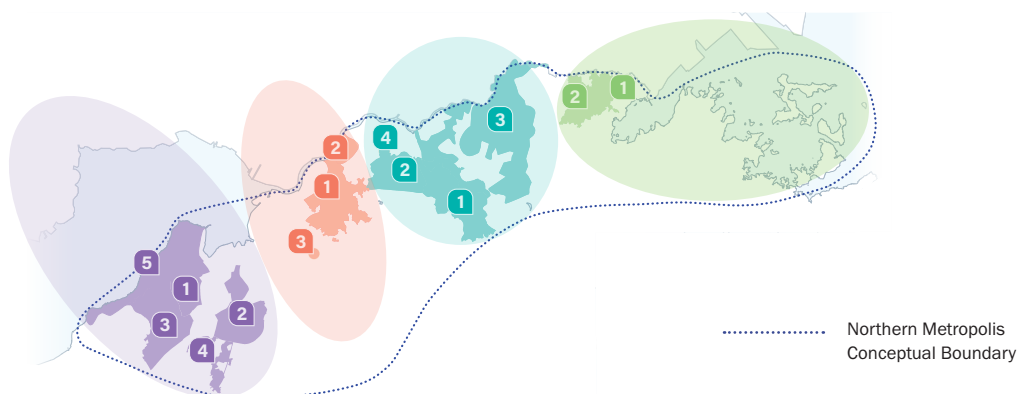
support Hong Kong in developing into an East-meets-West centre for international cultural exchange.



Establishing presence of government departments to drive development

promote business activities and support service development, generating impetus for growth in new districts.

Given the characteristics and strengths of different areas, the NM, from the west to the east, can be divided into four major zones. Each zone has its distinctive strategic positioning and development theme:



High-end Professional Services and Logistic Hub

Connecting with the Qianhai Shenzhen-Hong Kong Modern Service Industry Co-operation Zone, the hub will provide financial and professional services, and capitalising on the locational advantages of the boundary control point (BCP) for developing modern logistics industry.

- 1 Tin Shui Wai
- 2 Yuen Long
- 3 Hung Shui Kiu/Ha Tsuen New Development Area
- 4 Yuen Long South New Development Area
- 5 Lau Fau Shan/Tsim Bei Tsui/Pak Nai



Innovation and Technology Zone

Covering San Tin Technopole including the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) in the Loop, it will create synergy with the Shenzhen I&T Zone and serve as a hub for I&T development.

- 1 San Tin Technopole
- 2 Hong Kong-Shenzhen Innovation and Technology Park in the Loop
- 3 Ngau Tam Mei



Boundary Commerce and Industry Zone

Enjoying the geographic advantages of the BCPs at Lo Wu, Man Kam To and Heung Yuen Wai, this zone will help drive the development of industries such as advanced construction, green/environmental industries, health care, food technology and modern logistics, and promote cross-boundary business services and leisure consumption, giving full play to its powerful function as a BCP commercial zone.

- 1 Fanling/Sheung Shui
- 2 Kwu Tung North/Fanling North New Development Area
- 3 New Territories North New Town and Lo Wu/Man Kam To
- 4 Ma Tso Lung



Blue and Green Recreation, Tourism and Conservation Circle

Comprising areas endowed with rich cultural heritage and natural resources, such as Robin's Nest, Sha Tau Kok and Yan Chau Tong, this circle will promote recreation and tourism development.

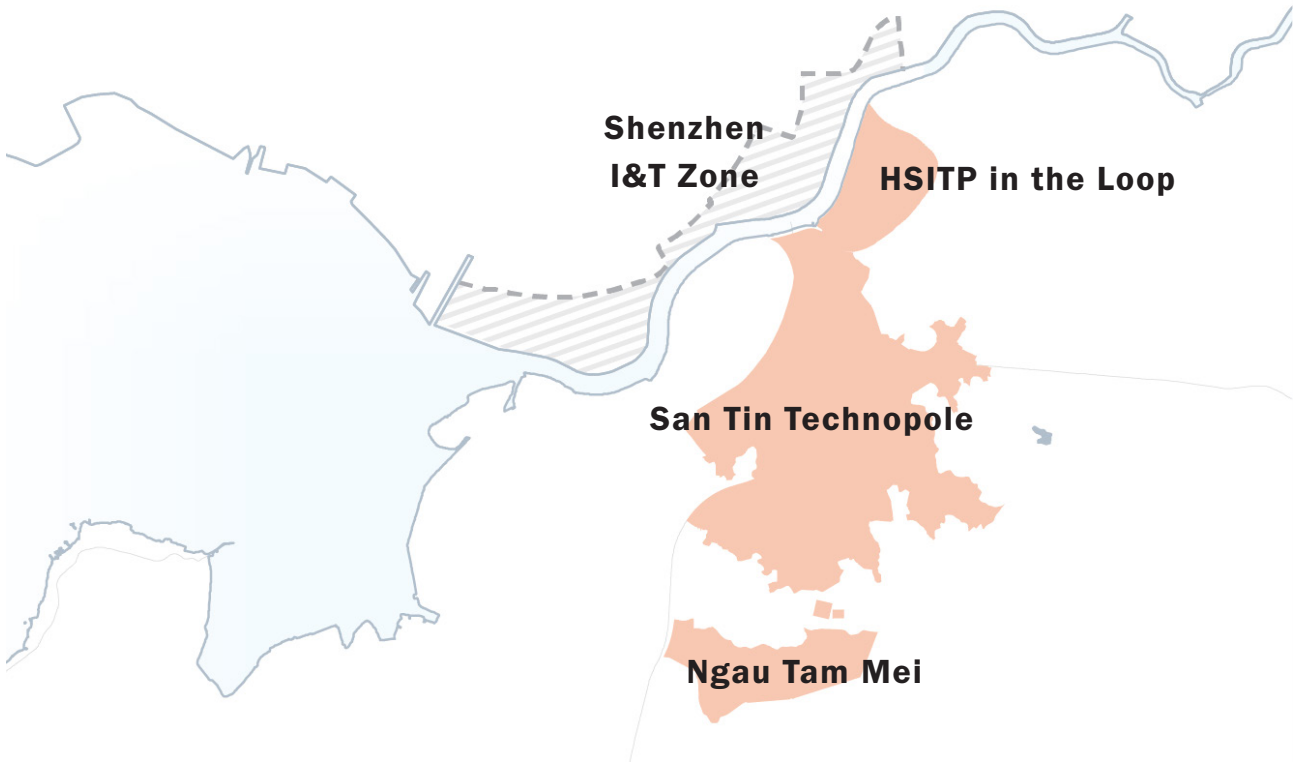
- 1 Sha Tau Kok
- 2 Robin's Nest

The development plan for San Tin Technopole (STT) and the surrounding area (within the I&T Zone) was announced in June 2023. The statutory planning procedures for the development plan, along with the preparation and approval of the relevant outline zoning plan, were completed in 2024. The development plan for the Ngau Tam Mei New Development Area (within the zone) was also announced in November 2024 for public consultation.

As regards the development plan for Lau Fau Shan/Tsim Bei Tsui/Pak Nai and the surrounding area (within the high-end professional services and logistics hub), consultation was commenced in March 2024. The following sections highlight the planning vision and positioning, development and conservation recommendations, public engagement processes and future directions of the three aforementioned projects.

Innovation and Technology Zone

Situated in the middle of the NM, the I&T Zone covers STT (including Hong Kong-Shenzhen Innovation and Technology Park (HSITP) in the Loop) and Ngau Tam Mei (NTM) New Development Area (NDA).



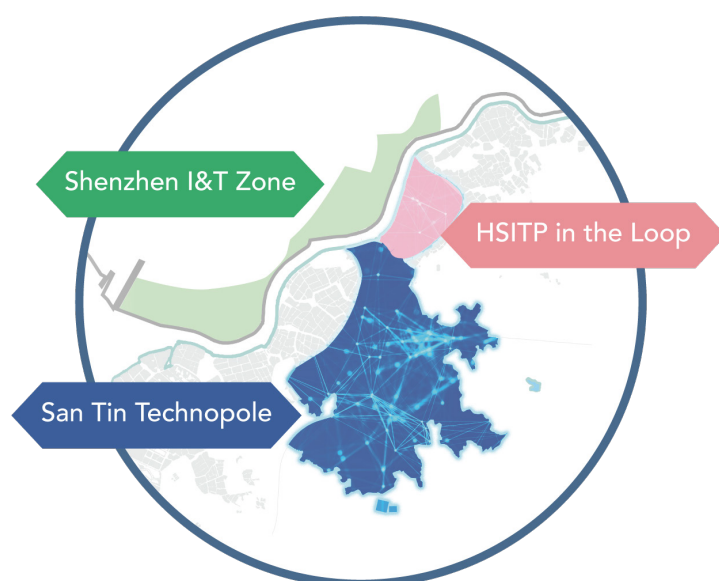
01

San Tin Technopole

In September 2019, the Department and the Civil Engineering and Development Department (CEDD) jointly commissioned a feasibility study with the aim of formulating a Preliminary Outline Development Plan for the first phase development of the New Territories North. An Initial Land Use Plan for areas around San Tin was released in mid-2021. The 2021 Policy Address announced the NM Development Strategy which proposed to develop STT by integrating the I&T land in the area around San Tin with the HSITP in the Loop. In October 2021, PlanD and CEDD jointly commissioned an investigation study to expand the development area in San Tin areas and formulate a Recommended Outline Development Plan (RODP) for the area outside the Loop.

Planning Vision and Positioning

The National 14th Five-Year Plan supports Hong Kong to develop into an international I&T centre. Located at the heart of the NM and in close proximity to Shenzhen's I&T zone in Huanggang and Futian, STT is the flagship project of the I&T Zone, and also the core of industry development in the entire NM. It is strategically positioned to be a hub for clustered I&T development, creating synergistic development with the Shenzhen's I&T Zone and promoting the locational advantages of the Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone under "one river, two banks" and "one zone, two parks". STT will also contribute to the development of a new industry pattern of the South-North dual engine (finance - I&T), and become a new community for quality, healthy and green living.



Development Layout and Major Development Parameters

STT (including the HSITP in the Loop) covers a total development area of 626 hectares (ha). Apart from the 87 ha of the Loop, the remaining development area comprises mainly the I&T Park and San Tin Town Centre.

Total Population



about **147 000**
to **159 000**

Housing Units



about **50 000**
to **54 000**

(Public/private housing ratio is about 70:30*)

*The actual public/private housing ratio will be determined upon the implementation of the development.

