



Northern Metropolis Development Strategy

Report

6 October 2021



Content /

Foreword	01	Chapter 4 Key Action Directions and Items	30
Chapter 1 Planning Background	02	Constructing the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and Expanding the Hung Shui Kiu/ Ha Tsuen New Development Area	
Trend of Integration: The Guangdong-Hong Kong-Macao Greater Bay Area		Making of Hong Kong's Silicon Valley - San Tin Technopole	
Trend of Integration: The Twin Cities Story of Hong Kong and Shenzhen		Exploring Northern Link Eastward Extension and Expanding the Kwu Tung North New Development Area	
Challenges and Opportunities		Developing the Lo Wu/Man Kam To Comprehensive Development Node	
The Making of the Northern Metropolis		Implementing a Proactive Conservation Policy to Create Environmental Capacity	
Chapter 2 General Principles and Objectives	13	Creating Outdoor Eco-recreation/tourism Space with High Landscape Value	
Four Attributes of Innovation		Taking Proactive Steps to Redress Home-Job Imbalance	
Strategic Significance		Making of Sustainable Community Suitable for Living in and Working	
Strategic Directions		Re-engineering the Administrative Mechanism and Operation Process	
Strategic Objectives		Strengthening the Radiation of Hong Kong with Comprehensive Footholds in the Greater Bay Area	
Planning Principles		Chapter 5 Concluding Remarks	75
Chapter 3 Hong Kong-Shenzhen Cross-boundary Strategic Spatial Framework	23	Annex List of Action Items	77
From "Two Bays, One River" to "Twin Cities, Three Circles"			
Shenzhen Bay Quality Development Circle			
Hong Kong-Shenzhen Close Interaction Circle			
Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle			

Foreword /

For the past half-century or so, the Government, in order to cater for the growth of local population and meet the need of economic development, has been putting enormous efforts in town planning, including developing new towns in Tsuen Wan, Sha Tin, Tai Po and Tuen Mun in the early years, as well as New Development Areas (NDAs) in Kwu Tung North, Fanling North and Hung Shui Kiu in recent years. Though such planning developments have delivered significant achievements, there are also inadequacies in attaining home-job balance and self-sufficiency for instance. Under the excessive politicisation in councils together with opposition and resistance deliberately orchestrated by anti-government radicals in recent years, our town planning work has been obstructed. This seriously impeded our social and economic development and caused acute problems in our people's livelihood. With the implementation of the Hong Kong National Security Law and improvement to our electoral system, chaos have ended and social order restored. Hong Kong is back on the right track of the "One Country, Two Systems" principle. We can focus on economic development and improvements to our people's livelihood. This is time for planning Hong Kong's future in a proactive manner.

The Northern Metropolis Development Strategy (the Development Strategy) is formulated on the basis of the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (the Hong Kong 2030+) and reference has been made to our country's policy support for Hong Kong as underlined in the National 14th Five-Year Plan and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area. The Development Strategy proposes to expand the Northern Economic Belt under the Hong Kong 2030+ to cover new towns in Yuen Long, Tin Shui Wai and Fanling/Sheung Shui, various NDAs and development nodes in different planning and construction stages as well as their neighboring rural areas, and to consolidate the above into a holistic metropolis with a total area of 30 000 hectares. We will develop the Northern Metropolis into a metropolitan area good for people to live in, work and travel. With innovation and technology (I&T) industry as the economic engine, the development of the Northern Metropolis will enhance the co-operation between Hong Kong and Shenzhen and facilitate our integration into the overall development of our country.

The topography of Hong Kong-Shenzhen boundary area is characterised with the landscape of "Two Bays, One River" (i.e. Shenzhen Bay, Mirs Bay and Shenzhen River). Together with a high degree of close socio-economic interactions with Shenzhen, the advantages of land and ecological resources in the Hong Kong

boundary area, the basis built upon the existing and planned strategic development projects in both Hong Kong and Shenzhen, as well as the strong intention to strengthen Hong Kong-Shenzhen cross-boundary transport connections, a spatial structure of "Twin Cities, Three Circles" (i.e. the Shenzhen Bay Quality Development Circle, the Hong Kong-Shenzhen Close Interaction Circle and the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle) is proposed under the Development Strategy. It covers from the west to the east the economic belt around boundary control points and extends into the hinterlands. It will proactively promote complementarity between the respective strength of Hong Kong and Shenzhen, and facilitate development integration between the two cities, with a view to pursuing jointly the creation of a liveable metropolis where industrial and ecological spaces would be interlinked.

To meet the medium to long term land requirements and to cater for sustainable development, the Development Strategy advocates the expansion of development and environment capacity and recommends ten key action directions with 45 action items, including, among others, increasing housing supply and land for I&T use, improving cross-boundary transport infrastructure, promoting proactive ecological conservation, enhancing industrial structure, creating employment opportunities, introducing government-led community-making approach and formulating innovative land grant policies. This report gives a detailed account of the planning background, general principles, objectives and action agenda of the Development Strategy. Discussions and views from members of the public are welcome.

I look forward to the concerted efforts of the community of Hong Kong and the HKSAR Government to basically complete the making of the Northern Metropolis in the coming two decades. It will be an International I&T Hub, with unique metropolitan landscape marked with "Urban-Rural Integration and Co-existence of Development and Conservation". This Metropolis will be comparable to our Harbour Metropolis signifying its position as an International Financial Centre. With the two metropolises located in the north and south of Hong Kong spearheading respective economic engines and complementing each other, the Pearl of the Orient of our country will continue to gleam and glitter!

Carrie Lam

Chief Executive, Hong Kong Special Administrative Region

A stylized illustration of a cityscape with various buildings of different heights and colors (white, light blue, and dark blue) against a solid blue background. The buildings are rendered with simple lines and flat colors, creating a modern, architectural feel.

Chapter 1

Planning Background

Trend of Integration: The Guangdong-Hong Kong-Macao Greater Bay Area /

1. The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (Outline Development Plan) promulgated by the State Council in February 2019 clearly states the need to develop the Greater Bay Area (GBA) and a world-class city cluster, and foster closer co-operation between the Mainland, Hong Kong and Macao, thereby creating more opportunities for the socio-economic development of Hong Kong and Macao, and for Hong Kong and Macao compatriots wishing to develop careers in the Mainland, as well as maintaining the long-term prosperity and stability of Hong Kong and Macao. The Outline of the 14th Five-Year Plan for National Economic and Social Development of the People's Republic of China and the Long-Range Objectives Through the Year 2035 (the National 14th Five-Year Plan) promulgated by the State Council in March 2021 also expressly supports Hong Kong and Macao to enhance their competitive advantages and better integrate into the overall development of the country, and further requires to improve mechanisms for integrating Hong Kong and Macao into the overall development of the country and co-ordinating the development of Hong Kong and Macao with the Mainland based on their complementary advantages.
2. China is the second largest economy in the world and has a huge market with a population of over 1.4 billion, which is bigger than the markets in Europe, the United States of America, Japan and Australia as a whole. The Guangdong-Hong Kong-Macao GBA is a world-class city cluster with a population of over 86 million, exceeding the size of any world-class bay area (Tokyo Bay Area, New York Bay Area and San Francisco Bay Area). While Hong Kong is an externally-oriented economy of a comparatively small scale, there are unlimited opportunities in the Mainland and the GBA. It is an ideal place for us to unleash our talents and develop our business, and an open platform for us to contribute to our country.

Overall Greater Bay Area

Area	❖ 56 097 km ²
Population	❖ 86.17 million
GDP	❖ \$1,668.8 billion (United States Dollars)

Remark: The above figures were provided by relevant provincial and city departments in Guangdong, Hong Kong SAR Government and Macau SAR Government.

Greater Bay Area 2020 Key Population and Economic Figures

Zhaoqing
Area ❖ 14 891 km²
Population ❖ 4 113 600
GDP ❖ \$231.2 billion
(Renminbi - RMB)
GDP per capita ❖ \$56,000 (RMB)

Guangzhou
Area ❖ 7 434 km²
Population ❖ 18 676 600
GDP ❖ \$2,501.9 billion (RMB)
GDP per capita ❖ \$134,000 (RMB)

Huizhou
Area ❖ 11 347 km²
Population ❖ 6 042 900
GDP ❖ \$422.2 billion (RMB)
GDP per capita ❖ \$70,000 (RMB)

Foshan
Area ❖ 3 798 km²
Population ❖ 9 498 900
GDP ❖ \$1,081.6 billion (RMB)
GDP per capita ❖ \$114,000 (RMB)

Dongguan
Area ❖ 2 460 km²
Population ❖ 10 466 600
GDP ❖ \$965 billion (RMB)
GDP per capita ❖ \$92,000 (RMB)

Zhongshan
Area ❖ 1 784 km²
Population ❖ 4 418 100
GDP ❖ \$315.2 billion (RMB)
GDP per capita ❖ \$71,000 (RMB)

Shenzhen
Area ❖ 1 997 km²
Population ❖ 17 560 100
GDP ❖ \$2,767 billion (RMB)
GDP per capita ❖ \$158,000 (RMB)

Jiangmen
Area ❖ 9 507 km²
Population ❖ 4 798 100
GDP ❖ \$320.1 billion (RMB)
GDP per capita ❖ \$67,000 (RMB)

Zhuhai
Area ❖ 1 736 km²
Population ❖ 2 439 600
GDP ❖ \$348.2 billion (RMB)
GDP per capita ❖ \$143,000 (RMB)

Macao
Area ❖ 33 km²
Population ❖ 683 100
GDP ❖ \$194.4 billion
(Macanese Pataca - MOP)
GDP per capita ❖ \$285,000 (MOP)

Hong Kong
Area ❖ 1 110 km²
Population ❖ 7 474 200
GDP ❖ \$2,688.5 billion
(Hong Kong Dollars - HKD)
GDP per capita ❖ \$359,000 (HKD)

Trend of Integration: The Twin Cities Story of Hong Kong and Shenzhen /

3. Following the implementation of economic reform and opening-up policy of the Mainland in 1978, and the subsequent establishment of the Shenzhen Special Economic Zone and the Pearl River Delta (PRD) Open Economic Zone, Hong Kong has forged very close economic ties with the Mainland, particularly with the PRD region. The “front shop, back plant” economic development model has spurred urban development and economic growth of the cities in the PRD region. At the same time, Hong Kong’s economic structure has also undergone transformation from light industries to financial and service industries as the basis. Leveraging the national policies, Hong Kong has become a springboard for international capital and enterprises to enter the Mainland, and for the Mainland enterprises to raise capital and gain access to international markets. Hong Kong has developed into an International Financial Centre performing such a unique function.
4. In the past 40 years or so, a world-class wide-spread agglomeration of cities has emerged along the east and west banks of the Pearl River. Hong Kong has continuously intensified interaction with PRD cities, Shenzhen in particular. For Hong Kong, Shenzhen is the gateway to the hinterland of the GBA by land transport. The number of Hong Kong and Shenzhen residents commuting between the two cities every day for leisure, visiting relatives, business, work and school has ever been increasing. An integrated development pattern characterised by the close intertwining of Hong Kong and Shenzhen has been formed.

Right: Along the Banks of Shenzhen River, Hong Kong and Shenzhen



Challenges and Opportunities /

5. Effectively using our limited land resources, Hong Kong is built as a world-class metropolis by adopting a high density compact city development model driven by public transport and railway network. Accumulating our success in urban development over the years, Hong Kong has made remarkable economic achievements and laid a solid development foundation, and risen up to challenges brought about by waves of international crisis. Although Hong Kong's global ranking changes at times in a number of assessment indicators, on the whole we remain on the list of class of advanced cities in the world, maintaining our unique advantages and competitiveness.
6. Hong Kong is confronted with development conflicts and challenges on various fronts, among which the shortage of land for development and insufficient supply of housing units have been heavily criticised by different sectors of the community. To resolve the shortage of housing land, the Government has been racing against time to enhance development capacity and create more land by adopting a multi-pronged approach, in the hope of meeting the needs for development and improving living environment amidst the on-going controversies over conservation and development.
7. Drawing on past experience, the current-term Government states that it will develop land resources in a resolute and persistent manner. To prevent the acute problem of land shortage from emerging again, the Government's determination to identify and produce land and build a land reserve will never waver in face of short-term changes in economic environment or fluctuations in property prices.
8. On economic development, Hong Kong has four pillar industries (financial services, trading and logistics, professional services and tourism), with the industry structure inclining towards the services sector. Facing the new global economic landscape and the new trends that global and national development are shifting towards a diversified and innovative economy, Hong Kong's traditional strengths have relatively been weakened. While new areas for economic growth have yet to be developed, the employment prospects and healthy development of Hong Kong young people are hindered.