Employment



about **165 000** jobs

(Including about 120 000 jobs within the I&T Park)

Talent Accommodation Units

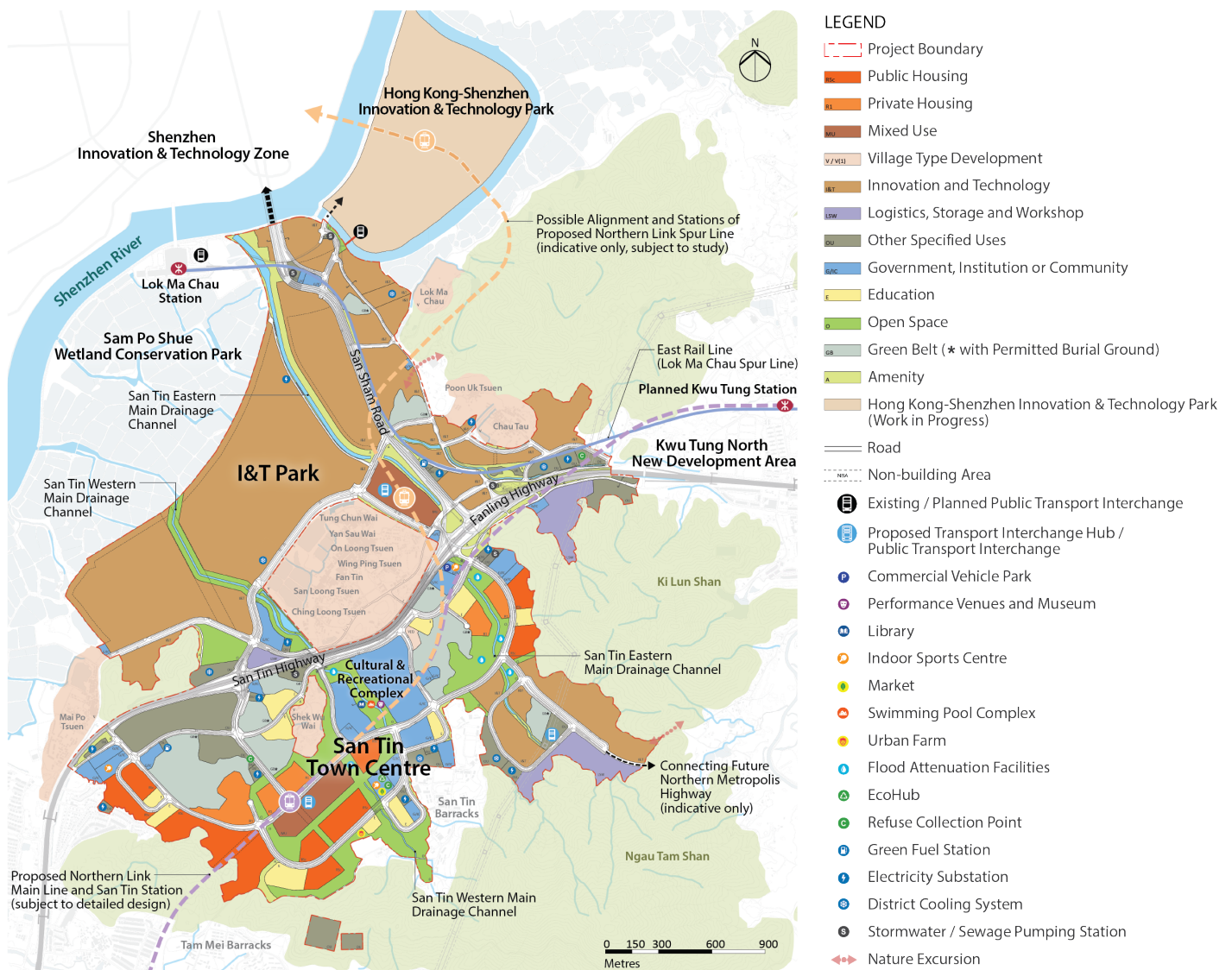


about **6 400** units



Rendered illustration of the I&T Park

Rendered illustration of San Tin Town Centre



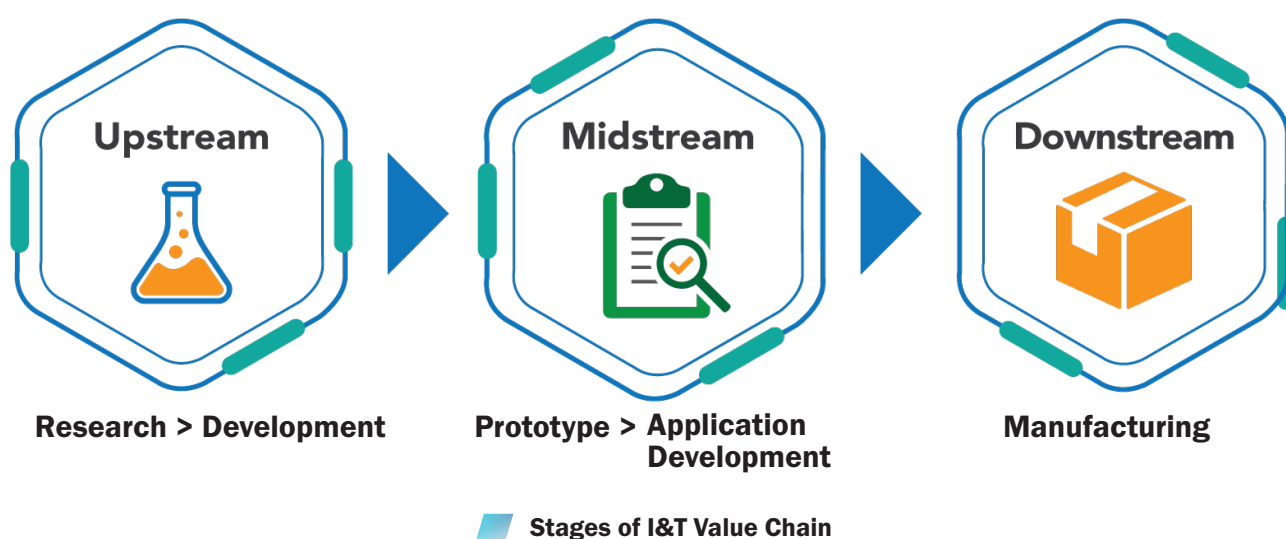
Revised Recommended Outline Development Plan of STT

Key Planning Features

I Developing a World Class I&T Centre

The majority of the I&T land is strategically planned to the north of San Tin Highway/Fanling Highway, with a portion at the southeastern part of the NDA. Underlining Government's strong commitment to I&T development, the I&T Park and HSITP at the Loop will collectively provide about 300 ha I&T land, accounting for about half of the total development area of STT, and capable of accommodating a gross floor area (GFA) of about 7 million m² which is equivalent to 17 Hong Kong Science Parks. It will facilitate the development of Hong Kong into an international I&T centre and deepen I&T cooperation with Shenzhen and the world.

In order to nurture a more complete I&T ecosystem, STT will have to cater for the land uses of different I&T fields and different stages of I&T value chain (upstream, midstream and downstream), as well as the needs for talent accommodation and other supporting facilities. Hence, a wider range of permitted and compatible uses for I&T land have been formulated to allow greater flexibility.



Connected land parcels of different sizes within the I&T Park will provide flexibility for future land disposal as well as catering for the need of technology companies of different scales (start-ups, leading technology firms) and I&T facilities/uses.

II Co-existence of Development and Conservation

Upholding the planning concept of “co-existence of development and conservation”, STT aims to expand the capacity for I&T development while actively creating environmental capacity and optimising the use of blue and green resources, as well as building a sustainable new I&T city that **integrates industry development, ecological conservation and a liveable community** where human and nature can co-exist in harmony.

To fully leverage the strategic positioning of STT, a substantial area of I&T land is required to be created. STT has incorporated as many developed areas (including brownfields) as possible into the development. However, considering the environment of San Tin, including geographical constraints (e.g. surrounded by hills on the eastern and southern sides of STT), some fish ponds (including some abandoned ones) will be suitably included in the development for a better development layout of STT, while minimising any impact on bird habitats and birds' flight corridors.

In order to promote proactive conservation, the Government proposed to establish the Sam Po Shue Wetland Conservation Park (SPS WCP) adjacent to STT with a total area of approximately 338 ha, which is five times the size of the Hong Kong Wetland Park. SPS WCP can achieve multiple functions including ecological conservation, sustainable development of aquaculture, as well as eco-education and eco-recreation, while creating environmental capacity for the development of STT and provide a unique landscape. At the same time, SPS WCP can also mitigate the impact on ecological and fisheries resources arising from the development and achieve the goal of no-net-loss in ecological functions and capacity of the wetland concerned.



Rendered illustration of STT and SPS WCP

III Balanced, Vibrant and Liveable Community

San Tin Town Centre, which is primarily located to the south of San Tin Highway/Fanling Highway, will supply about 50 000 to 54 000 public and private housing units, mostly within 500m walking distance from the railway station. The development will help relieve the territory-wide housing shortage.

To create a better living environment, the land area for open space and government, institution and community (GIC) facilities respectively in STT have been increased to not less than 3.5m² per person in accordance with the recommendations of Hong Kong 2030+. To realise the 15-minute neighbourhood concept, the planning of the GIC facilities has taken due consideration of the distribution of the population clusters including existing villages, and the comprehensive pedestrian and cycling network, so as to enabling residents to enjoy convenient access to their daily necessities and major transport facilities.

San Tin Town Centre will be developed into an integrated neighbourhood with comprehensive community facilities and open space. The mixed use developments near the two railway stations and the iconic cultural and recreational complex in the central part of San Tin Town Centre will be the landmarks of the area:

1

San Tin Town Centre West will be developed around the proposed San Tin Station.

The surrounding area of the San Tin Station will be provided with a transport interchange hub, and is characterised by a mixed-use development (comprising residential developments, offices, hotels, retail, dining and entertainment (RDE) facilities). The public and private housing nearby are mostly high-density developments, which are knitted together with low to medium-density GIC facilities by an open space network.

2

Another community located in **San Tin Town Centre East** is developed along the San Tin Eastern Main Drainage Channel which will be revitalised. The Riverside Park and the shopfronts on the lower floors of the residential blocks will create a leisure ambience. Pedestrians and cyclists can make use of the iconic landscaped deck to access the proposed railway station and transport interchange hub to the north of San Tin Highway near Chau Tau. A mixed-use development comprising residential developments, offices, hotels, RDE facilities is planned around the railway station.



Rendered illustration of the iconic landscaped deck

3

The San Tin Western Main Drainage Channel in the **central portion of San Tin Town Centre** will be revitalised as a landscaped river course. An iconic cultural and recreational complex comprising performance venues, museum, library, swimming pool complex and public and event spaces is planned along both sides of the river course. Sites are also reserved for various public facilities, including a GIC Complex (including market, an indoor sports centre, an ecoHub etc.), clinics, Government joint-user office building, police station and fire station cum ambulance depot etc.



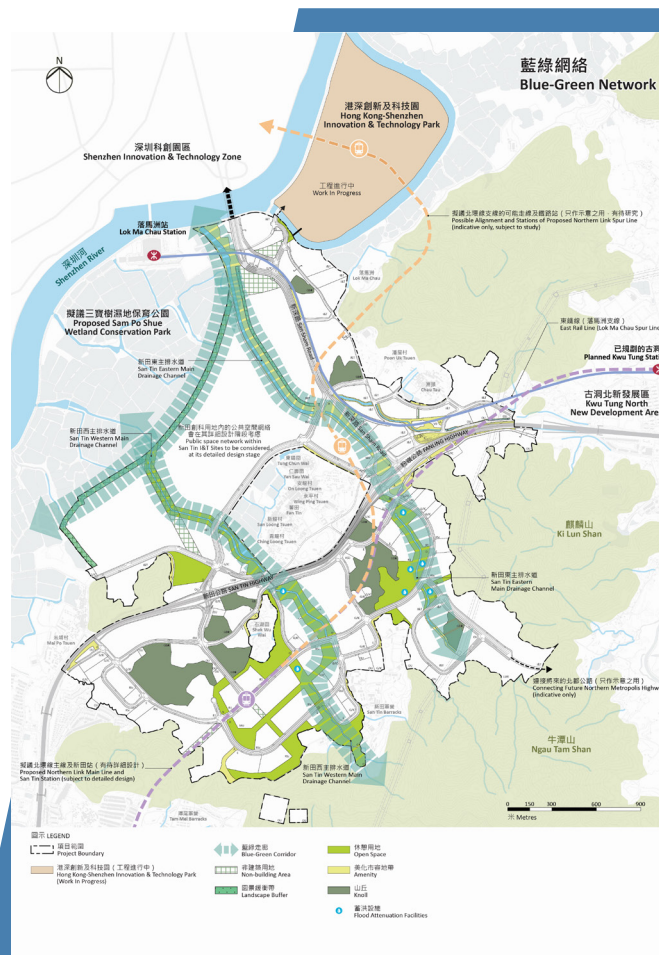
Rendered illustration of the Cultural and Recreational Complex



Rendered illustration of the riverside community

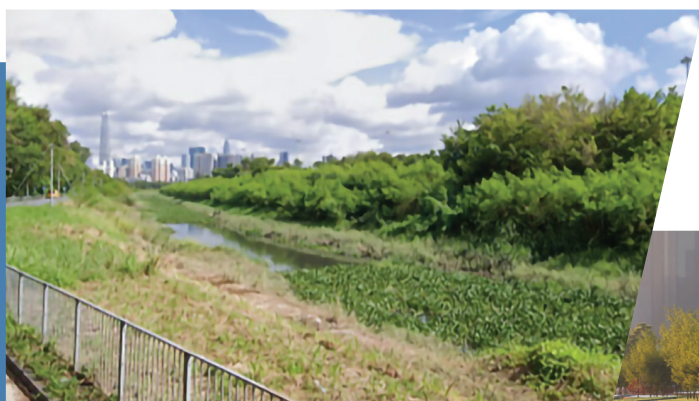
IV Blue-Green Network

Within STT, the river/drainage channels, retention ponds, wetland, open space and knolls are knitted closely together to create a blue-green network. Major landscaped corridors are proposed along SPS WCP and the two revitalised drainage channels in the east and west. Open spaces of various sizes will link up landmarks and public facilities in the area to enhance community cohesion and strengthen the sense of place as well as local identity. In addition, biodiversity will be enhanced through extensive greening.



Blue-Green Network

San Tin Eastern Main Drainage Channel



Existing Condition



Future Condition

San Tin Western Main Drainage Channel



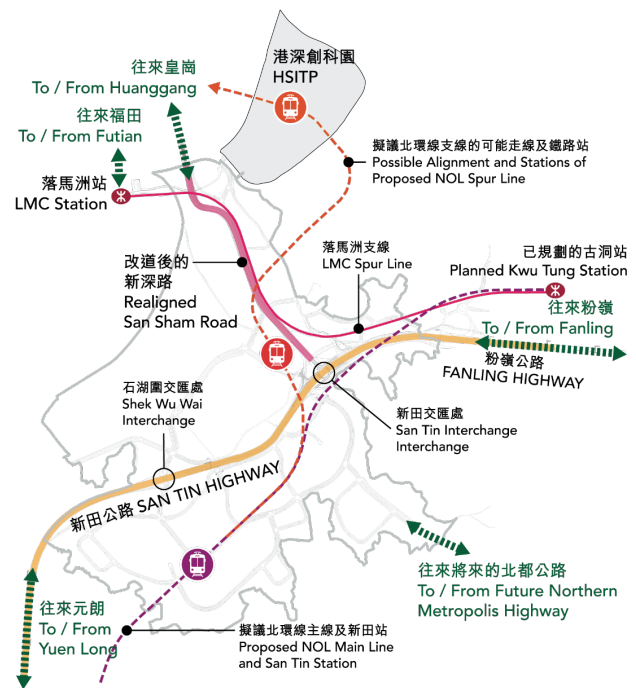
Existing Condition



Future Condition

V Transport Infrastructure

The proposed transport infrastructure will facilitate cross-boundary travel and enhance the connectivity of STT with other areas in the New Territories and urban areas. STT will be served by three mass transit rail links, including the existing Lok Ma Chau Spur Line, the planned Northern Link (NOL) Main Line and the proposed NOL Spur Line to Huanggang. In addition, there are four major roads connecting STT with the surrounding areas. STT will be served by San Tin Highway and Fanling Highway in the east-west direction; connected to the Huanggang Port to the north via the re-aligned San Sham Road; and linked to the future NM Highway in the southeast.



VI Urban-Rural Integration

The well-planned community facilities and open space, as well as the enhanced transport connections and infrastructure services will benefit the surrounding villages, while the cultural heritage resources of the villages will add cultural diversity to STT. To achieve harmony in design between the villages and neighbouring developments, open space or amenity areas will be suitably provided in the peripheral area of the villages. Breezeways and visual corridors will also be provided in STT to facilitate air ventilation and preserve the views between the villages and the surrounding wetland and mountains. Furthermore, design harmony between the I&T Park and the proposed SPS WCP will be assured through sensible built form, ecologically sensitive landscape treatment and preservation of birds' flight corridors.



Rendered illustration of the I&T Park and the proposed SPS WCP

Mai Po Lung Village egretty at "Open Space" with enhanced features

VII Setting an Example of Smart, Green and Resilient (SGR) Initiatives

To align with the call for green planning and developing carbon neutral community under the Hong Kong's Climate Action Plan 2050 and to address climate change, STT would adopt SGR initiatives under the following three aspects:

1

Planning and Urban Design

Includes adopting a 15-minute neighbourhood concept, creating blue-green network, aligning breezeways with prevailing wind directions, maximising greenery, etc.

2

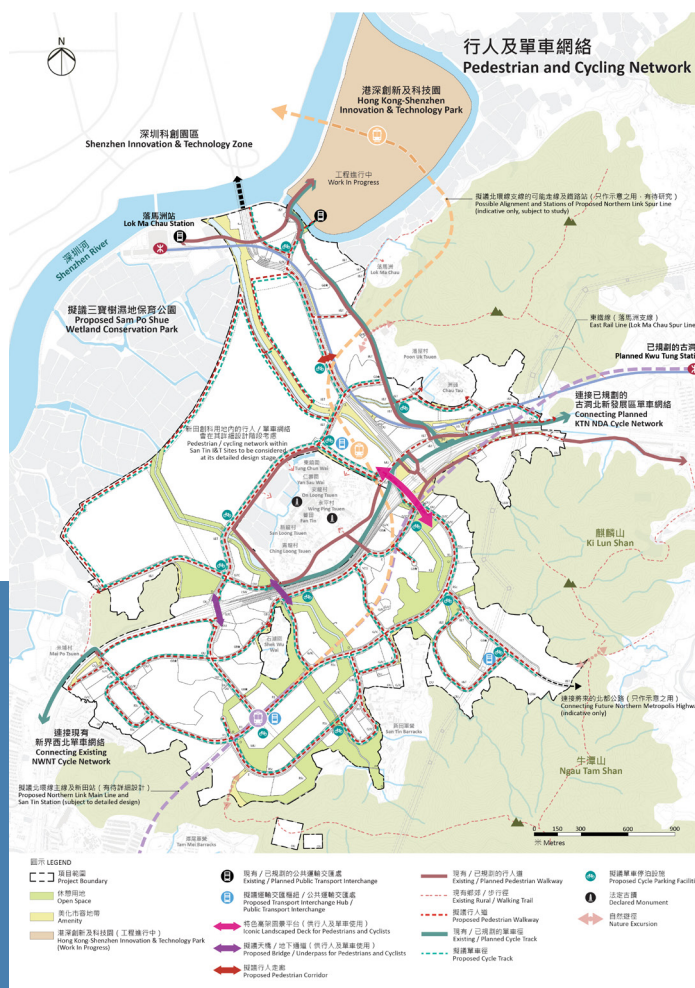
SGR Infrastructure System

Includes landscaped areas integrated with flood mitigation and water retention facilities, district cooling system, effluent polishing plant and food waste pre-treatment facilities, common utility enclosure, water reclamation facilities, etc.

3

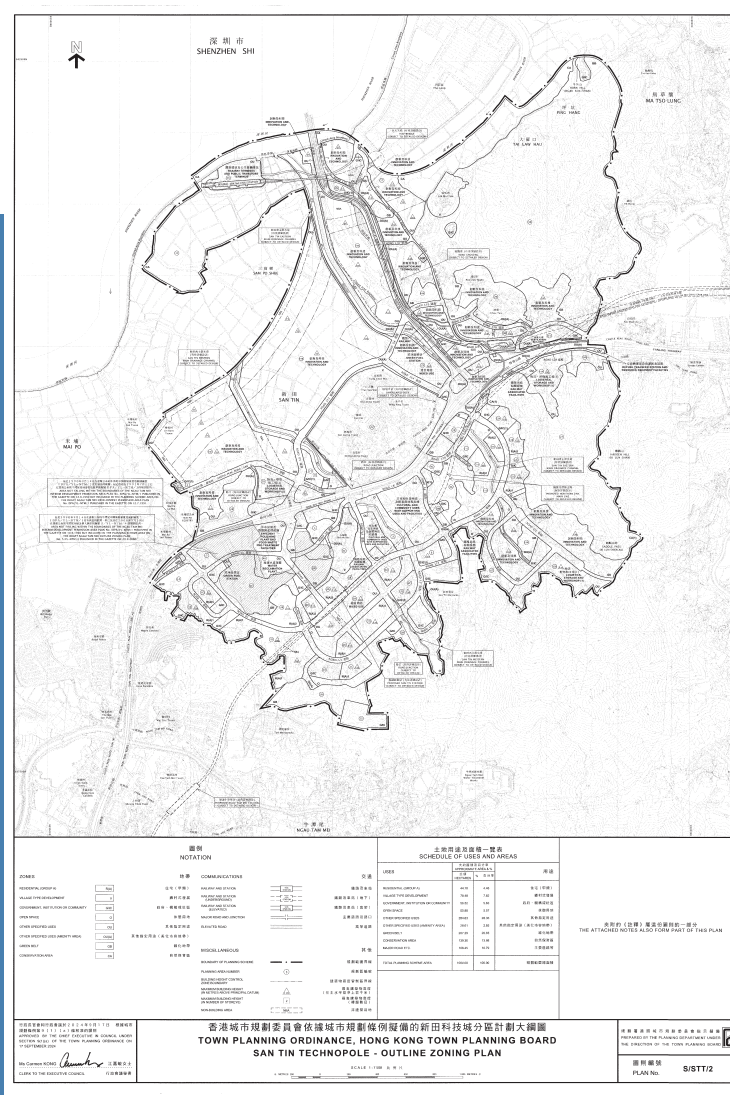
Smart and Sustainable Mobility with Green Transport Modes

Includes railway as backbone of sustainable transport, comprehensive pedestrian and cycling network, provision of transport interchange hub/public transport interchange, charging facilities for electric vehicles, green fuel stations, etc.