Qianhai Shenzhen-Hong Kong Youth Innovation and Entrepreneur Hub

9. Hong Kong is striving to expand the industries where the city enjoys clear advantages, strengthen the development of the innovation and technology (I&T) industry, promote re-industrialisation and develop a complete ecosystem embracing the I&T industry with supporting investment and financing services (I&T industry ecosystem). Our universities have strong capabilities and solid foundation in basic research and development (R&D). Through the process of knowledge transfer and application, continuous impetus will be brought to re-industrialisation of Hong Kong. In the newly published QS World University Rankings 2022, five universities in Hong Kong have attained rankings as the top 100 universities in the world. We should take pride in such remarkable and encouraging performance, given Hong Kong's strengths as one single city. However, land shortage still remains a major constraint on the development of tertiary education, R&D and I&T industries.
10. The Harbour Metropolis, with Central as its core, has always been the economic gravity of Hong Kong and provided most of the employment opportunities. Past experience gained in New Town Development demonstrated that even though the actual residential population in the New Territories is on a rising trend close to the estimation, the provision of employment opportunities in the region is far from satisfactory. A home-job imbalance is resulted, meaning that many residents in the

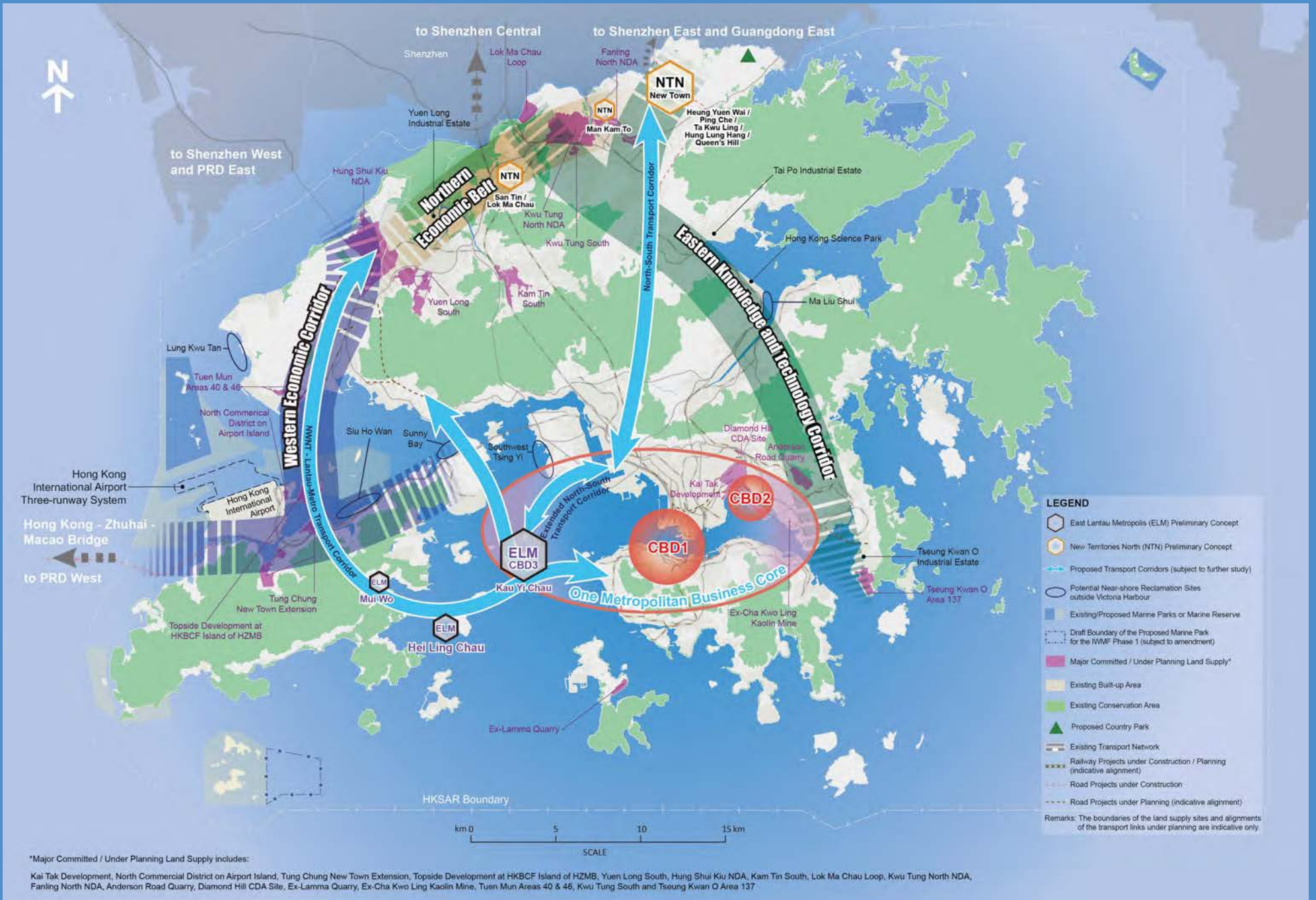
New Territories commute to the Harbour Metropolis for work every day. This affects people's quality of life as the community as a whole has spent a great deal of time and resources on commuting trips, putting tremendous pressure on the southbound and northbound traffic of the transportation system. This also indirectly restrains the development potential of the New Territories.

11. The neighbouring GBA cities, Shenzhen in particular, have no longer carried on with the previous model of "front shop, back plant" focusing on the production modes of processing and original equipment manufacturing. Instead, under the national policies, Shenzhen has become the forefront of Mainland's reform and opening-up, possessing high capability in self-reliant innovation. Looking ahead, Hong Kong should explore possible development directions and space with innovative thinking and mindset in the context of the overall development of our country and the GBA by capitalising fully on the advantages and opportunities in the neighbouring GBA cities. This will inject new driving forces for our growth and lead us out of the current impasse of development.

The Making of the Northern Metropolis /

12. The National 14th Five-Year Plan and the Outline Development Plan are two important national policies which are crucial to the long-term prosperity and stability of Hong Kong. Apart from expressly supporting Hong Kong in enhancing our status as an international financial, shipping and trade centre as well as an international aviation hub, the National 14th Five-Year Plan also supports the positioning of Hong Kong's development, inter alia, into an international centre for I&T and states that Hong Kong should develop towards high-end and high value-added service industries. The Outline Development Plan clearly indicates its support to the development of the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) in the Lok Ma Chau Loop (the Loop) and the adjacent Shenzhen Innovation and Technology Zone (Shenzhen I&T Zone), as well as the enhancement of the functions of the Shenzhen-Hong Kong Modern Service Industry Co-operation Zone in Qianhai of Shenzhen (Qianhai Co-operation Zone).
13. Shenzhen has been working proactively to formulate the development plan and industrial policy measures for the Shenzhen I&T Zone, and strengthen transport infrastructure links with Hong Kong. They also proposed planning for the development of the Shenzhen-Hong Kong Boundary Control Points (BCPs) Economic Belt, promoting Luohu as a pilot area in the Belt, and making breakthroughs in the establishment of the Sha Tau Kok Shenzhen-Hong Kong International Tourism and Consumption Co-operation Zone. In September 2021, the State Council unveiled the Plan for Comprehensive Deepening Reform and Opening Up of the Qianhai Shenzhen-Hong Kong Modern Service Industry Co-operation Zone. The Plan expands the coverage of the Qianhai Co-operation Zone from Qianhai area southwards to include the Shekou Precinct of the China (Guangdong) Pilot Free Trade Zone, and extends northwards to include the major development areas in Bao'an District, such as the Shenzhen Airport and Convention and Exhibition New Town. The Plan also has a series of deepening reform policies which are conducive to the entry and development of Hong Kong professional service industries in the Qianhai Co-operation Zone.

Right: Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 Public Engagement Booklet (2016) – Conceptual Spatial Framework



LEGEND

- East Lantau Metropolis (ELM) Preliminary Concept
- New Territories North (NTN) Preliminary Concept
- Proposed Transport Corridors (subject to further study)
- Potential Near-shore Reclamation Sites outside Victoria Harbour
- Existing/Proposed Marine Parks or Marine Reserve
- Draft Boundary of the Proposed Marine Park for the IWMF Phase 1 (subject to amendment)
- Major Committed / Under Planning Land Supply*
- Existing Built-up Area
- Existing Conservation Area
- Proposed Country Park
- Existing Transport Network
- Railway Projects under Construction / Planning (indicative alignment)
- Road Projects under Construction
- Road Projects under Planning (indicative alignment)

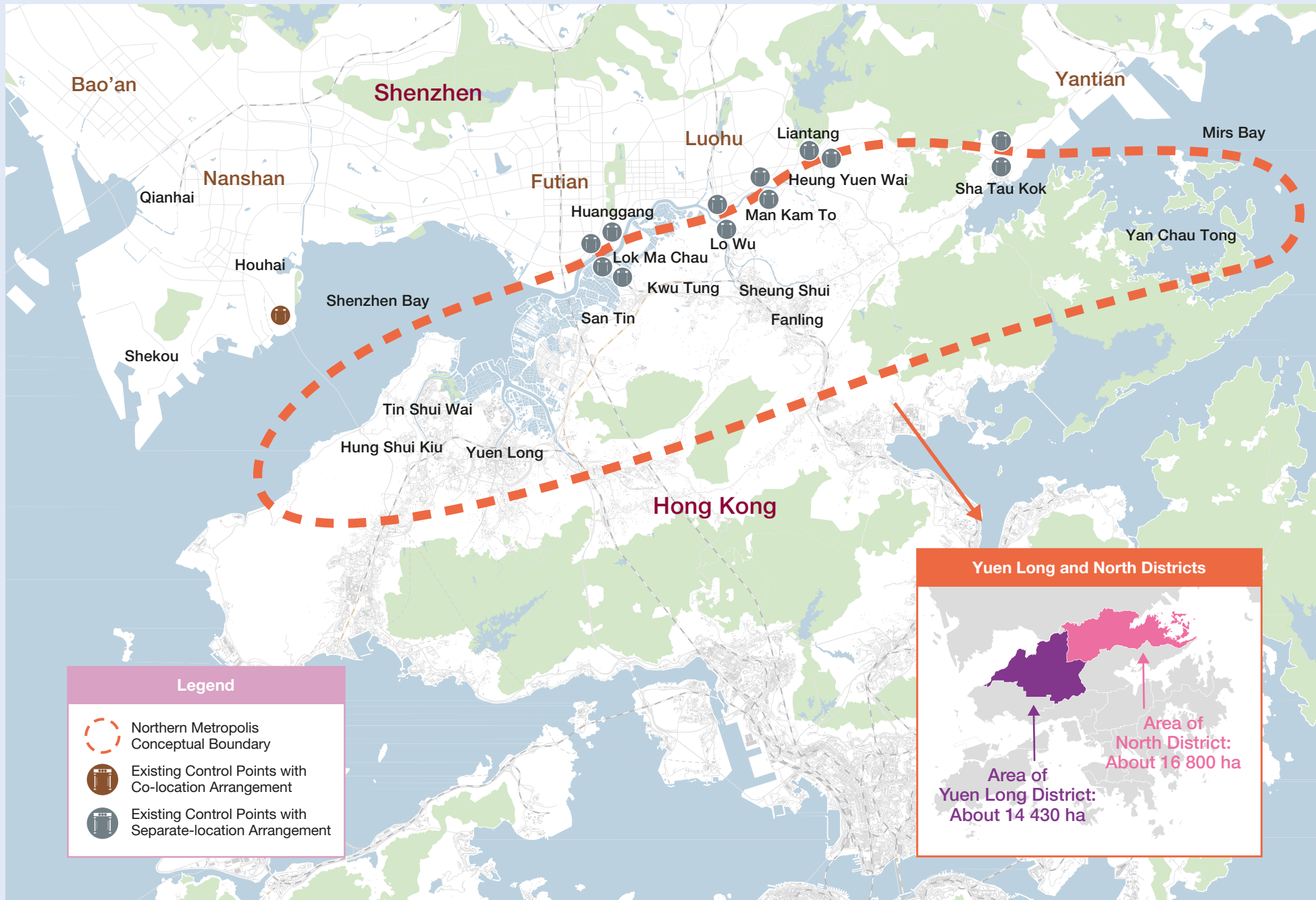
Remarks: The boundaries of the land supply sites and alignments of the transport links under planning are indicative only.

*Major Committed / Under Planning Land Supply includes:

Kai Tak Development, North Commercial District on Airport Island, Tung Chung New Town Extension, Topside Development at HKBCF Island of HZMB, Yuen Long South, Hung Shui Kiu NDA, Kam Tin South, Lok Ma Chau Loop, Kwu Tung North NDA, Fanling North NDA, Anderson Road Quarry, Diamond Hill CDA Site, Ex-Lamma Quarry, Ex-Cha Kwo Ling Kaolin Mine, Tuen Mun Areas 40 & 46, Kwu Tung South and Tseung Kwan O Area 137

14. Under the “One Country, Two Systems” principle, Hong Kong should take on a completely new perspective to proactively embrace challenges and grasp preferential policies given under the national policy framework. Hong Kong should work in collaboration with other GBA cities, Shenzhen in particular, to promote closer, deeper and more thorough co-operation for creating better development potential and opportunities, thereby strengthening the synergy effect and paving the way for Hong Kong to better integrate into the country’s overall development, aptly fulfilling its role and enriching the implementation of “One Country, Two Systems”.
15. Hong Kong has drawn up the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+), which proposes a development vision under a framework composed of one metropolitan business core, two strategic growth areas and three development axes, namely, the Northern Economic Belt, the Western Development Corridor and the Eastern Knowledge and Technology Corridor. Based on this strategic spatial framework, follow-up actions on the Hong Kong 2030+ can be taken to consolidate Hong Kong as a city with different metropolitan areas, each with clearly defined positioning and objectives, and formulate more concrete action agenda to achieve the vision for Hong Kong’s development.
16. The Northern Economic Belt abuts Shenzhen and encompasses new towns in Tin Shui Wai, Yuen Long and Fanling/Sheung Shui and their neighbouring rural areas, as well as a number of New Development Areas (NDAs) and Nodes in different planning and development stages. It is the most vibrant area where the urban development and major population growth of Hong Kong in the next 20 years will take place. With multiple land-based BCPs, the Northern Economic Belt will be the most important area in Hong Kong facilitating our development integration with Shenzhen and connection with the GBA.
17. Currently, there is strong antagonism between ecological conservation and urban development in the area, the marked impact of brownfield operations on the environment and quality of life, unsatisfactory local employment-to-population ratio, and tremendous pressure on external commuting transport. Landmark public and municipal facilities or higher education institutions are lacking in the area. There are also no facilities stimulating and driving economic development.
18. With the coming massive inflow of young people in the northern New Territories, it is necessary to create liveable communities as soon as possible to enable them to raise families and pursue careers. The Government has thus proceeded to consolidate the Northern Economic Belt into the Northern Metropolis and formulate the Northern Metropolis Development Strategy (the Development Strategy). By taking advantage of its geographical proximity to Shenzhen, the Development Strategy promotes Hong Kong’s integration into the overall development of our country and the GBA. By leveraging the strengths of integration with Shenzhen, the Northern Metropolis will be developed into the second engine of economic growth of Hong Kong and a promising metropolitan area to live in, work and travel.
19. The Northern Metropolis generally covers two district administration areas including Yuen Long District and North District, with a total land area of about 30 000 hectares. Metropolis does not refer to a region with statutory status or regime and administrative boundary. On the contrary, it is a large-scale and dynamic urban space which is formed by interactions among various factors including geographic characteristics, economic functions, ecological environment, transport connections, development policies, etc. A metropolis has multi-functional land uses interweaved in a compact pattern, with residential population, jobs and enterprises highly concentrated, and can drive economic development in its neighboring areas. It is lively and attractive with radiate effect, and its people usually live an enriched life in a unique spatial context with iconic nature, human and building landscape.