A two-month public engagement exercise was conducted from June to August 2023 for the land use proposal of STT. This flagship project in the NM was generally welcomed by the public. Taking into account the public comments received and the latest circumstances (including comments from relevant government departments), changes were made to the RODP. The revised RODP was published in February 2024 which served as the basis for preparation of statutory plan.

In March 2024, the draft STT OZP No. S/STT/1 was exhibited for public inspection under Section 5 of the Town Planning Ordinance (the Ordinance). After giving consideration to 1 543 valid representations, the Town Planning Board agreed to the draft STT OZP in July 2024 and agreed to submit the draft OZP to the Chief Executive in Council (CE in C) for approval. In September 2024, the CE in C approved the draft STT OZP. The approved STT OZP No. S/STT/2 was subsequently exhibited for public inspection under section 9D(2) of the Ordinance.



The Approved STT OZP No. S/STT/2

Development Schedule

Site formation and engineering infrastructure works for STT are planned to be implemented in two phases. Phase 1 mainly covers the I&T land parcels to the north of San Tin Highway/Fanling Highway, some residential land in the south and the key infrastructure areas with road connections. Phase 2 covers the remaining area. The first batch of I&T land are expected to be available in 2026/2027 at the earliest. The first population intake will start from 2031, while bulk population intake will take place around the time when the NOL Main Line commences operation (i.e. 2034).

DEVELOPMENT SCHEDULE

Works for the development area covered by the RODP are planned to be implemented in two phases.

Phase 1 Stage 1

Phase 1 Stage 2

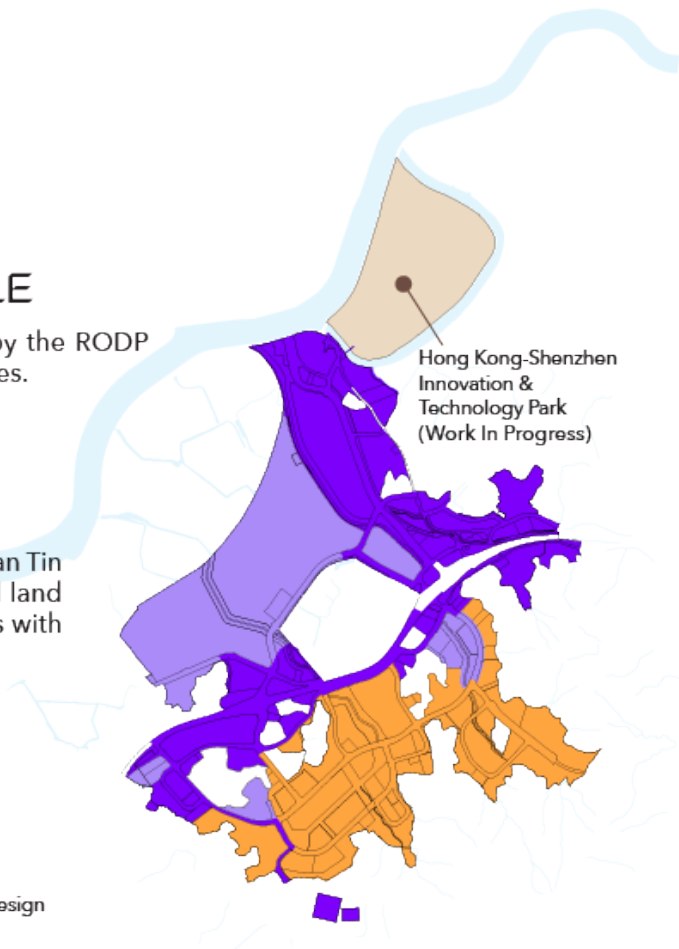
Covers the I&T land parcels to the north of San Tin Highway/Fanling Highway, some residential land in the south and the key infrastructure areas with road connections.

Phase 2

Covers the remaining area.

Notes:

Proposed scope of works to be reviewed in the detailed design
For indicative purpose only



Q4
2024

Site formation for
I&T land
will commence

2026

Formed sites coming
on stream in 2026
at the earliest

2031

The first population
intake

2034

Bulk population intake
around the time when
NOL Main Line
commences operation

02

Ngau Tam Mei New Development Area

The Department and CEDD jointly commissioned the Ngau Tam Mei Land Use Review Study (the NTM Study) in November 2021. With the announcement of the preliminary development proposals in mid November 2024, a two-month public engagement exercise was launched.

Planning Vision and Positioning

NTM is situated to the northeast of Yuen Long Town and the south of STT. Upon completion of the proposed NOL Main Line, NTM will only be one station away from STT and well connected with the rest of the NM and the urban area. Through the proposed cross-boundary NOL Spur Line and the new Huanggang Port under construction, it will be more convenient to travel from NTM to HSITP and Shenzhen in the future.

In view of this, the Action Agenda proposes that land be reserved in NTM for use of post-secondary education institutions, with a focus on scientific research, to complement the I&T development in STT, promoting “research, academic and industry” collaboration. “Research, academic and industry” collaboration refers to the close collaboration among I&T enterprises, science parks and neighbouring academic research institutions, that is, sharing of resources among private institutions and universities, nurturing talents for scientific research and facilitating commercialisation of research and development (R&D) outcomes; with a view to accelerating research and development processes through direct involvement of I&T enterprises. As announced in the 2024 Policy Address, the Government has earmarked over 80 ha of land in the NM for the development of the NM University Town, and land will also be reserved in NTM for developing an integrated medical teaching and research hospital (integrated hospital) and the third medical school.



Development Layout and Key Development Parameters

NTM NDA has a total development area of about 127 ha, and its broad land use concept plan has reflected the three development themes, including UniTown, the integrated hospital and the third medical school, and comprehensive residential neighbourhood.

Total Population



about **32 000**
to **36 000**

Housing Units



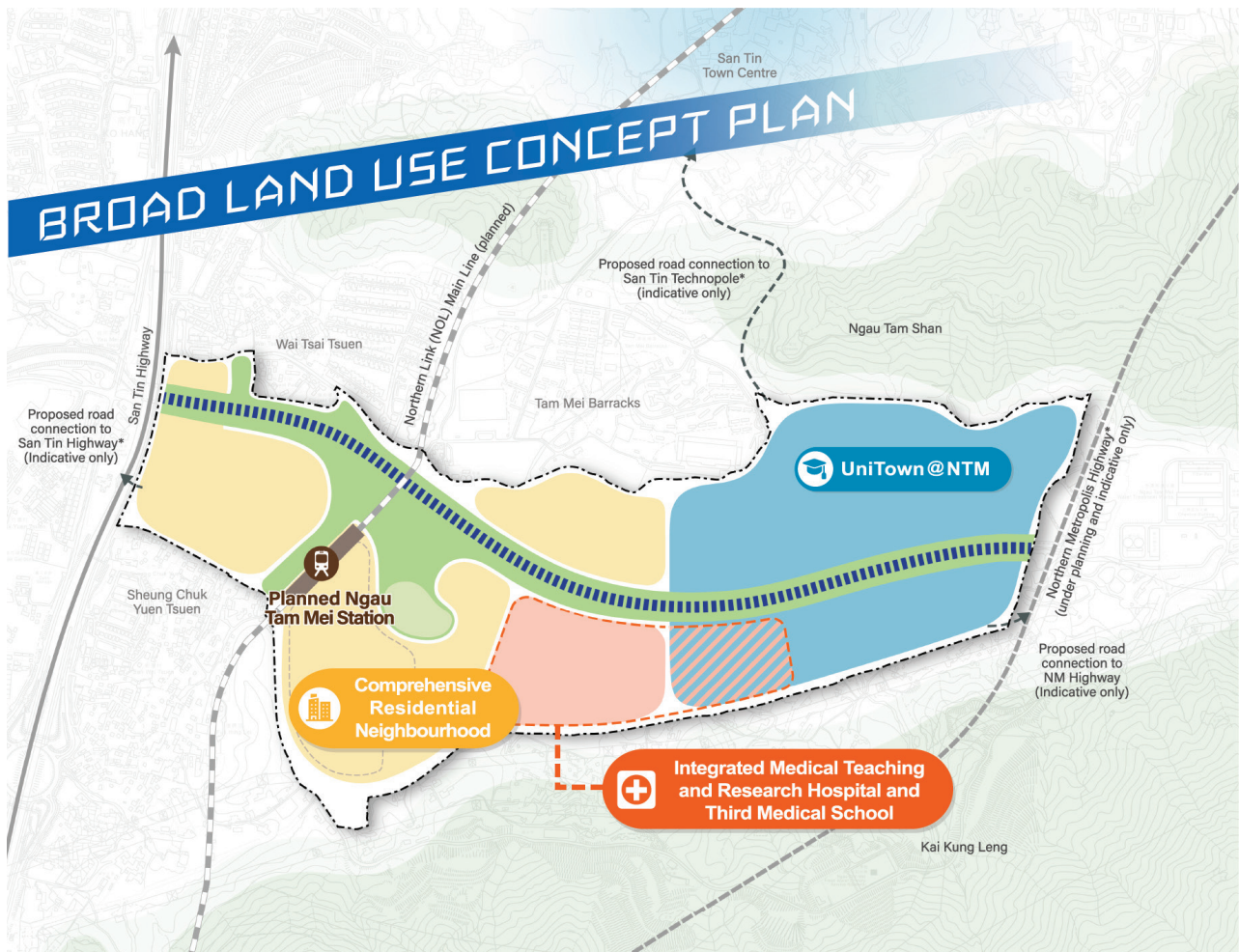
about **12 000**
to **13 000**
(mainly private housing)

Employment



about **22 000**
to **26 000** jobs

Note: The above development parameters will be subject to review in the next stage of the NTM Study.



Legend



Study Area



Blue-Green Spine integrated with Revitalised River



Northern Link Main Line (planned)



Planned Railway Depot with Topside Development



Comprehensive Residential Neighbourhood



UniTown@NTM



Integrated Medical Teaching and Research Hospital



Green Belt (with Permitted Burial Grounds)

Remarks: *Proposed alignments is for reference only.



Rendered illustration of future NTM Area

Planning Highlights

I UniTown

To realise the vision of developing the NM University Town, about 46 ha of land in NTM will be reserved for the development of the UniTown. The Government will encourage local post secondary institutions to introduce more branded programmes, research collaboration and exchange projects with renowned Mainland and overseas institutions in a flexible and innovative manner, elevating Hong Kong's academics and research to new heights in the world; nurture high-end talents to support the I&T development in surrounding areas such as STT; promote integrated development of education, technology and talents; and promote Hong Kong as an international hub for high-calibre talents.

To enhance cost-effectiveness and synergy among different institutions, the Government will further explore the provision of special facilities and other ancillary facilities for shared use by different institutions. Through the provision of ample student hostel places, sports and outdoor leisure spaces, as well as green mobility, the UniTown will become a self-sustained university neighbourhood with vibrant and diverse campus vibes, serving as a testbed for I&T and attracting talents from the Mainland and overseas. In this regard, the Education Bureau (EDB) plans to release the Northern Metropolis University Town Development Conceptual Framework in the first half of 2026.



Rendered illustration of UniTown@NTM

II Integrated Hospital and Third Medical School

About 9 ha of land in NTM has been reserved for development of a new integrated hospital providing about 3 000 beds. Apart from providing comprehensive healthcare services for the future population in the NM, this integrated hospital will be a teaching and research hospital, accommodating teaching, training and research facilities where medical and healthcare professionals will be trained and clinical trials and research will be conducted, so as to complement the development of the life and health technology industry in STT and Hong Kong at large, promoting “research, academic and industry” collaboration.

Land has been reserved within the UniTown for the development of the third medical school campus. The Government has established the Task Group on New Medical School for devising the direction and parameters for establishing the new medical school. Invitation has been extended to universities interested in establishing the new medical school for submission of proposals at the end of 2024 .



Rendered illustration of Integrated Medical Teaching and Research Hospital and Third Medical School

III Comprehensive Residential Neighbourhood

A comprehensive residential neighbourhood is planned around the proposed NTM Station on the NOL Main Line in order to capitalise on the development opportunities brought about by the new railway, and develop a “15-minute neighbourhood” with the following key planning features:

1 Self-sustained Neighbourhood

In addition to living space, it is proposed to provide of shopping, leisure and entertainment facilities, as well as GIC facilities in the neighbourhood to meet the needs of local residents and to serve the students, staff, researchers and healthcare professionals from the nearby UniTown and the integrated hospital. Considering the development positioning of NTM, the housing will predominantly be by private housing.



Rendered illustration of the comprehensive residential neighbourhood

2 Blue-green Public Space Network

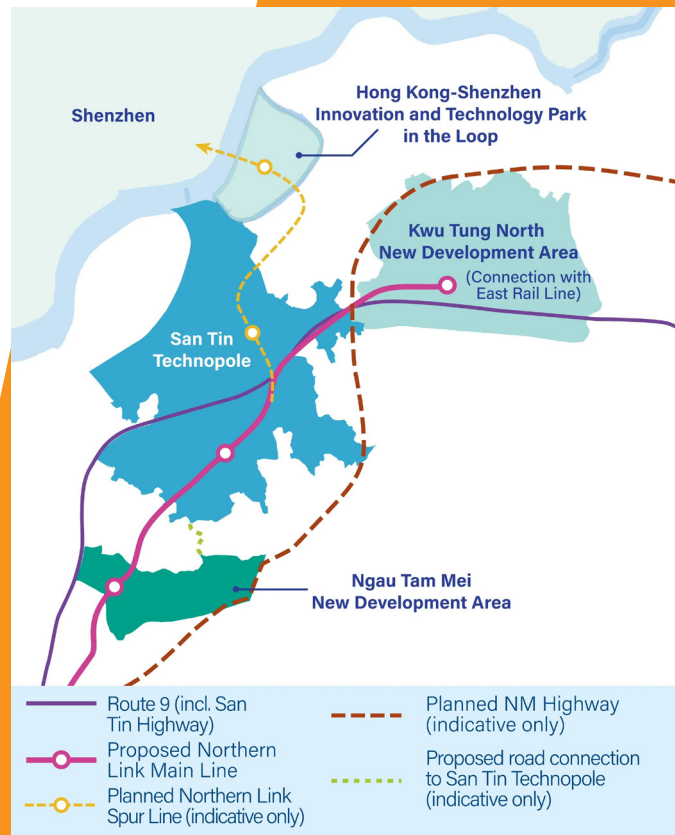
Rendered illustration of the open space network



It is proposed to develop an open space network extending from the NTM Station through the entire NTM NDA. Street-level shops and leisure facilities are proposed adjacent to the open space in the central area to enhance people interaction, meet the social needs of the youth, and create open and diversified living space. The open space network will extend east-west along the revitalised drainage channel, serving as a key east-west pedestrian and cycling corridor.

3 Transport Connections

- **Railway Transport:** Upon completion of the NOL Main Line (with NTM Station) in 2034, it will only take about 30 minutes to reach the Kowloon metro area. In addition, it will only take 15 minutes to travel from NTM to the HSITP in the Loop and Shenzhen by the proposed NOL Spur Line.
- **Road Transport:** On top of the existing San Tin Highway, the planned NM Highway will traverse the entire NM, shortening the distance between NTM and other NDAs. The proposed new road connecting STT will further enhance the internal connectivity within the I&T Zone.



Transport Connections for NTM ND

Public Engagement and Next Step

A two-month public engagement exercise commenced on 14 November 2024 to collect public views on the development proposal of NTM. Taking into account the public views received and other relevant factors, we will formulate a RODP for NTM, conduct relevant technical assessments (including environmental impact assessment (EIA) under the EIA Ordinance) and formulate the implementation programme. It is anticipated that government-led site formation and infrastructure works can commence in 2027 at the earliest, and site formation works for the first batch of residential, integrated hospital and UniTown land are expected to be completed progressively from 2029 onwards. The first population intake is expected to take place from 2034 onwards to dovetail with the commissioning for the NOL Main Line.

High-end Professional Services and Logistics Hub

03

Lau Fau Shan / Tsim Bei Tsui / Pak Nai

Planning Vision and Positioning

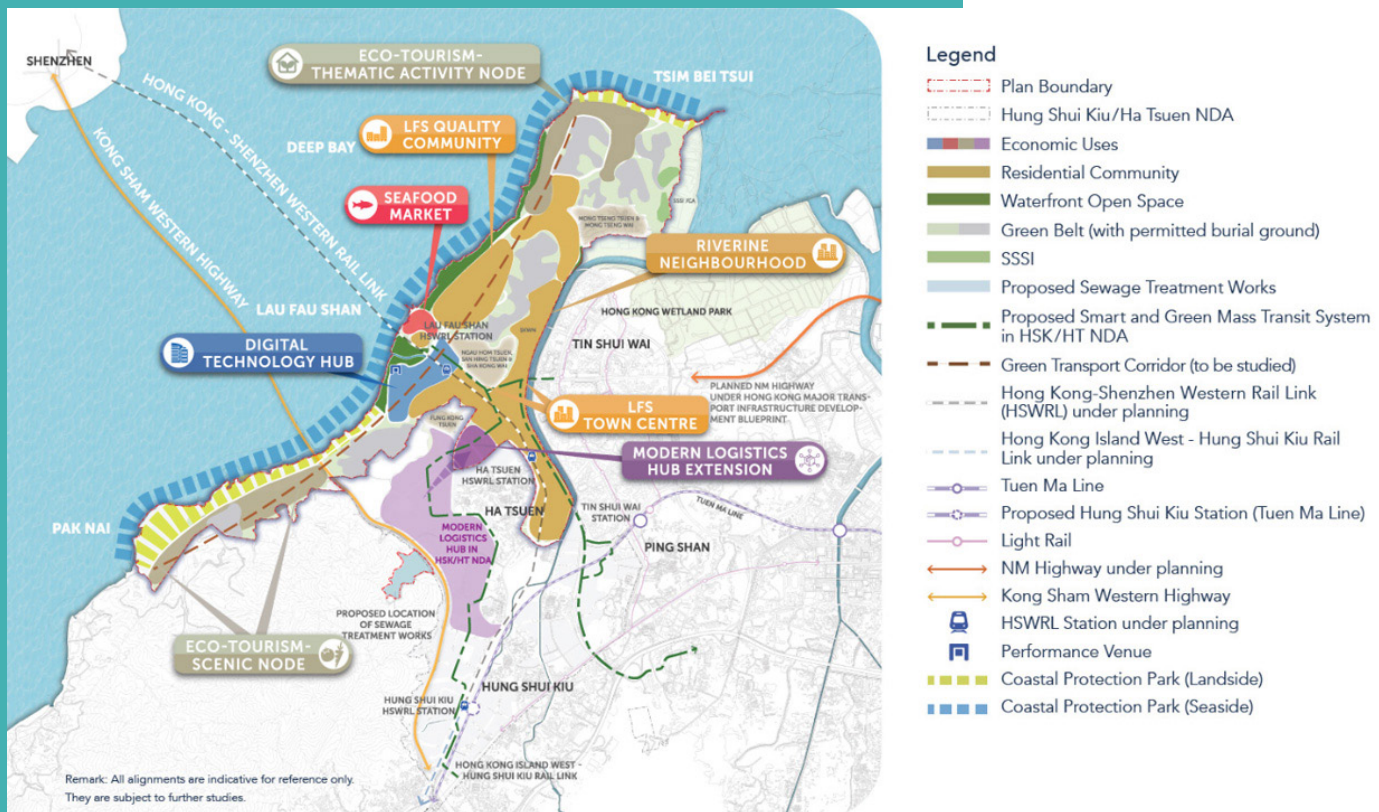
As set out in the Action Agenda, Lau Fau Shan/Tsim Bei Tsui/Pak Nai (collectively referred to as LFS) will be an extension of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA). The extended NDA will be the source of new economic and housing land in the western-most area of the NM, playing an important role in promoting the development of High-end Professional Services and Logistics Hub¹.



Located at the western-most of the NM, the NDA is well connected with the existing and planned transport infrastructure.

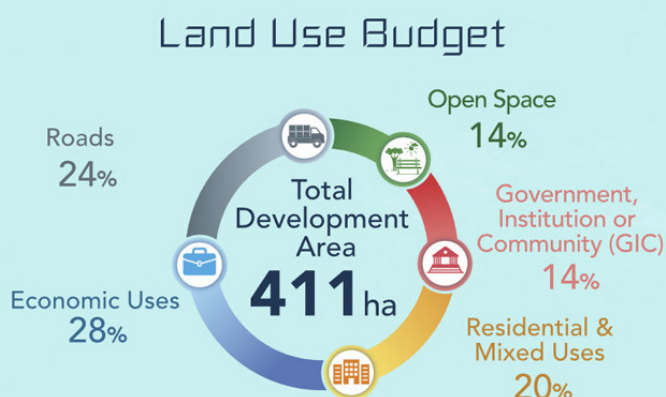
¹ Including HSK/HT NDA, Yuen Long South NDA and existing new towns of Tin Shui Wai and Yuen Long.

As part of the extended HSK/HT NDA, the area of LFS is planned with the aforementioned economic positioning for HSK/HT and the natural beauty of the LFS area in mind. With a development area of 411 ha (partly overlapping with the Remaining Phase of HSK/HT development), LFS can grow into a digital technology hub to complement the HSK/HT development, and develop into an eco-tourism destination for locals and tourists, bringing more vibrancy and development opportunities to the NDA.