Right: Conceptual Boundary of Northern Metropolis



Legend

- Northern Metropolis Conceptual Boundary
- Existing Control Points with Co-location Arrangement
- Existing Control Points with Separate-location Arrangement

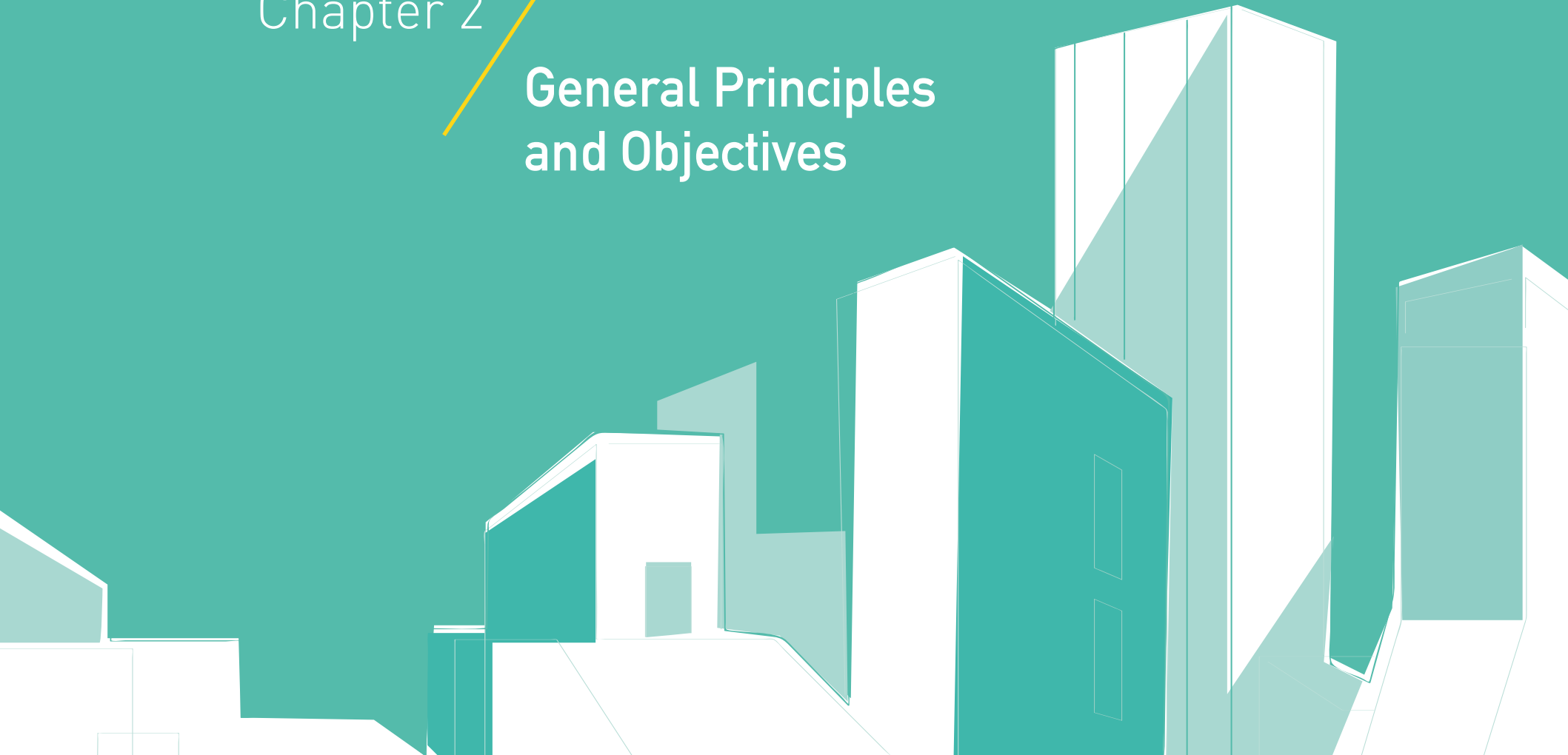
Yuen Long and North Districts

The inset map shows the Yuen Long and North Districts. The Yuen Long District is highlighted in purple, and the North District is highlighted in pink. Arrows point to the respective areas with their respective labels.

- Area of Yuen Long District: About 14 430 ha**
- Area of North District: About 16 800 ha**

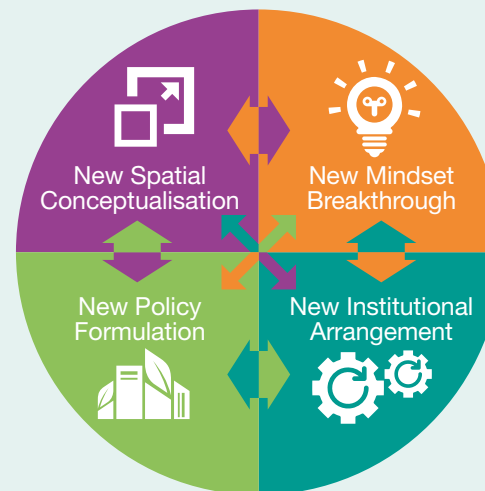
Chapter 2

**General Principles
and Objectives**



Four Attributes of Innovation /

20. The formulation of the Development Strategy is based on four attributes of innovation, namely “New Spatial Conceptualisation”, “New Mindset Breakthrough”, “New Policy Formulation” and “New Institutional Arrangement”.
21. “New Spatial Conceptualisation” refers to adopting a broadened concept in spatial dimensions. Our spatial concept in strategic planning must go far beyond the Shenzhen River, i.e. the administrative boundary between Hong Kong and Shenzhen, to allow Hong Kong to leverage the strengths of the GBA and the growth impetus and momentum of Shenzhen for our development, as well as to provide a new focus and stimulus for the overall development of the GBA. This is the important basis of the Development Strategy to promote the broadened concept of Hong Kong-Shenzhen co-operation.
22. “New Mindset Breakthrough” refers to refreshing the established mindset. Hong Kong must go beyond the conventional ideas confined by New Town Development and the spatial demarcation by administrative boundaries of District Councils. Instead, we should integrate the entire northern New Territories neighbouring to Shenzhen into the Northern Metropolis and make it a strategic development area for Hong Kong in the next two decades. It should also become the spatial framework for working out the implementation details of the key action directions proposed in the Development Strategy.
23. “New Policy Formulation” refers to formulating policies with an innovative approach. Breaking through the conventional “project-oriented” approach, Hong Kong should adopt the thinking and operation mode of “government-led community making” to plan and create liveable communities which can encompass balanced social and economic development as well as ecological and environmental conservation. To this end, the Development Strategy reviews related policies and proposes clear and comprehensive action directions for the detailed planning and development at the next stage.
24. “New Institutional Arrangement” refers to re-engineering the governance organisation. The formulation and implementation of the Development Strategy will straddle different policy areas. Consideration should be given to the setting up of a high-level dedicated government institution to lead relevant bureaux and departments (B/Ds) to devise and implement the policies, measures and resource allocation plans required for the development of the Northern Metropolis, and to promote closer, deeper and more comprehensive co-operation between Hong Kong and Shenzhen.
25. The four attributes of innovation are closely inter-related, advocating paradigm shift in respect of mode of thinking for Hong Kong-Shenzhen co-operation, spatial concept, policy formulation and institutional establishment. They aim at achieving a breakthrough of the existing development setting, effectively envisioning the future and injecting new growth impetus for implementation of the Development Strategy.



Strategic Significance /

26. Under the framework of “One Country, Two Systems”, the Development Strategy is the first strategic action agenda devised by the Government with a spatial concept and strategic mindset going beyond the administrative boundary between Hong Kong and Shenzhen. It contemplates new action directions and approaches for the long-term development prospects of Hong Kong. Thus, it is a ground-breaking and visionary plan bearing particular significance.
27. It is ground-breaking in terms of the spatial concept substantially spanning over the administrative boundary between Hong Kong and Shenzhen in leading the formulation of the Development Strategy. It sets out clear directions for Hong Kong to closely co-operate with Shenzhen in various aspects, such as economy, infrastructure, people’s livelihood and ecological environment. It has also expanded the horizons for Hong Kong’s development to the GBA, proactively leveraging the advantages and development momentum of the GBA cities, especially Shenzhen, to promote complementarity. This will not only promote the development of Hong Kong to a new stage, but also provide new focus and impetus for the development of the entire GBA.
28. It is visionary, meaning that the New Town Development model and the District Council boundaries are transcended by linking up various parts of the northern New Territories. The three existing new towns, one proposed new town, four NDAs that have been

undergoing various stages of planning, design and construction, the HSITP of which construction has commenced, and a number of proposed brownfields transformation projects together with the surrounding rural and conservation areas are integrated for the making of the Northern Metropolis. The purpose is to create a promising place for people to live in and work, attract the setting up of enterprises engaged in I&T and advanced manufacturing industries, and develop a complete I&T industry ecosystem. This is essential for optimising the structure of Hong Kong industries and promoting the development of a new economy.

29. The formulation of the Development Strategy is also a new attempt of town planning in Hong Kong. It adopts a macro and systematic cross-boundary mindset to devise an action-oriented development strategy. Various individual development components are amalgamated with BCP development and enhancement projects in Hong Kong and Shenzhen, such that the northern New Territories can be upgraded as a metropolis under comprehensive planning. This pioneering attempt in planning will provide valuable experience for reference in formulating development strategies for other metropolitan areas in Hong Kong.

Right: Existing/Planned/Proposed Developments in Northern New Territories



Strategic Directions /

30. The Development Strategy should follow the three levels of strategic directions taken by our country, the GBA and Hong Kong:

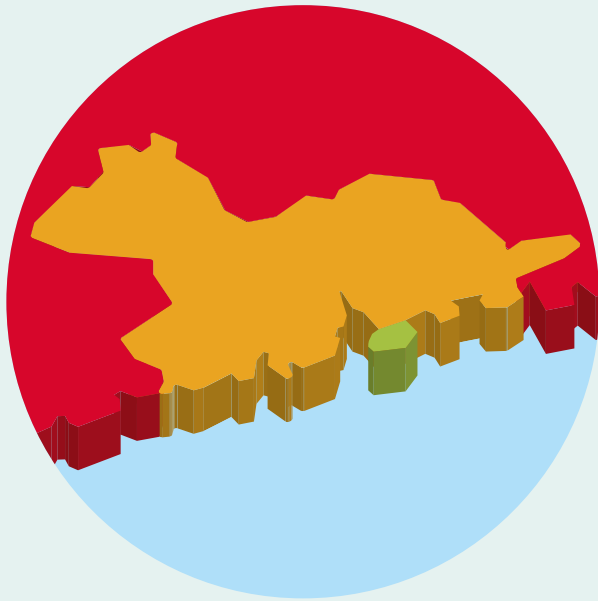


National Level

Our country proposes the development goals of “Construction of Ecological Civilisation” and “Construction of Beautiful Villages”, which places emphasis on the harmonious advancement of economic development and ecological conservation and the balanced development of urban and rural areas.

The National 14th Five-Year Plan supports Hong Kong in enhancing our status as an international financial, shipping and trade centre as well as an international aviation hub; in strengthening our status as a global offshore renminbi business hub, an international centre for asset management and risk management; in developing into an international centre for innovation and technology, a centre for international legal and dispute resolution services in the Asia-Pacific region and a regional centre for intellectual property trade; in promoting service industries for high-end and high value-added development; and in developing into a centre for cultural and arts exchanges between China and the rest of the world.

The National 14th Five-Year Plan also requires that mechanisms facilitating the integration of Hong Kong and Macao into the overall development of our country and fostering complementary and co-ordinated development with the Mainland should be enhanced, and high-quality development of the GBA should be achieved.



GBA Level

The Outline Development Plan puts forward six basic principles, namely “to be driven by innovation and led by reform”, “to co-ordinate development and plan holistically”, “to pursue green development and ecological conservation”, “to open up and co-operate and achieve a win-win outcome”, “to share the benefits of development and improve people’s livelihood”, and “to adhere to ‘One Country, Two Systems’ and act in accordance with the law”.



Hong Kong Level

Hong Kong 2030+ proposes three building blocks as the guiding principles for the territory’s strategic planning, namely “planning for a liveable high-density city”, “embracing new economic challenges and opportunities” and “creating capacity for sustainable growth”. In addition, the Government proposes development goals of biodiversity and carbon neutrality.



Strategic Objectives /

31. By formulating and implementing the Development Strategy, the following strategic objectives can be achieved:

(1) Integrating into our country's overall development

To foster closer, deeper and more comprehensive co-operation between Hong Kong and Shenzhen and contribute jointly and more effectively to creating a world-class city cluster in the GBA by leveraging the solid foundation of co-operation between the two cities for more than four decades; and to enable Hong Kong to better integrate into our country's overall development and to be more aligned with the related mechanisms supporting the national development.

(2) Enriching the practice of “One Country, Two Systems”

To join forces with Shenzhen and achieve synergy with impacts “one plus one greater than two” by capitalising on the institutional advantages of “One Country, Two Systems” and unique edges of Hong Kong, with a view to fulfilling the new mission of enriching the implementation of “One Country, Two Systems” as pronounced by President Xi Jinping in an important speech delivered in Shenzhen on 14 October 2020.

(3) Improving the mode of Hong Kong-Shenzhen integration

To comprehensively strengthen, under the “One Country, Two Systems” principle, the mechanism for dialogues and co-operation between Hong Kong and Shenzhen on strategic planning; and to jointly develop a Hong Kong-Shenzhen Cross-boundary Strategic Spatial Framework and the co-operation mode for implementation, with a view to fostering Hong Kong-Shenzhen integration and expediting the development of the Northern Metropolis.

(4) Creating the second economic engine for Hong Kong

Public resources and various economic factors would converge rapidly in the northern New Territories to generate enormous impetus for the development of the area. By optimising the land, manpower, ecological, environmental and cultural resources, and utilising the economic and social capital pools, the geographical advantages and development potential of the northern New Territories, as well as the momentum of integration between Hong Kong and Shenzhen, the Northern Metropolis can be developed into an International Innovation and Technology Hub, comparable to the Harbour Metropolis underpinning Hong Kong’s position as an International Financial Centre. These two metropolises will propel Hong Kong’s development side by side, complementing each other. The Northern Metropolis will not only become the second economic engine for Hong Kong but also a liveable community and promising place for our people to live in and work.