Broad Land Use Concept Plan

Land Use Budget and Major Development Parameters



Lau Fau Shan

Total Population

about **141 000**
to **146 000**

Flats

about **48 000**
to **53 000**

Employment

about **50 000**

(including about 12 000 in I&T and 10 000 in tourism)

Talent Accommodation

about **1 800**

Maximum Plot Ratio

Domestic Non-Domestic

6.5 9.5

Remarks: The above parameters will be subject to the findings under the Investigation Study

Planning Focus**I Digital Technology Hub**

**Rendered illustration of the future digital technology hub
(view from northwest)**

Given its proximity to and synergy with Qianhai and its landmark position facing Qianhai just across Deep Bay, LFS will be positioned as a digital technology hub. It will capitalize on advanced technology to promote integration of new and traditional economies, in areas such as Fintech, smart living, digital entertainment. It will also serve as an incubation base for young talents and start-ups. Functionally, the digital technology hub at LFS, with focus on developing solutions based on applied technology, will form different development landscapes and jointly establish a comprehensive innovation and technology (I&T) ecosystem with the Hong Kong Science Park which mainly focuses on R&D and InnoPark which provides support to various emerging industries and innovative manufacturing.

With the support from Innovation, Technology and Industry Bureau (ITIB), the Hong Kong Cyberport Management Company Limited (Cyberport) had been invited to look into the establishment of a digital technology hub at LFS. Based on the findings of Cyberport's preliminary study, the Government has initially earmarked about 15 ha of land (which could provide a GFA of about 500,000m²) adjacent to the proposed LFS Station of the Hong Kong-Shenzhen Western Rail Link (HSWRL) for development of digital technology facilities in the form of a business and technology park. Cyberport had already commenced a further study in 2024 to identify a plan for the proposed LFS development.

II Eco-tourism

Two Eco-tourism Nodes

1

Tsim Bei Tsui (TBT) is adjacent to Deep Bay and the Ramsar wetlands which form a spectacular natural backdrop. The coastal area at TBT will be demarcated as a Coastal Protection Park (CPP). Taking into account the unique natural context and after some initial sounding out with the tourism/hotel industry, the area has the potential to be developed into a thematic activity node with seaview resort hotels and retail/dining/entertainment facilities, as well as various types of eco-tourism uses (e.g. outdoor adventure park and glamping sites). In other words, TBT can be positioned as an active Thematic Activity Node.



Sunset view at Tsim Bei Tsui



Rendered illustration of the future TBT (view from southwest)

2

The picturesque **Pak Nai (PN)** is not only famous for the magnificent sunset view, but also home to mangroves and rich marine life including horseshoe crabs as well as numerous migratory birds. The coastal area to the north of Deep Bay Road will be demarcated as a CPP. Without compromising natural conservation, hotels/resorts and eco-lodges with supporting nature-related activities are proposed in this area. PN can be positioned as a Tranquil Scenic Node as compared with TBT.



Rendered illustration of the future Pak Nai (view from East)



Mangrove Species

3

A promenade (about 4.8 km) for sightseeing, cycling and leisure walk is to be constructed along the coastal area between PN and TBT. Subject to the findings of the further feasibility study on the proposed CPP, the promenade and cycling track might be extended to the CPP in TBT and PN.

LFS Seafood Market

It is proposed to assess the tourism values of LFS Seafood Market, and one of the options is preserving the seafood market at the existing location (about 3.8 ha) while enabling in-situ improvements. The preservation and in-situ improvement of the LFS seafood market entail complex issues including land ownership/right-of-use by existing business operators, challenge of upgrading substandard public facilities in-situ, etc. A separate study will be conducted as appropriate in due course to further evaluate the tourism potential of the seafood market, taking into account the views collected during public engagement exercise, development programmes of the NDA and related infrastructures, as well as the latest tourism trends. The Tourism Commission will lead the study with the support of relevant bureaux and departments.



LFS Seafood Market

Waterfront Performance Venue

To provide more diversified experience for locals and tourists, a performance venue is proposed within the waterfront open space fronting the digital technology hub for running quality performances by local, Mainland and other talents. This, together with other attractions in LFS, including the aforementioned two eco-tourism nodes, CPP and the seafood market, can provide opportunities for enhancing the tourism appeal for visitors at international, regional and local levels. The improvement in connectivity and accessibility will also present opportunities for collaboration with other cities in the Greater Bay Area (GBA), including Shenzhen, for hosting events of various nature.



Waterfront Performance Venue

III Other Key Planning Features

The Proposed CPP

Under the Land Use Review Study and with the steer of the Environment and Ecology Bureau (EEB)/Agriculture, Fisheries and Conservation Department (AFCD), the future CPP may include the 10.7 km-long seaward area along the LFS coast, covering the inter-tidal zone with mangroves and associated habitats, subject to the findings of a further feasibility study to be commenced by AFCD in 2024. The land portion of CPP has been preliminarily demarcated, to include areas with habitats with moderate to high ecological value and the required buffer area. The proposed land portion of CPP (some 60 ha) within LFS comprises two areas, i.e. the areas from Sha Kiu Tsuen to TBT Police Post and the area around Sheung PN². The land portion of about 60 ha consists of mangroves, ponds, streams, etc. and the adjoining buffer area³. Under the study conducted by AFCD, the exact areas (both the sea and land portions) and uses of the CPP, baseline reviews, management strategy, conceptual plan and relevant technical feasibility assessments will be finalised.



Mangroves of the Deep Bay

Residential Neighbourhoods

Residential developments are primarily planned along the coast between TBT and the digital technology hub, and the western bank of the Tin Shui Wai (TSW) River. These residential communities, capable of producing 48 000 to 53 000 flats, will benefit from the excellent local and cross-boundary transport network of LFS and HSK/HT NDA in general, including the LFS and Ha Tsuen Stations of the HSWRL.

² The future CPP will also cover a portion of land within Ha Pak Nai, which is out of the LFS area.

³ The land portion along the coastline from TBT to LFS is excluded due to their relatively low ecological value.

Connecting TSW

The LFS area neighbours the TSW New Town, which currently provides limited job opportunities. The 2.7 km-long TSW River flanking LFS and TSW will be beautified/revitalised with new footbridges and upgraded cycle track extending to the north of Tin Wah Road, so as to improve the environment and enhance connectivity along the riversides, as well as to connect with the blue-and-green network in LFS. With such connections, the TSW community will have better access to job opportunities, housing choices, as well as recreational and community facilities.



A more vibrant riverside promenade is proposed in the southern section of the TSW river near the proposed HT station and its topside developments



Rendered illustration of the future TSW River (view from south)

A more passive riverside promenade is proposed in the northern section of the TSW river near the Sha Kong Wai North residential development, with a view to preserving and improving the existing natural vegetation and wetland, and enhancing biodiversity

Major Planning and Urban Design Concepts

As an extension of the HSK/HT NDA, LFS will be planned according to the following five major planning and urban design concepts, and the development of LFS will be guided into a digital technology hub and a leisure and eco-tourism destination to complement the HSK/HT development and TSW communities. This will create a pleasant environment for local residents and tourists to live, work and visit.



Latest Progress and Next Steps

We have commenced an investigation study in July 2024 to further develop the land use of individual land parcels for formulation of a RODP for LFS, which will serve as the basis for preparation of the future statutory outline zoning plan. We will also conduct an EIA under the EIA Ordinance, carry out various technical assessments and preliminary design of works and formulate the implementation programme under the investigation study. In addition, we have also invited expression of interest from the market for the proposed development of TBT and PN as eco-tourism nodes. This will enable us to incorporate market intelligence and elements with broad appeal into future statutory plans more effectively. The investigation study is expected to be completed in 2026.

On current planning, government-initiated works in LFS will commence in around 2030, taking into account the priorities accorded to earlier phases of the NDA. We are exploring opportunities for broadening private sector participation and bringing forward implementation of development proposals in selected areas, particularly those related to the digital technology hub and eco-tourism.

Conclusion

The NM, the new engine of Hong Kong's economic development, will gradually enter the maturity phase. The Government will expedite the implementation of the NM under the principle of enhancing quantity, speed, efficiency and quality. We have formulated and released the land use and development proposals for all new major development projects in the NM by 2024. Apart from the three new major development projects mentioned above, we have also announced the land use and development proposals for the New Territories North New Town and the Ma Tso Lung area and launched the public engagement exercise for the proposals.

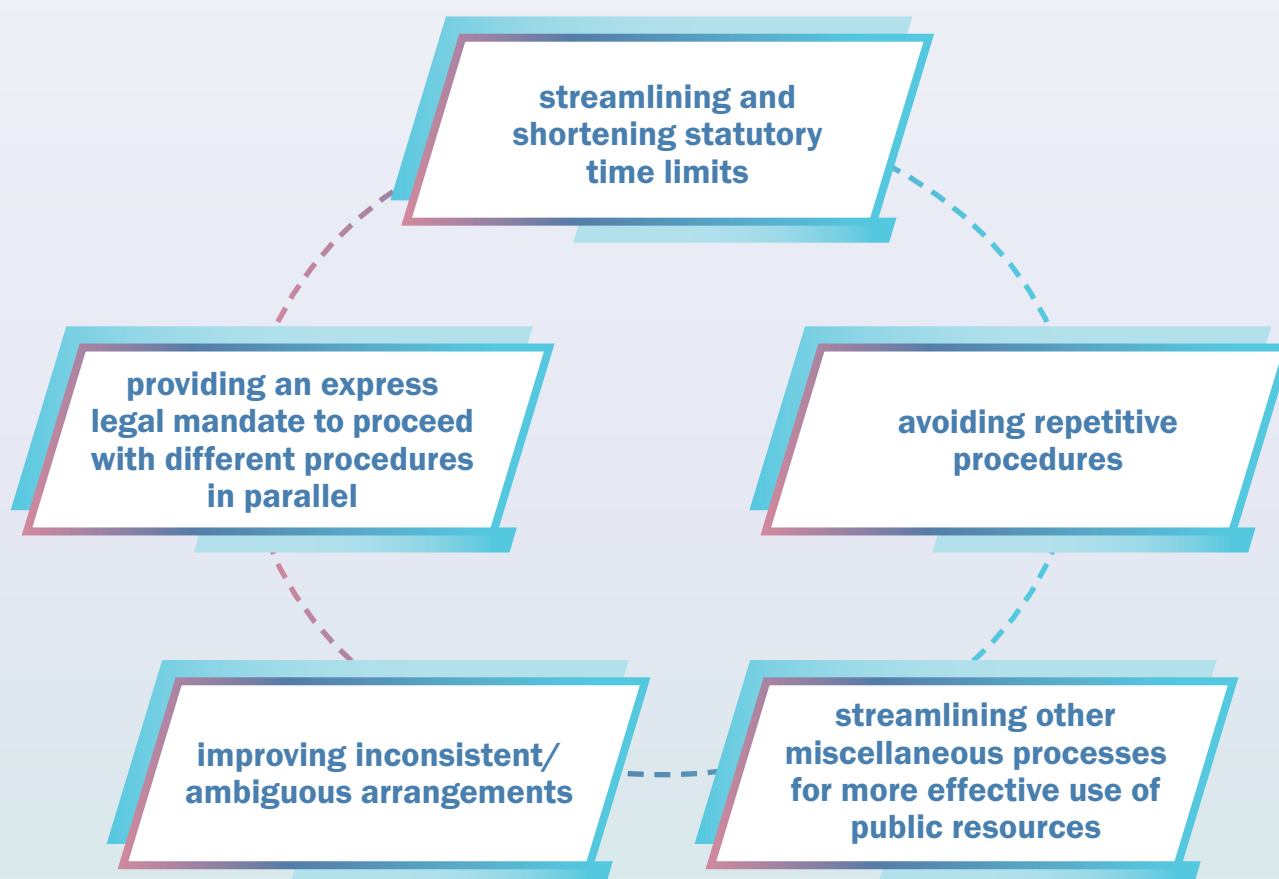


Amendment to the Town Planning Ordinance in 2023



Background

To meet Hong Kong's long-term social and economic needs and the community's aspirations for quality life, we need to identify new developable land and optimise the use of existing land to meet the demand. To accelerate land development and housing supply while ensuring the development process remains professional and involves appropriate public participation, the Government has reviewed the statutory processes of six development-related ordinances, including the Town Planning Ordinance (the Ordinance), and put forward the proposed amendments to the Development (Town Planning, Lands and Works) (Miscellaneous Amendments) Bill 2022 (the Bill) in accordance with the five directions as follows:



⁴ The six ordinances include the Town Planning Ordinance, the Lands Resumption Ordinance, the Foreshore and Sea-bed (Reclamations) Ordinance, the Land Acquisition (Possessory Title) Ordinance, the Roads (Works, Use and Compensation) Ordinance and the Railways Ordinance.

The Development Bureau briefed the Legislative Council (LegCo) Panel on Development on the initial legislative amendment proposals in March 2022, and consulted relevant stakeholders, including the Town Planning Board (TPB).



Government officials at LegCo Bills Committee

The Bill was published in the Gazette and introduced to the LegCo in December 2022, and passed by the LegCo in July 2023. The amended Ordinance came into operation on 1 September 2023. The amendments concerned are part of the Government's wider attempt to shorten development time and speed up land production with a view to meeting the public's keen demand for land and housing.

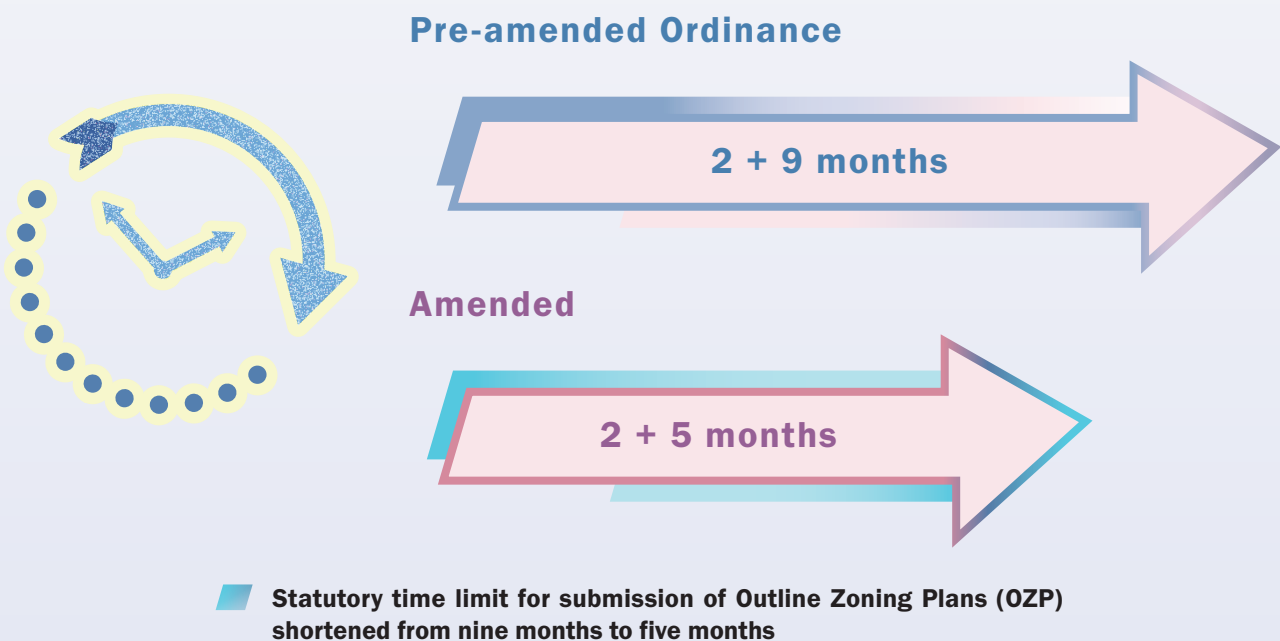
The amended Ordinance also stepped up the enforcement power against unauthorised developments in the rural areas in the New Territories, so as to better protect rural areas with ecological value but subject to development pressure and environmental degradation.

Major Amendments to the Town Planning Ordinance

Plan-making Process

Shortened Statutory Time Limit for Submission of Plan for Approval

To expedite the plan-making process, the amended Ordinance has reduced procedural duplication, i.e. the requirement to invite public comments on representations has been dispensed with, and the statutory time limit for submitting plans to the Chief Executive in Council (CE in C) for approval has been shortened from nine months to five months after the expiry of the two-month period for receiving representations.



Representation Hearing

Representers are encouraged to attend the representation hearing in person, and authorised representatives (ARs) may attend on their behalf only under exceptional circumstances. A 10-minute presentation time would be allocated to each representer or AR on a non-accumulative basis. Moreover, should the Board decide to propose amendments to the plan to meet the representation(s), further representations from any person would be allowed and, where appropriate, comments on the further representations from government departments concerned and written responses from the further representers on the comments received from relevant government departments will be sought and processed without holding a hearing.

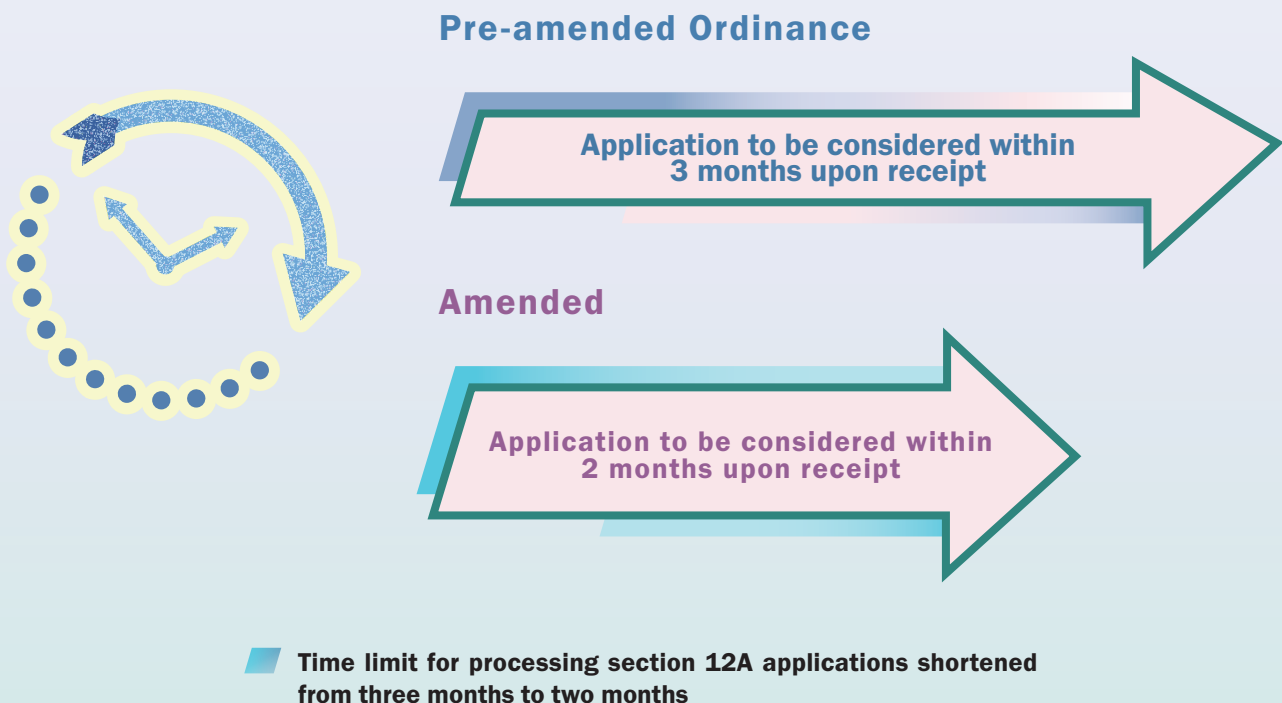
Approval of Plan by CE in C and Shifting of Power for Procedural Matters

The CE in C is empowered to approve plans in whole or in part. Under the new provision, the latter is to facilitate completion of the rezoning of development sites which are not subject to judicial proceedings.

To streamline the process, the powers to refer approved plans to the TPB for amendment and to grant extensions of the time limit for submitting draft plans to the CE in C have been shifted from the CE in C and the Chief Executive respectively to the Secretary for Development (SDEV).