Enriching New Practice of "One Country, Two Systems"

Planning Principles /

32. Based on the above strategic objectives and having regard to the resources and current spatial planning status of the northern New Territories, the overall development needs of Hong Kong, and the vision of Hong Kong-Shenzhen integration, a set of six planning principles is adopted under the Development Strategy as follows:

(1) Urban-Rural integration

The rich cultural and natural resources in the northern New Territories, comprising urban areas, rural townships, villages, hilly terrains, rivers, wetlands, fish ponds, agricultural land, countryside areas, bay areas, islands, etc., should be suitably utilised, revitalised and conserved in such a way as to create the Northern Metropolis with unique metropolitan landscape featured with “Urban-Rural Integration and Co-existence of Development and Conservation”. This unique landscape will be no less spectacular than that along both sides of the Victoria Harbour, a world-class metropolitan landscape with a beautiful blend of mountain ranges, cityscape and harbour.

(2) Proactive conservation

Proactive conservation measures should be adopted, and plans for building a major ecological habitat network should be formulated. Efforts should be made to enhance the ecological value of ecologically sensitive areas, expand environmental capacity and preserve the integrity of strategic ecological corridors. Steps should also be taken to guard against damage to the ecosystem by unauthorised developments, and reasonably compensate for the environmental impact of development activities.

(3) High-quality outdoor eco-recreation/ tourism outlets

In anticipation of a considerable growth of the residential and working population in the Northern Metropolis, quality outdoor eco-recreation/tourism outlets of high landscape value should be created in a timely manner. This can enrich people's lives and encourage a healthy lifestyle while avoiding damage to cultural and natural resources caused by unregulated recreation and tourism activities.

(4) Optimised spatial planning for economic land

The planning and design for economic land should be optimised by applying the planning concept of building a liveable community integrated with industry development and ecological conservation. Proactive measures should be taken to attract I&T enterprises in the industrial chain, venture capital companies, and enterprises from advanced manufacturing industries, professional and business services sectors and emerging industries to establish businesses in the Northern Metropolis. A spatial layout and design conducive to the development of the I&T industry ecosystem should be developed not only to inject new impetus to our economic development, but also provide local employment opportunities for the residents there, thus improving the home-job spatial distribution in Hong Kong.

(5) Expansion of development capacity

More land that are suitable for development should be identified. The development nodes and corridors connecting various BCPs should be expanded and improved in terms of planning and design, in order to tackle the problem of shortage in land and housing supply in Hong Kong. The fragmented development pattern should be improved to achieve greater efficiency in the overall land use.

(6) Enhancing the efficiency, capacity and comfort level of cross-boundary travel

Hong Kong and Shenzhen should work closely together to optimise, strengthen and provide more cross-boundary transport infrastructure and customs clearance services for enhancing the overall efficiency, capacity and comfort level of cross-boundary travel. The Hong Kong-Shenzhen One-hour Cross-boundary Commuting Network should be created for expanding the connectivity and for the convenience of the residents of both sides travelling between Hong Kong and Shenzhen for a variety of choices with respect to doing business, working, living, studying, travelling and enjoying daily-life services. With improved cross-boundary facilities and seamless connectivity with transport networks, the time for cross-boundary commuting can be further shortened and the Hong Kong-Shenzhen One-hour Cross-boundary Commuting Network can also be dynamically expanded.

Chapter 3

Hong Kong-Shenzhen Cross-boundary Strategic Spatial Framework

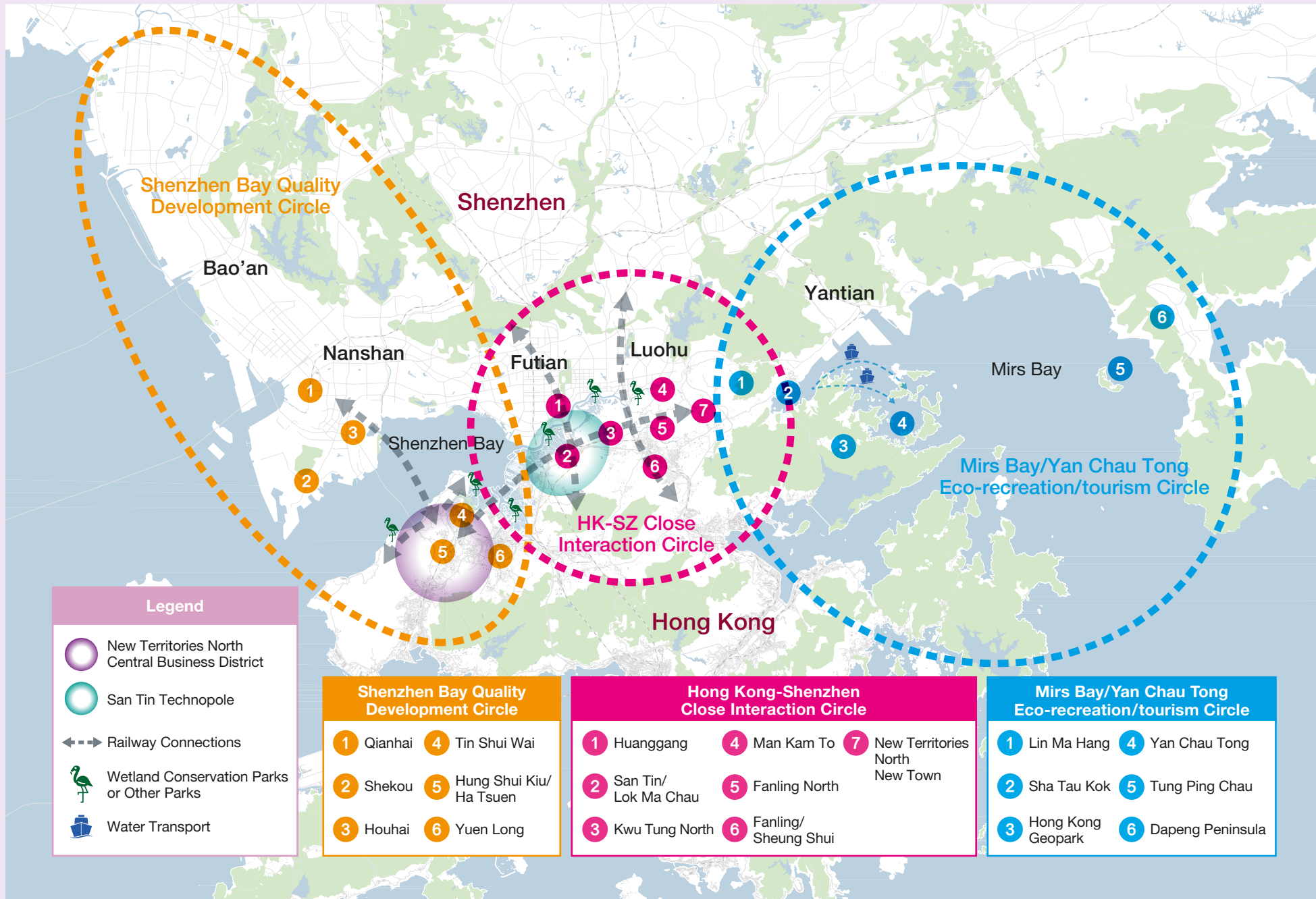


33. The trend of close interaction and integrated development between Hong Kong and Shenzhen will definitely go beyond the BCP areas of both sides and extend inwards to the hinterlands, bringing about an increase in development opportunities for the two cities.
34. With respect to the Territorial Spatial Master Planning of Shenzhen (2020-2035) (Draft) publicised by the Planning and Natural Resources Bureau of Shenzhen Municipality, Shenzhen will pursue regional collaboration and holistically expand and deepen the pragmatic co-operation with Hong Kong and Macao on various fronts to support Hong Kong's economic and social development. It will give full play to the exemplary and leading role of Qianhai and proactively foster construction of key development platforms, such as the Shenzhen-Hong Kong Innovation and Technology Co-operation Zone. These attempts will aim to support Hong Kong and Macao in better integrating into the overall development of the country and build up together a premier world-class GBA. Moreover, Shenzhen will develop a metropolitan area with a core comprising Futian, Luohu, Nanshan and the Qianhai Co-operation Zone, as well as a number of functional centres at municipal level, such as the Yantian Centre and the Dapeng Centre.
35. Owing to historical reasons, there are vast tracts of undeveloped land in the northern New Territories of Hong Kong. Such land may bring about enormous development opportunities in view of their proximity to Shenzhen. According to the strategic spatial framework in Hong Kong 2030+, apart from the Central Waters Reclamation project under the Lantau Tomorrow Vision, Hong Kong's major strategic development projects will stretch across the entire northern New Territories. These projects include, from west to east, the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA), the Yuen Long South (YLS) Development Area, the San Tin/Lok Ma Chau Development Node (ST/LMC DN), the HSITP, the Kwu Tung North (KTN) and Fanling North (FLN) NDAs, the New Territories North (NTN) New Town and a number of brownfield transformation projects. All these projects will contribute to increasing the residential population by more than a million and creating about 450 000 jobs. On the basis of these projects and opportunities arisen from the momentum generated by the integrated development of Hong Kong and Shenzhen, the Development Strategy further identifies areas with development potential in the northern New Territories for the planning and making of a complete Northern Metropolis.
36. In the course of developing the Northern Metropolis and taking forward the various Hong Kong-Shenzhen collaborative development projects under the Development Strategy, greater development momentum will be triggered with higher intensity of cross-boundary interactions. However, huge pressure on our environment and ecology will be created at the same time, not to mention the considerable challenges in co-ordination and communication between Hong Kong and Shenzhen. Creation of a Hong Kong-Shenzhen Cross-boundary Strategic Spatial Framework that straddles the administrative boundary between Hong Kong and Shenzhen can help both sides improve the mechanisms for integrated development with innovative thinking and focus on multi-dimensional common concerns. It is considered beneficial to co-ordinate the development pace and generate win-win synergy with impacts to achieve "one plus one greater than two".

From “Two Bays, One River” to “Twin Cities, Three Circles”

37. The unique topography of the “Two Bays, One River” (i.e. Shenzhen Bay, Mirs Bay and Shenzhen River) in the Hong Kong-Shenzhen boundary area vividly delineates the administrative boundary and geographical separation between the two cities. The urban development of Shenzhen abutting the Shenzhen Bay and the northern shore of the Shenzhen River have shaped a vibrant and stunning city skyline. On the Hong Kong side, due to historical reasons, a vast stretch of undeveloped land rich in ecological resources remains intact, forming a unique landscape comprising extensive fish ponds, wetlands and woodlands intermixed with traditional villages. The extreme disparity in landscape between the north and south of the “Two Bays, One River” opens up numerous possibilities of enhancing urban development and ecological conservation of both sides.
38. The seven land-based BCPs and connected transport infrastructure along the boundary between Hong Kong and Shenzhen from the west to the east have enabled the two cities to be connected across the “Two Bays, One River”. Over 40 years in the past, the BCPs contributed to the social and economic development and even established the basis of a high degree of close interactions between the two cities. Hong Kong and Shenzhen have indeed formed between themselves a spatial framework of “Twin Cities, Three Circles”.
39. The “Twin Cities” refers to Hong Kong and Shenzhen, whereas the “Three Circles” include, from the west to the east, the Shenzhen Bay Quality Development Circle, the Hong Kong-Shenzhen Close Interaction Circle and the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle. The “Twin Cities, Three Circles” can be seen as a strategic spatial structure of the Hong Kong-Shenzhen boundary area. In Shenzhen, it covers the metropolitan core including the Shenzhen-Hong Kong BCPs Economic Belt where is the most maturely developed and also with the greatest development momentum. In Hong Kong, it includes the Northern Metropolis where the development potential is enormous with resources for urban development being speedily pooled in.
40. The formation of the spatial concept of “Twin Cities, Three Circles” can facilitate Hong Kong to set clear directions for close collaboration with Shenzhen in various areas such as economy, infrastructure, people’s livelihood and ecological environment, so as to leverage complementary advantages and promote development integration between both cities. These may include joint pursuits of creating a promising community, where industrial and ecological spaces are integrated, and where innovation and culture sharing can be nurtured. In addition, “Twin Cities, Three Circles” provides new directions and momentum for various major development areas in the Northern Metropolis.

Right: “Twin Cities, Three Circles”



Shenzhen Bay Quality Development Circle /

41. The western part of the Northern Metropolis falls within the Shenzhen Bay Quality Development Circle, which mainly encompasses the Yuen Long New Town, the Tin Shui Wai New Town, the HSK/HT NDA and the YLS Development Area of Hong Kong, and interfaces with Shekou, Nanshan, Qianhai and Bao'an of Shenzhen.
42. The HSK/HT NDA within the Circle can be upgraded into New Territories North Central Business District (NTN CBD) for promoting and deepening high-end economic co-operation and development with Qianhai in areas of financial and professional services, modern logistics services and technology services, by taking advantage of the expansion of the Qianhai Co-operation Zone in the Circle. Moreover, Hong Kong can capitalise on the developments of the Shenzhen Houhai Headquarters Base, the Dasha River Innovation Corridor (including the Nanshan New and High-Tech Zone), etc. to provide an accelerated impetus for the growth of the NTN CBD. With more high-end enterprises interested in tapping the Shenzhen and the GBA markets and attracted to establish businesses in the NTN CBD, a robust and integrated economy with significant scale can be achieved and more jobs of the new economy can be created.
43. The Government should jointly study with Shenzhen the development of a rail link between HSK and Qianhai and implementation of Co-location Arrangement at Qianhai, thereby providing more convenient and efficient connectivity between the hinterlands of both sides. As a result, the radiate effect of the NTN CBD can certainly extend from Qianhai to Bao'an and Dongguan, and deep into the hinterland of the GBA.
44. The Circle also covers the Mai Po Inner Deep Bay Ramsar Site of Hong Kong (Ramsar Site) and the Futian Mangrove Nature Reserve of Shenzhen. Both sides may work together in conserving and improving the natural landscape and ecological resources of the wetlands and mangroves inside the Circle to enhance environmental capacity.

Hong Kong-Shenzhen Close Interaction Circle /

45. The central part of the Northern Metropolis falls within the Hong Kong-Shenzhen Close Interaction Circle, which mainly encompasses the ST/LMC DN, the HSITP, the KTN and FLN NDAs, the Fanling/Sheung Shui New Town and the NTN New Town on the Hong Kong side. Interfacing with the city centre in Luohu and Futian of Shenzhen, it is an area with the highest concentration of Hong Kong-Shenzhen BCPs
46. The Circle can serve as the core region for Hong Kong and Shenzhen to jointly advance I&T industry development and co-operation. The HSITP and the areas around San Tin/Lok Ma Chau should be expanded in terms of development capacity and upgraded into a comprehensive San Tin Technopole. Through the agglomeration of I&T enterprises and supporting facilities, a complete I&T industry ecosystem comprising a range of industries in I&T, financial technologies, scientific research and education, talent training and comprehensive support services can be established to build up innovation capital and an atmosphere for I&T development.
47. In addition, Hong Kong can capitalise on the strategic industrial development in Shenzhen, including the developments of the Xiangmihu New Financial Centre, the Luohu Hongling Innovative Financial Industrial Belt, the Dawutong Emerging Industrial Belt, the Liantang Internet Industrial Cluster, etc., to encourage more exchanges of talents, enterprises and innovative technology and enhance industrial chain co-operation. Greater impetus for



Areas from San Tin/Lok Ma Chau to Lo Wu

- innovation and development in the Circle can then be provided, and technology upgrading of traditional industries can be pressed ahead, thus creating more job opportunities of the new economy.
48. Hong Kong and Shenzhen may focus on joint efforts to optimise, strengthen and provide more cross-boundary transport infrastructure in the Circle to develop a cross-boundary transport network which is seamless, convenient and diversified. With the implementation of Co-location Arrangement at the new Huanggang BCP, Hong Kong and Shenzhen may work together to build a cross-boundary rail link between San Tin/Lok Ma Chau and Huanggang. Besides, seizing the opportunities arising from the possible East Rail Line extension to Luohu, Shenzhen and the provision of Co-location Arrangement at the BCP on the Shenzhen side, the development potential of the railway-related sites on Hong Kong side can be unleashed. Moreover, in reviewing the functions of the Man Kam To Control Point and its neighbouring areas, it would provide a chance to expand the development capacity of the Northern Metropolis.
49. Hong Kong has an extensive stretch of fish ponds and wetlands with high ecological value inside the Circle. This can allow for creation of environmental capacity with enhanced value, development of an ecological habitat network and co-operation with Shenzhen to enhance the urban-rural landscape and the quality of life in the Circle.

Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle /



Starling Inlet

50. The eastern part of the Northern Metropolis is situated within the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle, which mainly comprises Lin Ma Hang, Sha Tau Kok, the Starling Inlet, the Crooked Harbour/Yan Chau Tong, as well as coastal villages and other outlying islands on Hong Kong side, and interfaces with Shatoujiao, Yantian and the Dapeng Peninsula of Shenzhen.
51. In this Circle, both Hong Kong and Shenzhen have abundant natural resources of great ecological and habitat values, including nature reserve, marine parks and geoparks. The two cities may work in collaboration to create the Wutong Mountain/Robin's Nest/Pat Sin Leng Ecological Corridor to conserve and enhance the overall natural landscape, ecology and habitat resources, and to improve the management and conservation of nature reserves in the Circle.
52. There are also quite a number of traditional rural townships with rich cultural heritage and tourism resources in the Circle. Hong Kong and Shenzhen may work together to create opportunities for sustainable eco-recreation/tourism and develop green tourism infrastructure, so as to provide a rich array of leisure options for residents of the two cities.

Chapter 4

Key Action Directions
and Items



53. Under the spatial structure of “Twin Cities, Three Circles”, the Northern Metropolis will have close co-operation with Shenzhen in the development of I&T industry for forming herself into an International Innovation and Technology Hub of Hong Kong, comparable to the Harbour Metropolis that maintains Hong Kong’s position as an International Financial Centre. The Northern Metropolis will also have a unique metropolitan landscape, featured with “Urban-Rural Integration and Co-existence of Development and Conservation”, which are tantamount to the world-class metropolitan landscape on both sides of the Victoria Harbour with the exquisite blending of the picturesque scenery of mountain ranges, cityscape and harbour. The two metropolises on the south and north of Hong Kong will be spearheading their respective development and complementary to each other, bringing new vitality and colours to the overall development of Hong Kong.
54. As stated in the ensuing paragraphs, the recommendations of the Development Strategy focus on ten Key Action Directions with the related Action Items to be rolled out timely.



Key Action Direction (1) /

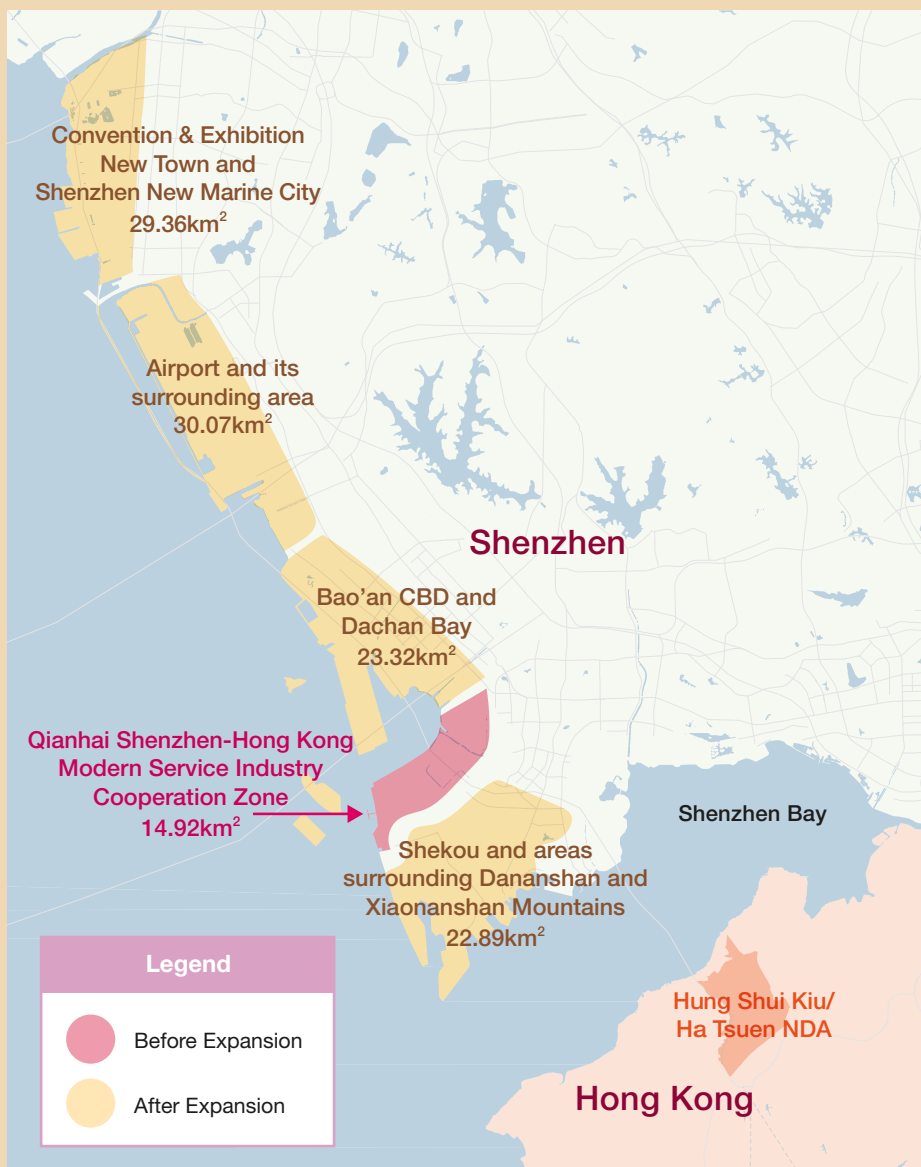
Constructing the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and Expanding the Hung Shui Kiu/Ha Tsuen New Development Area



Hung Shui Kiu/Ha Tsuen NDA (Conceptual Image)

Constructing the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai)

55. Located on opposite sides of the Shenzhen Bay within the Shenzhen Bay Quality Development Circle, the HSK/HT NDA and the Qianhai Co-operation Zone in Shenzhen have respective considerable development potential. According to the latest published Plan for Comprehensive Deepening Reform and Opening Up of the Qianhai Shenzhen-Hong Kong Modern Service Industry Co-operation Zone, the total area of the Qianhai Co-operation Zone expands by seven times from 14.92km² to 120.56km². The Plan aims to initially form a business environment with global competitiveness by 2025 and attain the world-class level by 2035. Leveraging this opportunity, we can upgrade the HSK/HT NDA as the NTN CBD and strengthen the transport linkage with Qianhai.



Expansion of Qianhai Co-operation Zone

56. We have already reserved underground space of the regional open space, which is adjacent to the proposed HSK Station of the Tuen Ma Line, for accommodating the cross-boundary rail station for the link between HSK and Qianhai. We may also examine with Shenzhen the implementation of the rail link with Co-Location Arrangement in Qianhai. By linking up the HSK/HT NDA and the Qianhai Co-operation Zone with the Hong Kong-Shenzhen Western Rail Link, the locational advantages of both areas can be strengthened. Further supported by road networks, the two areas can then become a strategic hub of the transport corridor on the east bank of the Pearl River (connecting southwards to the Hong Kong International Airport and linking up with Zhuhai and Macao; and connecting northwards to Dongguan and Guangzhou via the Shenzhen Bao'an International Airport). Hong Kong and Shenzhen may work together to explore the alignment of the Hong Kong-Shenzhen Western Rail Link, location of the BCP, as well as the modes of financing and operation for a speedy and effective implementation of the cross-boundary railway connection.

Expanding the Scale and Capacity of the Hung Shui Kiu/Ha Tsuen New Development Area

57. In planning the detailed alignment of the Hong Kong-Shenzhen Western Rail Link, consideration should be given to making way to Qianhai by the shortest route across the Shenzhen Bay. The provision of additional stations along the railway on the Hong Kong side and increase in development intensity around the stations can be considered. Also, the HSK/HT NDA should be expanded to cover Lau Fau Shan and Tsim Bei Tsui, thus substantially increasing the provision of housing and economic land.
58. According to our preliminary estimate, some 47 000 to 52 500 additional residential units can be provided upon the inclusion of land in Lau Fau Shan and Tsim Bei Tsui into the HSK/HT NDA.



Examining the Development Potential of the Areas Stretching from Lau Fau Shan to Pak Nai

59. There are a large amount of developable land resources in the area between Lau Fau Shan and Pak Nai which are endowed with hilly backdrop and open waters. We should examine the development potential of the area to be incorporated in the HSK/HT NDA and the feasibility of constructing an automated people mover (APM) system from Tsim Bei Tsui to Pak Nai under the premise of conserving the coastal ecological environment. The APM system is to promote the development along the coast of Tsim Bei Tsui/Lau Fau Shan/Pak Nai and to connect with stations along the Hong Kong-Shenzhen Western Rail Link and the planned Environmental Friendly Transport System in the HSK/HT NDA, as an enhancement to the transport network of the NDA upon expansion.
60. Our preliminary estimate is that about 15 500 to 17 500 residential units can be provided in the area from Lau Fau Shan to Pak Nai.

Developing High-end Economy

61. The construction of the Hong Kong-Shenzhen Western Rail Link can foster and enhance the co-operation between the expanded HSK/HT NDA and the Qianhai Co-operation Zone on development of high-end economy. The synergy effect that can be generated can help strengthen the potential of the HSK/HT NDA in creating more jobs of the new economy and transform the area into the NTN CBD.

Left: Shenzhen Bay Bridge

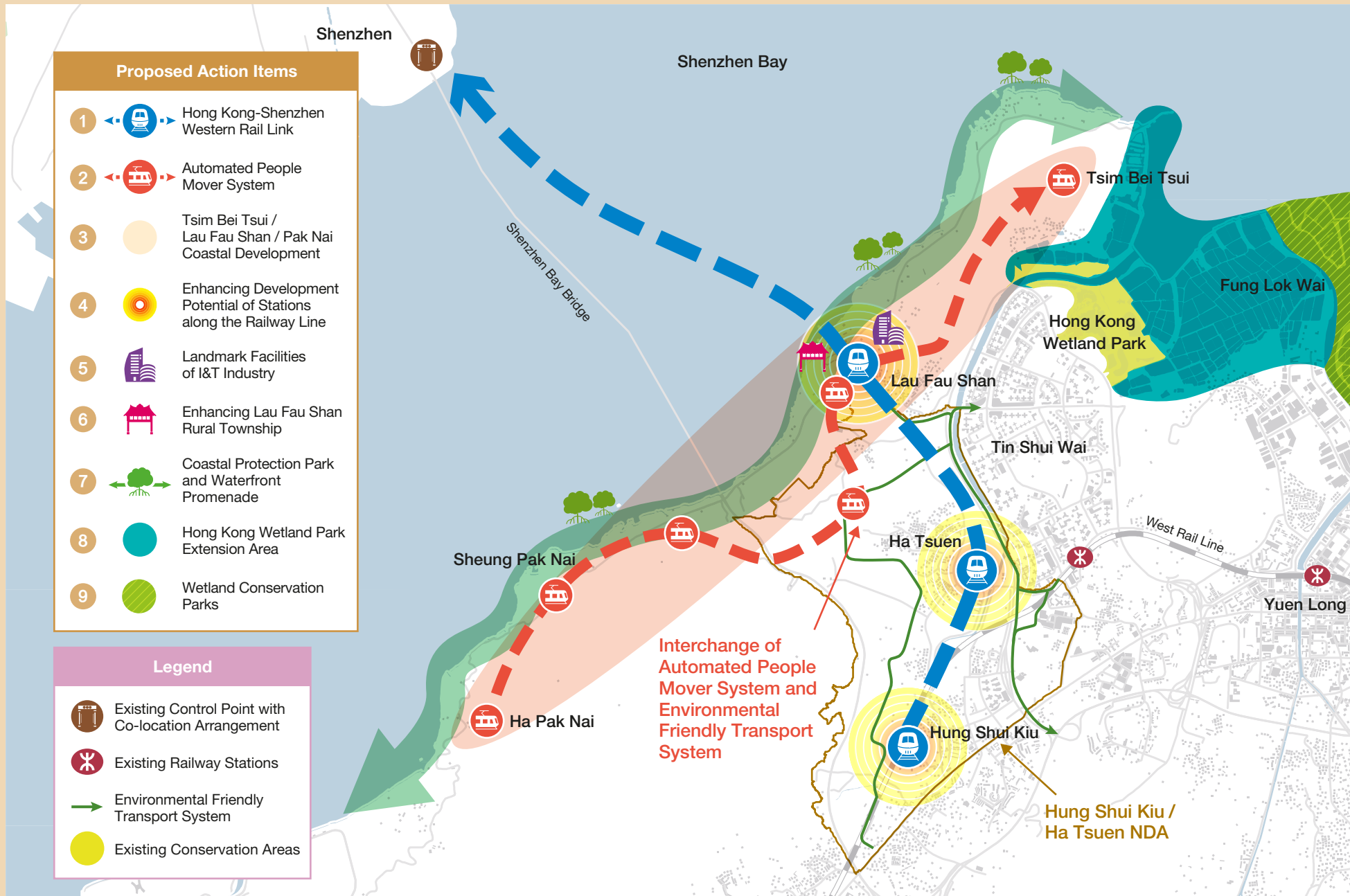
62. The areas close to the cross-boundary station in Lau Fau Shan/Tsim Bei Tsui are strategic in terms of location and can provide newly developed land for building sizable landmark facilities of I&T industry. This should become a flagship project for in-depth co-operation between the NTN CBD and the Qianhai Co-operation Zone on the other side of the Shenzhen Bay.
63. The areas surrounding Lau Fau Shan and Tsim Bei Tsui can be designated for I&T uses. Our preliminary estimate is that 6 000 to 8 000 jobs related to the application of new and advanced technologies can thus be created, the scale of which is more or less equivalent to that of the Cyberport.