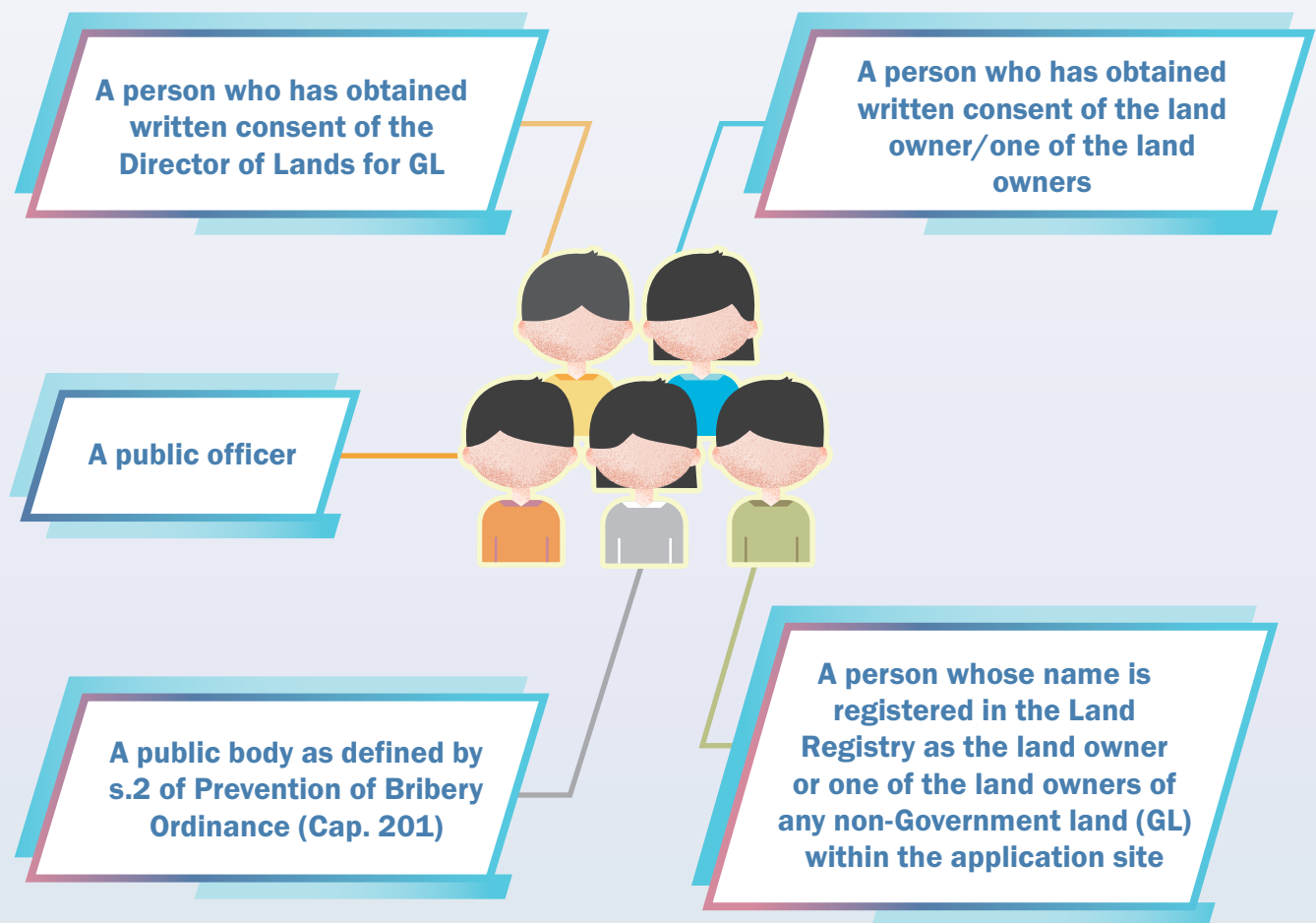
Planning Applications

With a view to avoiding duplication of representation procedures in the plan-making process, the amended Ordinance has dispensed with the procedure of inviting public views on section 12A applications for amendment of plans. Moreover, the statutory time limit for processing section 12A applications has also been shortened from three months to two months.



⁵ The time limit of five months may be extended, if appropriate, for a period of two months and, in exceptional circumstances, further two more periods of two months.

Under the amended Ordinance, the TPB has specified the eligibility of applicants for Section 12A Applications so as to focus its time and resources on processing those with realistic prospect of implementation. Moreover, to avoid undue delay in the consideration of Section 12A Applications/ Section 16 Applications for planning permission/ Section 17 Applications for review of the TPB's decisions on Section 16 Applications (Section 17 Review), TPB has also specified the period for the submission of further information in the Gazette. For Section 17 Review applications, applicants are now required to set out grounds for the reviews.

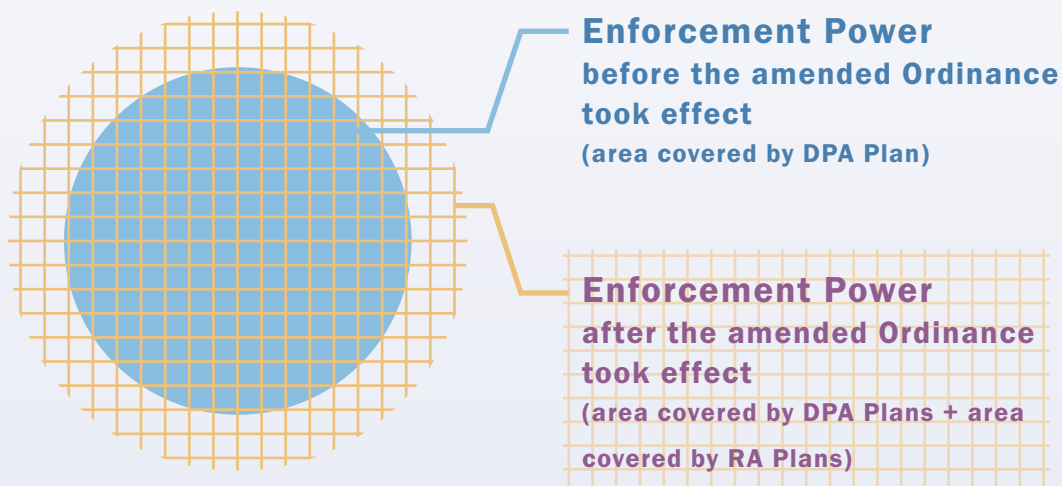


Eligible persons for section 12A applications

TPB also requires all applications submitted on or after 1 September 2023 to provide soft copies of supplementary information for displaying on TPB's website so that all information submitted by the applicants will be available for public inspection online, thereby enhancing the transparency of the statutory planning system.

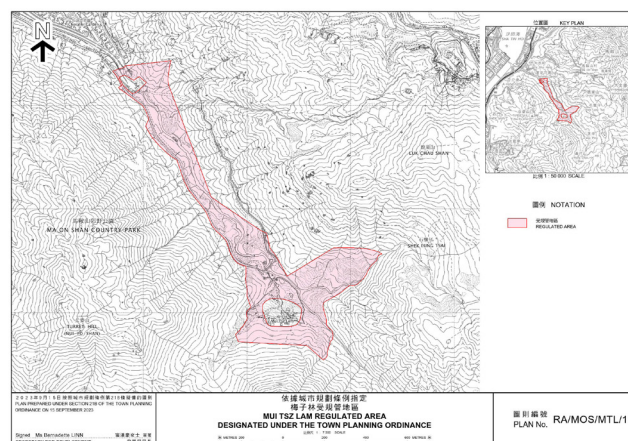
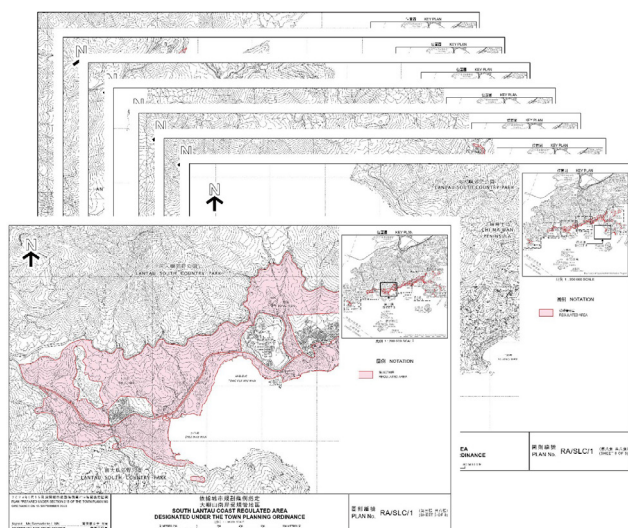
New Enforcement and Prosecution Power

SDEV is empowered to designate areas in the New Territories covered by OZPs but not previously covered by any Development Permission Area (DPA) plans as “Regulated Areas” (RAs) for the purposes of nature conservation and/or protecting the area concerned from environmental degradation. This enables the Planning Authority (i.e. the Director of Planning) to take enforcement and prosecution actions against unauthorised developments within RAs under the amended Ordinance.



Enforcement Power

South Lantau Coast



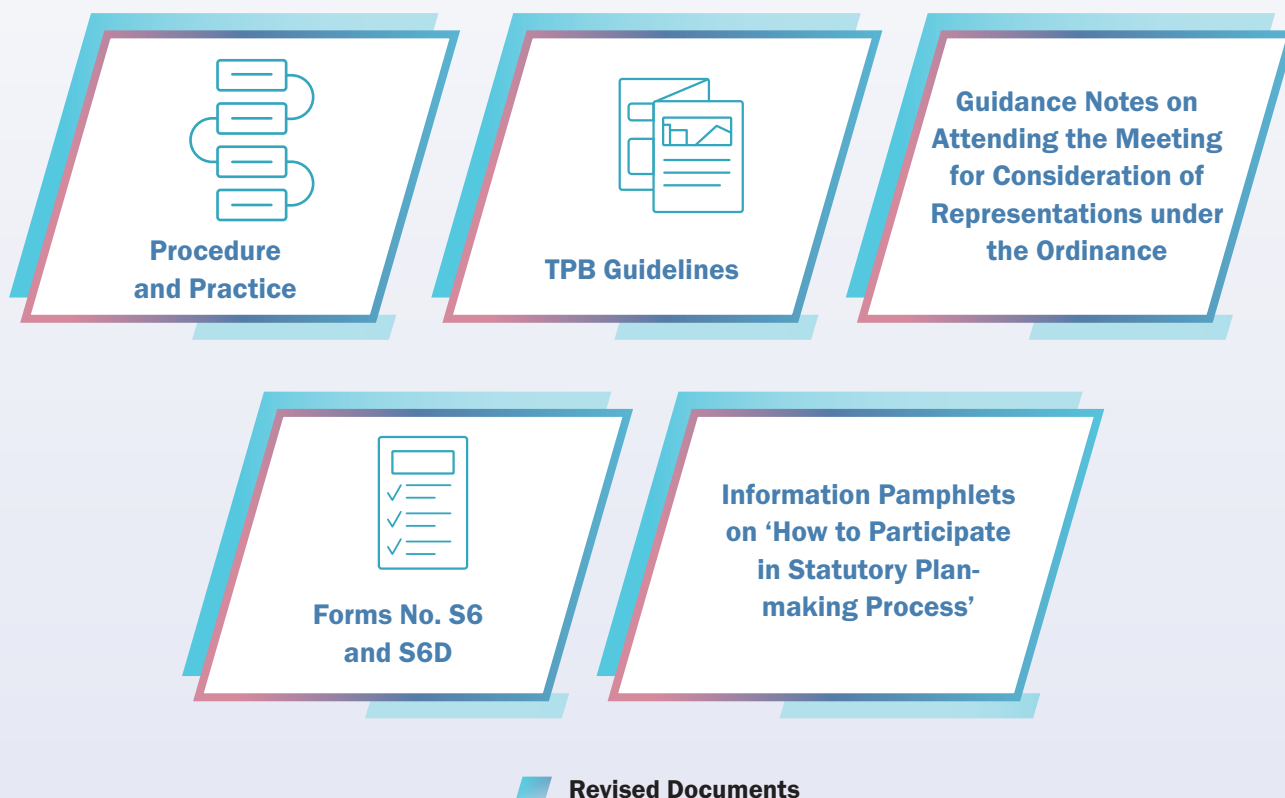
Mui Tsz Lam

REGULATED AREAS DESIGNATED UNDER THE TOWN PLANNING ORDINANCE

Examples of Regulated Area Plans

Revisions to Relevant TPB Documents for Amended Ordinance

To tie in with the implementation of the amended Ordinance, TPB has updated its procedures and practices, relevant TPB Guidelines, related notes on procedures, forms and information pamphlets in respect of plans exhibited and planning applications received on or after 1 September 2023. For details, please visit TPB's website: www.tpb.gov.hk.



Conclusion

The Government has amended the Ordinance and made amendments to other development-related laws in the hope of streamlining and improving the development process, so as to help the Government expedite the land supply to meet the community's ongoing demand for developable land for housing and other uses conducive to community development. With the commencement of the amended Ordinance on 1 September 2023, the Department will continue its statutory planning work and fulfill its mission to make Hong Kong a liveable, competitive and sustainable city.

⁶ Including TPB PG-No. 24C, 29B, 30B, 31A, 32A and 33A