Enhancing the Lau Fau Shan Rural Township

64. The residential and working population of the expanded HSK/HT NDA would increase significantly. To address the huge demand for catering and leisure facilities generated by the additional population, the catering and tourism facilities in Lau Fau Shan should be timely and comprehensively enhanced and renovated, with a view to maintaining the rural township ambience as a Seafood and Oyster Port offering quality dining and leisure services with unique local character.



Lau Fau Shan Rural Township



Expansion of the Hung Shui Kiu/Ha Tsuen NDA

Key Action Direction (2) /

Making of Hong Kong's Silicon Valley - San Tin Technopole



Hong Kong-Shenzhen Innovation and Technology Park (under construction)

Increasing Land Supply Substantially for Innovation and Technology Uses

65. It is estimated that the HSITP in the Loop under construction can provide in total about 87 hectares of land for I&T use, accommodating about 50 000 I&T jobs. The planned gross floor area (GFA) is about three times that of the Hong Kong Science Park (HKSP) at Pak Shek Kok.
66. When compared with the Shenzhen I&T Zone adjoining the northern shore of the Shenzhen River with a total area of over 300 hectares, it is apparent that Hong Kong should make greater efforts to expand land for I&T use on our side in order to create synergy in promoting I&T industry development jointly with Shenzhen. A significant increase in land area for I&T industry around San Tin/Lok Ma Chau can also facilitate the optimisation of the overall spatial layout and achieve industry clustering effect with economy of scale.



Lok Ma Chau Control Point

67. We can substantially increase land for I&T development in the San Tin/Lok Ma Chau area by: (1) making an optimal use of the nearly 60 hectares of land proposed for use of enterprise and technology park located at the north of the ST/LMC DN; (2) using the 20 hectares formed land for I&T development upon relocation of facilities at the Lok Ma Chau Control Point on the Hong Kong side to the new Huanggang BCP on the Shenzhen side; and (3) re-planning about 70 hectares of fish ponds and rural land adjacent to the original Lok Ma Chau Control Point for I&T uses. It is estimated that the land supply increased for I&T use can contribute to as much as about 150 hectares in land area. In terms of GFA that can be accommodated, the development scale will be equivalent to 13.5 HKSP in number. Together with the HSITP under construction, the total GFA that can be accommodated in the entire San Tin Technopole can be as large as 16.5 HKSP in number.

Expediting the Implementation of the Northern Link Spur Line

68. To strengthen direct transport links between the San Tin/Lok Ma Chau area in Hong Kong and the Shenzhen I&T Zone, Hong Kong and Shenzhen have

agreed in principle to jointly promote the planning study of the Northern Link (NOL) Spur Line. It should run through the HSITP to connect the ST/LMC DN with the new Huanggang BCP, where Co-location Arrangement will be implemented, thereby offering cross-boundary passengers an additional choice of transport means.

69. The NOL Spur Line as a cross-boundary railway should be implemented promptly, so that we can utilise the stations along the railway as the basis to enhance the development potential and attraction of the area. It can also facilitate cross-boundary connections between the I&T practitioners on both sides of the Shenzhen River, thereby achieving stronger synergy.

Strengthening the Internal and External Transport Links of the Hong Kong-Shenzhen Innovation and Technology Park

70. The Phase 1 development of the HSITP has commenced. The detailed design of Phase 1 development should be able to accommodate the station facilities of the NOL Spur Line. The feasibility of an integrated design and development of the station and the surrounding land uses as a whole should be further examined.
71. The Development Strategy supports the construction of a bridge, spanning across the Shenzhen River for the use by pedestrians and cyclists, to link up the HSITP with the Fulin Small BCP in Shenzhen. Besides, implementation of innovative immigration clearance arrangements is supported to facilitate the frequent daily cross-boundary travel of I&T practitioners in Hong Kong and Shenzhen.
72. In addition, with due regard for conserving wetlands in Hoo Hok Wai, early consideration should be given to constructing a link road between the eastern part of the HSITP and the KTN NDA, with a view to significantly improving the transport connection of the HSITP. The feasibility of increasing the development intensity of the HSITP with an appropriate scale should also be explored.

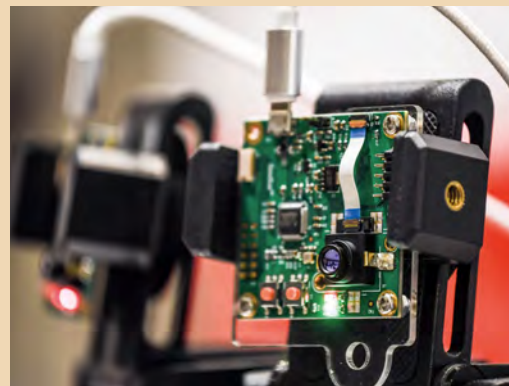


Data Centre

Developing the San Tin Technopole as Hong Kong's Silicon Valley

73. The Hong Kong-Shenzhen Close Interaction Circle encompasses San Tin/Lok Ma Chau, KTN and other areas in Hong Kong as well as Futian and Luohu in Shenzhen. It is a district where the largest number of BCPs are closely located with the most intensive interactions taking place between Hong Kong and Shenzhen. The San Tin/Lok Ma Chau area within the Circle connects with the Shenzhen I&T Zone in Huanggang on the other side of the Shenzhen River. Targeted to generate profound international impact and strong radiate effect, Futian is also being developed as Shenzhen's metropolitan core with a Central Innovation District, a Central Business District and a Central Civic District. Being close to Huanggang and Futian, the San Tin/Lok Ma Chau area for I&T development would be the most important area in this Circle.
74. At present, the existing Lok Ma Chau Spur Line (LMC Spur Line) Station and individual development projects such as the HSITP and the ST/LMC DN in the San Tin/Lok Ma Chau area are in a fragmented spatial pattern, and transport connectivity within the area is weak. For better integration, the overall spatial layout has to be consolidated and optimised.

75. Substantial increase of land supply for I&T industry and overall enhancement of internal and external transportation of the San Tin/Lok Ma Chau area can provide opportunities for the making of the San Tin Technopole. With a forward-looking planning perspective, we can design the Technopole with an enlarged scale, more effective spatial layout with a diversified land use pattern. It can be able to integrate the LMC Spur Line Station, the HSITP and the ST/LMC DN and connect closely with Futian and Huanggang in Shenzhen, and form itself a focal point converging with energy from the industry, academia and research sectors for the future I&T development in Hong Kong and Shenzhen, as well as a development zone for promoting in-depth integration between the two cities.
76. The fully integrated San Tin Technopole would include four cross-boundary routes connecting with Shenzhen: (1) the existing LMC Spur Line Station (for rail passengers); (2) the connecting road linked to the new Huanggang BCP (for road passengers and goods vehicles); (3) the NOL Spur Line linked to the new Huanggang BCP (for rail passengers); and (4) the footbridge connecting to the Fulin Small BCP (for passengers). Facilities for Co-location Arrangement can be set up in the new Huanggang BCP and Fulin Small BCP on the Shenzhen side. The San Tin Technopole can then become an area in Hong Kong with the highest concentration of connections with Shenzhen via the BCPs and the greatest intensity of cross-boundary interactions between Hong Kong and Shenzhen.



Advanced Manufacturing



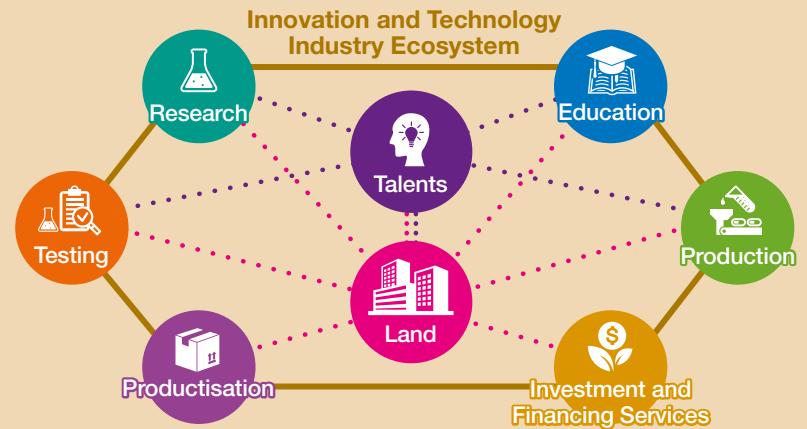
Research and Development



Hong Kong Science Park InnoCell - Talent Apartments

77. The San Tin Technopole has an estimated area of about 1 100 hectares, broadly divided into two halves of conservation and development portions. It would offer a beautiful scenery of the proposed Sam Po Shue Wetland Conservation Park and can provide a total of 45 500 to 47 500 residential units (including 14 500 to 16 500 additional units proposed in this Development Strategy). Some of the units can be used as talent apartments for I&T enterprises and research institutes. With a capacity of accommodating a total of 148 000 I&T posts (including 60 000 new I&T

posts proposed in this Development Strategy), a complete ecosystem can be formed to embrace I&T industry with R&D, production, investment and financing services. It should harmoniously be integrated with housing and community services, thus making it the Silicon Valley of Hong Kong - an integrated community, attractive to I&T talents to settle there for living and working.





78. The proposed name of “San Tin”# for the Technopole is derived from the existing geographical name of the place and its historical significance. When the frontiersmen in the agrarian economy moved to this flat and fertile land with rich vegetation, they worked hard with their hands and wisdom to cultivate new fields, make new bunds and build their village clusters. The San Tin Technopole has the connotation that Hong Kong people nowadays can also establish their businesses with hard work and wisdom on the same piece of land in a new era of ecological civilisation, as well as to make use of I&T as a driving force to develop a new area for Hong Kong’s economic growth. We, “San Tin” in Hong Kong, can also work in collaboration with “Futian”@ in Shenzhen for concerted development, achieving mutual benefits and a win-win situation.

literally meaning “new land for cultivation” in Chinese





@ literally meaning “blessed land for cultivation” in Chinese

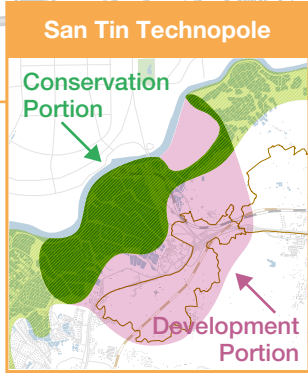
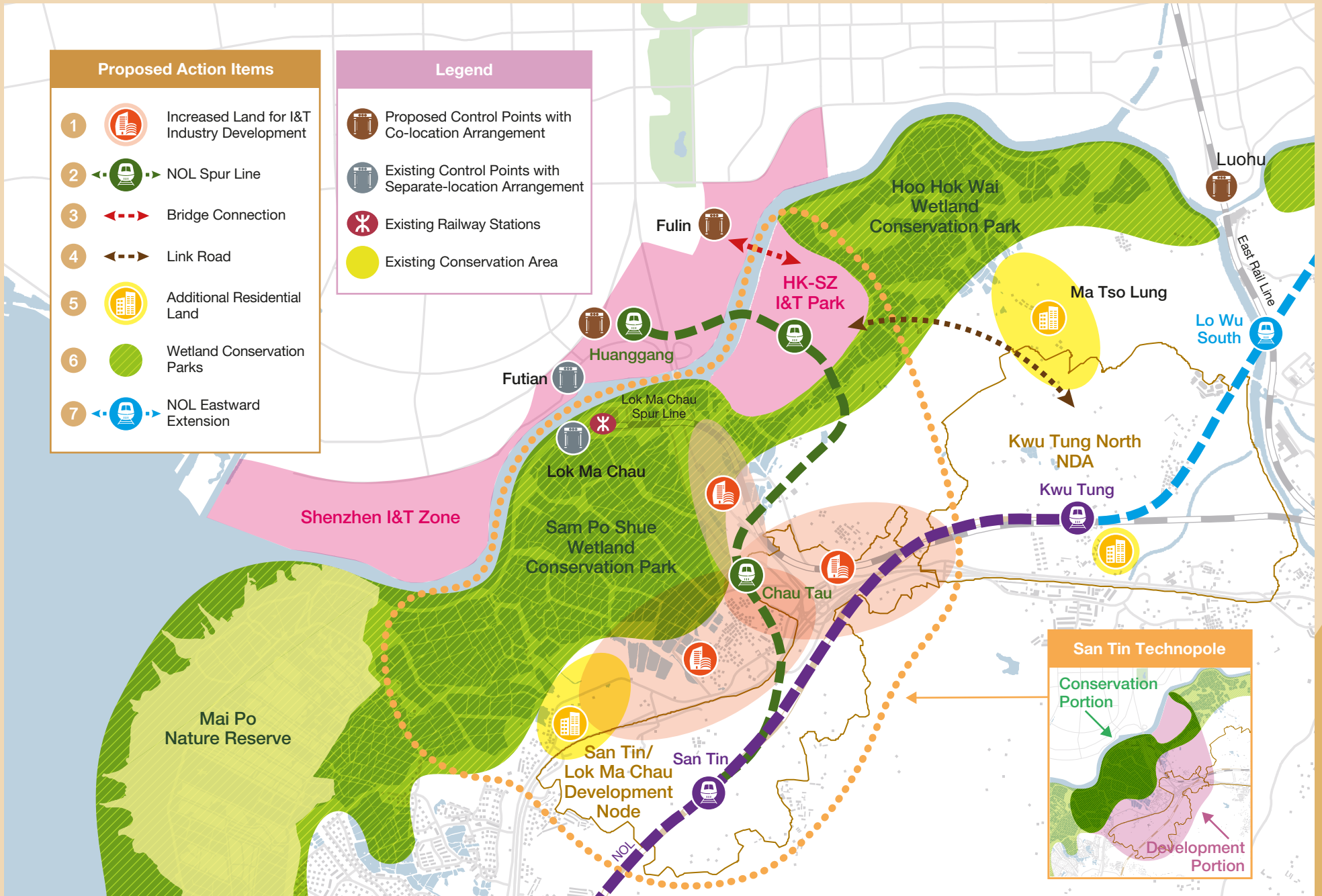
Right: San Tin Technopole

Proposed Action Items

- 1  Increased Land for I&T Industry Development
- 2  NOL Spur Line
- 3  Bridge Connection
- 4  Link Road
- 5  Additional Residential Land
- 6  Wetland Conservation Parks
- 7  NOL Eastward Extension

Legend

-  Proposed Control Points with Co-location Arrangement
-  Existing Control Points with Separate-location Arrangement
-  Existing Railway Stations
-  Existing Conservation Area



Key Action Direction (3) /

Exploring Northern Link Eastward Extension and Expanding the Kwu Tung North New Development Area

Exploring Northern Link Eastward Extension to Promote Development

79. The KTN NDA is strategically located given its proximity to the San Tin Technopole. The KTN NDA under construction will include the Kwu Tung Station and alignment space has been reserved for the eastward extension of the NOL. Consideration should thus be given to constructing a railway extending to the northeast from the Kwu Tung Station to connect with areas in Lo Wu and Man Kam To on the Hong Kong side and various development nodes in the NTN New Town. A station can also be provided at the On Lok Tsuen Industrial Area in Fanling connected to the Fanling Station by seamless pedestrian system. A railway network connecting different strategic development projects and existing communities can then be formed, which can drive land development and unleash the development potential.

80. The above railway network can strategically strengthen the locational advantages of the KTN NDA, facilitating speedier connection between the San Tin Technopole and various development areas on the Hong Kong side in the Hong Kong-Shenzhen Close Interaction Circle and the San Tin Technopole. This can create synergy and enhance the development potential of the areas along the NOL (including the KTN NDA) and accelerate the development of the NTN New Town. It can also contribute to the transformation of the functions of the On Lok Tsuen Industrial Area and strengthen its capacity to create jobs, thereby improving home-job balance and significantly alleviating the pressure on the southbound and northbound traffic in the New Territories in the long run.

Developing Ma Tso Lung




81. The agricultural land and slope areas in Ma Tso Lung to the north of the KTN NDA can be included within the NDA to provide, in estimate, an additional 12 000 to 13 500 residential units. With the construction of the link road connecting the eastern part of the HSITP and the KTN NDA, Ma Tso Lung and its surrounding areas can serve as an intersection linking the HSITP and the KTN NDA, providing I&T enterprises with convenient community services and daily life support.

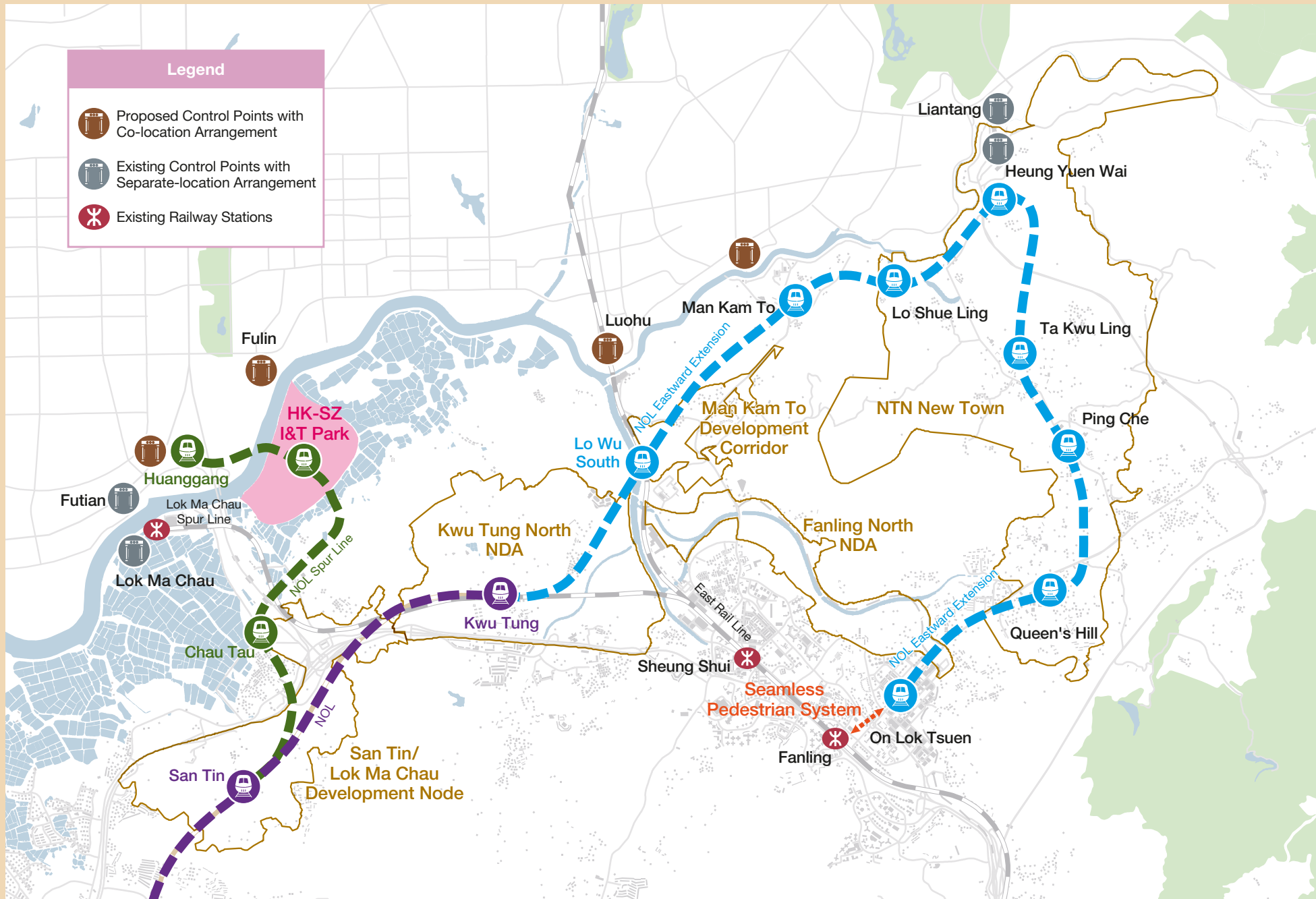
Adjusting Land Use Planning to Expedite Housing Land Supply

82. To increase the supply of residential land in the KTN NDA, the original planning scheme of the NDA should be reviewed by shifting the land use function of some land parcels located in the east and zoned “Other Specified Uses” (“OU”) annotated “Business and Technology Park” to the San Tin Technopole, thus creating greater clustering effect for the I&T industry. As such, rezoning the land parcels for housing development can release about three hectares of land for the construction of over 1 000 residential units.

Right: Northern Link and its Spur Line and Eastward Extension

Legend

-  Proposed Control Points with Co-location Arrangement
-  Existing Control Points with Separate-location Arrangement
-  Existing Railway Stations



Key Action Direction (4) /

Developing the Lo Wu/Man Kam To Comprehensive Development Node



Lo Wu Control Point

Constructing the Lo Wu South Station and Taking Forward Related Residential and Commercial Development

83. Travelling between Hong Kong and Shenzhen with the East Rail Line (ERL) constitutes the largest share of cross-boundary passenger traffic. Lo Wu Control Point is thus the busiest BCP within the Hong Kong-Shenzhen Close Interaction Circle. The BCP in Shenzhen is also connected to a metro system with dense rail lines, facilitating easy access to various new development areas, including the Hongling Innovative Financial Industrial Belt and the Dawutong Emerging Industrial Belt in Luohu. In order to upgrade the cross-boundary clearance efficiency, the governments of Hong Kong and Shenzhen may explore the feasibility of extending the ERL to Luohu in Shenzhen and establish a new BCP there with Co-location Arrangement.
84. Taking this opportunity, it is worthwhile to examine provision of a new railway station (“Lo Wu South Station” named tentatively) for non-boundary crossing service between the existing Lo Wu Station and the Sheung Shui Station. This can unleash the development potential around Lo Wu/Sheung Shui North and Man Kam To, and develop Lo Wu/Man Kam To Comprehensive Development Node (LW/MKT CDN) for commercial/residential development. The station can provide a convenient choice of transport interchange for residents in various development areas on the Hong Kong side within the Hong Kong-Shenzhen Close Interaction Circle, thereby facilitating cross-boundary employment.



Ng Tung River and Lo Wu Railway Freight Yard

85. Constructing the new station can provide a good opportunity to embark on comprehensive development for commercial/residential uses. The rezoning of land of relevant railway use including the Lo Wu railway freight yard and adjacent sites for large-scale residential and commercial developments can help supply about 9 000 to 10 500 residential units.

Relocating Public Facilities in Sheung Shui North

86. To align with the commercial/residential development of the LW/MKT CDN and facilitate the functional transformation of the Man Kam To Control Point, it is necessary to study the relocation of fresh food boundary-crossing and inspection facilities at the Man Kam To Control Point and the Sheung Shui Slaughterhouse to the land adjacent to the Heung Yuen Wai Control Point. The fresh food supply across the territory can then be transported via the Heung Yuen Wai Highway to avoid causing environmental impact and traffic pressure on the LW/MKT CDN.



Sheung Shui Slaughterhouse



Man Kam To Food Control Office



Sheung Shui Water Treatment Works



Shek Wu Hui Sewage Treatment Works

87. Similarly, it is also necessary to study the feasibility of relocating the Sheung Shui Water Treatment Works and the Shek Wu Hui Sewage Treatment Works to caverns to release more development land for incorporating into the LW/MKT CDN in the long run. The entire development node should be developed more effectively on a larger scale and can eventually enjoy better spatial and functional connection with the Fanling/Sheung Shui New Town.
88. Our preliminary estimate is that the relocation of the Sheung Shui Slaughterhouse, the Sheung Shui Water Treatment Works and the Shek Wu Hui Sewage Treatment Works can release land for providing about 11 500 to 13 000 residential units.

Comprehensive Development of the Lo Wu/Man Kam To Area





89. Making adjustments to the functions of the Man Kam To Control Point, and co-operating with Shenzhen to upgrade the land use in the Man Kam To areas on both sides and examine the feasibility of providing facilities of Co-location Arrangement in Man Kam To on Shenzhen side may provide an opportunity for us to review the development positioning of the land around Man Kam To. It is opportune to undertake re-planning for the rural land use along Lo Wu Station Road and Man Kam To Road and consider suitable locations of railway stations along the eastward extension of the NOL. With convenient and efficient railway services, development potential can be unleashed for developing the LW/MKT CDN, thereby substantially increasing the housing supply.
90. The area of the LW/MKT CDN should be expanded eastwards from the Lo Wu South Station to the Man Kam To Control Point and further to the area around Lo Shue Ling. In parallel, the land around Sheung Shui Wa Shan can also be rezoned for residential use. With comprehensive commercial/residential development likely driven by the provision of railway service, the area between Man Kam To Road and the Control Point can provide about 39 000 to 44 000 residential units according to our preliminary estimate, while the area around Lo Shue Ling and Wa Shan can provide around 9 500 to 11 000 and 6 000 to 6 500 residential units respectively.
91. In the long run, taking into account the commercial/residential development at the proposed Lo Wu South Station and the land to be released upon the relocation of facilities in Sheung Shui North, the LW/MKT CDN as a whole can provide around 75 000 to 85 000 residential units in total, which are about six times that of Taikoo Shing.

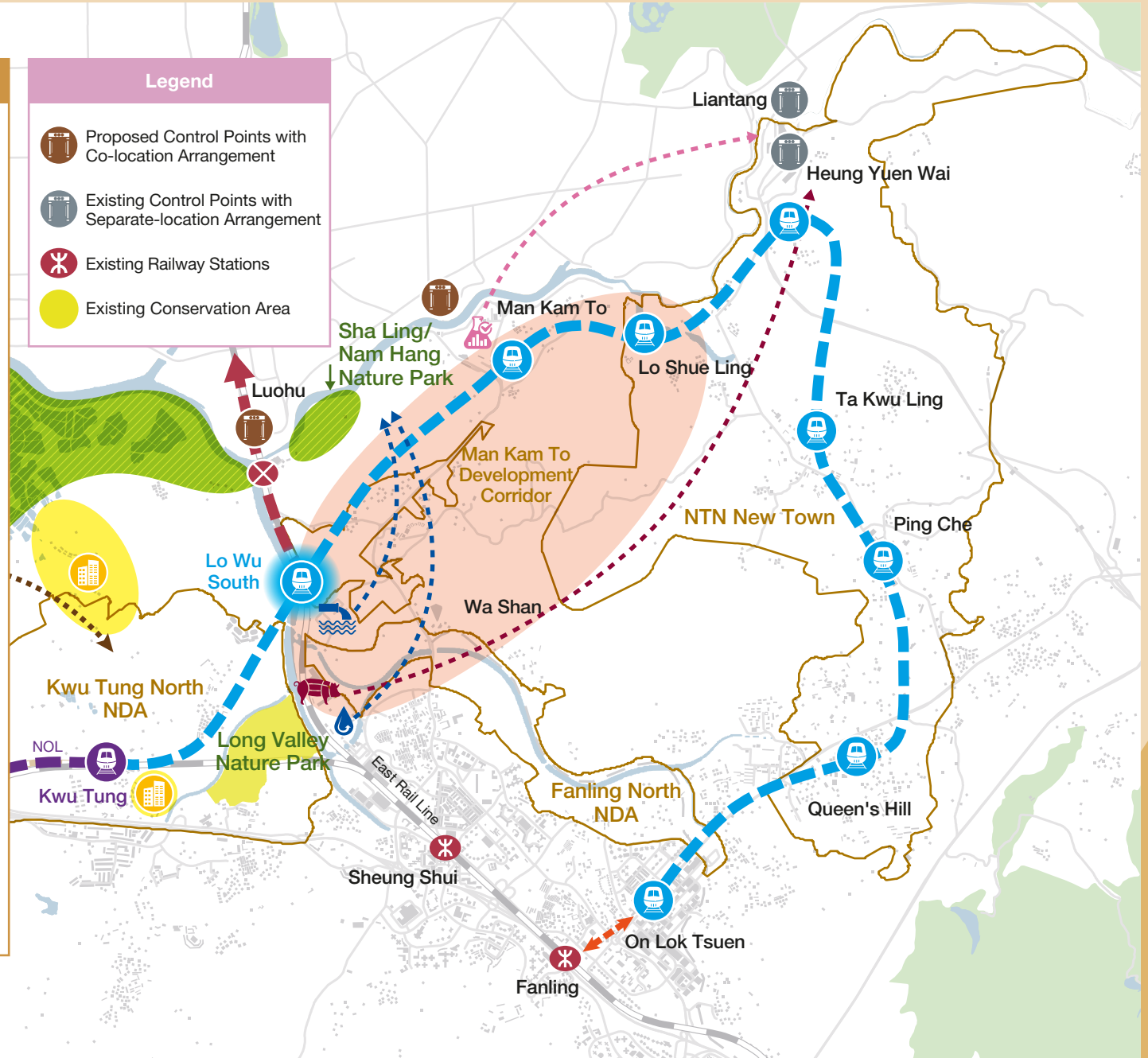
Right: Lo Wu/Man Kam To Comprehensive Development Node

Proposed Action Items

- 1  Explore Feasibility of Extending ERL to Luohu and Relocating Lo Wu Station to Shenzhen
- 2  Comprehensive Development for Commercial/Residential Uses
- 3  Study Relocation of fresh food boundary-crossing and inspection facilities at Man Kam To Control Point to Land Adjacent to Heung Yuen Wai Control Point
- 4  Explore Relocation of Sheung Shui Slaughterhouse to Land Adjacent to Heung Yuen Wai Control Point
- 5  Study Feasibility of Relocating Sheung Shui Water Treatment Works and Shek Wu Hui Sewage Treatment Works to Caverns
- 6  NOL Eastward Extension
- 7  Comprehensive Development of Lo Wu/Man Kam To area
- 8  Wetland Conservation Parks/ Nature Park
- 9  Seamless Pedestrian System
- 10  Additional Residential Land
- 11  Link Road

Legend

-  Proposed Control Points with Co-location Arrangement
-  Existing Control Points with Separate-location Arrangement
-  Existing Railway Stations
-  Existing Conservation Area



Key Action Direction (5) /

Implementing a Proactive Conservation Policy to Create Environmental Capacity

92. The Northern Metropolis has diverse habitats, especially large areas of freshwater/brackish wetlands, fish ponds, marshes, reedbeds and mangroves in its west. The mangroves, wetlands and fish ponds in Deep Bay and Mai Po, in particular, are on the List of Wetlands of International Importance as designated under the Ramsar Convention, and wetlands among those with the richest biodiversity in Asia. The wetlands are a dwelling place for a great variety of species, as well as a key interchange for migratory birds. As far as the ecological environment of the GBA or the Southern China is concerned, the wetlands in the Northern Metropolis are the integral part deserving priority conservation.
93. Over the past few decades, most of these habitats have been zoned “Conservation Area”, “Coastal Protection Area” or other zonings with development restrictions in statutory plans. This passive strategy of restricting development does have some effect but unsatisfactory. Currently, a vast amount of land in the northern New Territories has been left unattended, resulting in a waste of the possible development potential therein, while the wetlands and habitats requiring conservation are deserted and subject to gradual degradation. Some fish ponds are deserted and wetlands are dried-up or even ruined by unauthorised developments. Though the Government has been striving to protect certain wetlands by awarding management contracts under the Environment and Conservation Fund, the conservation work could only cover limited spots and produce very short-term effects. Such efforts could hardly eradicate the problem in the long run. In Hong Kong where there is an acute shortage of land, the Town Planning Board and the courts are inevitably faced with protracted disputes over conservation and development. There is no winner indeed.
94. In taking forward the development of the GBA, the Outline Development Plan proposes to implement major ecosystem conservation and restoration projects, develop ecological corridors and biodiversity protection networks, and enhance the quality and stability of ecosystems; to step up co-operation in ecological and environmental protection among Guangdong, Hong Kong and Macao, and enhance ecological environment systems in a concerted manner; to strengthen the protection and restoration of wetlands and to comprehensively protect key wetlands of international and national importance in the area. The development of the Northern Metropolis provides Hong Kong with an opportunity to devise an action strategy to conserve the key wetlands in the GBA by enhancing the ecological functions and biodiversity of wetlands in the Northern Metropolis through proactive conservation and restoration. This is also to implement the strategic planning direction of creating development capacity and enhancing environmental capacity for sustainable growth as proposed in the Hong Kong 2030+ to achieve “Co-existence of Development and Conservation”.



Mai Po Nature Reserve



Hong Kong Wetland Park



Long Valley Nature Park

Formulating and Implementing a Proactive Conservation Policy

95. The Long Valley Nature Park is a successful example of leveraging strategic development opportunities to resume private agricultural land for restoration and proactive conservation of the natural ecology. Drawing on the experience gained from this example, enhancement of people's livelihood and increase in development capacity for economy can be achieved in all strategic development areas of the Northern Metropolis through various planning means, while the environmental capacity can also be enhanced by restoring and proactively conserving the wetlands. The proactive conservation policies and measures in various strategic development areas are highlighted as follows:

(1) Resumption of private wetlands and fish ponds by the Government

Private wetlands and fish ponds with conservation value in areas around Tsim Bei Tsui, Nam Sang Wai, Fung Lok Wai, Tai Sang Wai, Sam Po Shue, Hoo Hok Wai and Sha Ling/Nam Hang are proposed to be resumed for more effective management and uses. The vast amount of deserted and degraded habitats therein should be restored as well. The environmental capacity created should be able to make up for or even exceed the coverage of wetlands and fish ponds affected as a result of the enhancement of people's livelihood and expansion of development capacity for economic development in the strategic development areas. It is estimated that private wetlands/fish ponds to be resumed can amount to a total of about 700 hectares. Wetlands/fish ponds resumption should be carried out progressively in phases and as scheduled.







(2) Enhancing the management of wetlands and fish ponds

Upon resumption, the private wetlands and fish ponds and the adjoining government land should be designated as multi-functional Wetland Conservation Parks. Suitable non-governmental organisations should be commissioned or credible institutions should be established to run the parks with scientific management and advanced operation, so as to increase the overall ecological value and raise aquaculture productivity of the wetlands and fish ponds.


(3) Developing a system of Wetland Conservation Parks with four major functions

A huge system of active wetlands should be formed with a combination with the Mai Po Nature Reserve, the Hong Kong Wetland Park and the Long Valley Nature Park. The four major functions to be developed for the Wetland Conservation Parks should include (i) conserving the ecological value of the wetlands and safeguarding the integrity of the wetlands system; (ii) developing modernised aquaculture industry to create more job opportunities for the agriculture and fisheries industries; (iii) promoting scientific research on aquaculture to facilitate the upgrading and transformation of the agriculture and fisheries industries; and (iv) providing ecological education and recreational facilities for the public. Given the proximity of the entire wetlands system to the Shenzhen River and the strategic development areas, the concepts and principles of "Sponge City" should be followed and incorporation of flood-prevention function, design and management features at suitable locations in the Wetland Conservation Parks should be explored.

Proposed Action Items

-  Hong Kong Wetland Park Extension Area
-  Nam Sang Wai Wetland Conservation Park
-  Sam Po Shue Wetland Conservation Park
-  Hoo Hok Wai Wetland Conservation Park
-  Sha Ling/Nam Hang Nature Park
-  Tsim Bei Tsui/Lau Fau Shan/Pak Nai Coastal Protection Park and Waterfront Promenade

Legend

-  Existing Conservation Areas
-  Additional Conservation Areas
-  Ramsar Site



Shenzhen Bay

Flight Path of Birds

Mai Po Nature Reserve

Hong Kong Wetland Park

HK-SZ I&T Park

Long Valley Nature Park



(4) Creating an ecological habitat network

By linking up the Wetland Conservation Parks to the existing Mai Po Nature Reserve and the Hong Kong Wetland Park, and together with the Long Valley Nature Park, a huge wetlands system spanning across the Northern Metropolis from the west to the central and stretching southwards to the Long Valley should be developed. With further integration with the proposed Robin's Nest Country Park, a comprehensive ecological habitat system stretching from the west to the east of the Northern Metropolis, and an essential flight path for protection of birds should be safeguarded.

The Development Strategy also suggests planning for and implementation of green open space in various strategic development areas. Through proactive landscape ecology design, the overall biodiversity and environmental capacity can be enhanced to connect with and enrich the ecological habitat network in the Northern Metropolis.

(5) Early provision of eco-recreation/tourism facilities

Early planning for provision of eco-recreation/tourism facilities to cater for the substantial growth of residential and working population in the Northern Metropolis can avoid damage to the ecosystem caused by unregulated outdoor recreational activities.

Developing Three Wetland Conservation Parks

96. Three Wetland Conservation Parks adopting systematic and scientific management should be planned for and developed in the Northern Metropolis:

(1) Nam Sang Wai Wetland Conservation Park

The Nam Sang Wai Wetland Conservation Park with a total area of about 400 hectares can be formed by resuming the fish ponds and wetlands around Nam Sang Wai, Tai Sang Wai and Lut Chau. Through systematic management and proactive conservation, the Park aims to protect and strengthen the integrity of the Ramsar Site's wetlands system and enhance its ecological functions.

Left: Complete Wetlands System

(2) Sam Po Shue Wetland Conservation Park

With the resumption of fish ponds and wetlands in areas between Mai Po and San Tin/Sam Po Shue, some of the fish ponds which are strategically located and conducive to optimising the spatial layout of I&T land should be incorporated into the development portion of the San Tin Technopole. The remaining fish ponds located in the Wetland Conservation Area, i.e. those near the Ramsar Site, can be developed as the Sam Po Shue Wetland Conservation Park covering an area of about 520 hectares. The Park should be subject to systematic management for a better connection with the Ramsar Site's wetlands ecosystem, enhanced biodiversity and protection of the flight path of birds.

(3) Hoo Hok Wai Wetland Conservation Park

Fish ponds and wetlands around Hoo Hok Wai should be resumed for the development of the Hoo Hok Wai Wetland Conservation Park with an area of about 300 hectares. It can serve as a key node where the west-to-east flight path of birds turns southwards to the Long Valley Nature Park.

Hoo Hok Wai enjoys a geographical edge with a panoramic view of the wider section of the Shenzhen River in the front and the northern slope of Tai Shek Mo at the back. When undertaking detailed planning design, integration with other outdoor eco-recreation/tourism space should be taken into account in parallel, including the old river channel of the Shenzhen River surrounding the HSITP and the proposed New Territories North Urban-Rural Greenway (NTN Urban-Rural Greenway). Recreation supporting facilities of appropriate scale should also be provided in suitable locations in this Wetland Conservation Park.

Expanding the Hong Kong Wetland Park

97. Upon resumption and incorporation of approximately more than 200 hectares of fish ponds and wetlands around Fung Lok Wai and Tsim Bei Tsui into the Hong Kong Wetland Park, the Park can be expanded by four times to about 300 hectares in total area and have its functions in nature conservation, education and recreation enhanced and its management model be maintained. The expanded Park can serve the new population of the HSK/HT NDA and its proposed expansion area.



Fish Ponds and Wetlands in Areas between Mai Po and San Tin/Sam Po Shue







Developing the Tsim Bei Tsui/Lau Fau Shan/Pak Nai Coastal Protection Park and Waterfront Promenade

98. Private land around Tsim Bei Tsui, Lau Fau Shan and Pak Nai zoned “Coastal Protection Area” should be resumed for the development of a Coastal Protection Park between Tsim Bei Tsui and Pak Nai with an area of about 145 hectares. With the introduction of an effective management model to proactively conserve the existing natural coastline and the ecosystem of inshore mangroves, an important Coastal Landscape Ecology Corridor in the NTN CBD should be formed. This can also serve as a quality outdoor eco-recreation space for residents.
99. To serve the new population in the expanded HSK/HT NDA, an approximate 12.5-kilometre waterfront promenade running from Tsim Bei Tsui to Pak Nai should be built within the Coastal Protection Park to provide walking trails and cycle tracks for the public to enjoy the natural environment of Tsim Bei Tsui, the small town ambience and delicious seafood in Lau Fau Shan, and the beautiful sunset scenery at Pak Nai.

Developing the Sha Ling/Nam Hang Nature Park

100. The wetlands in Sha Ling/Nam Hang near Lo Wu should be resumed for the development of the Sha Ling/Nam Hang Nature Park with an area of about four hectares. An advanced management model for proactive ecological conservation should be introduced. Situated between the Hoo Hok Wai Wetland Conservation Park and the proposed Robin’s Nest Country Park, the Sha Ling/Nam Hang Nature Park can serve as an eco-node where the entire wetlands system in the western and central parts of the Northern Metropolis transits to the woodland ecosystem in the east.
101. Upon the implementation of the proactive conservation policy in the Northern Metropolis, it is estimated that the total area of the entire system of wetlands and coastal ecological conservation can be about 2 000 hectares, which includes the existing Hong Kong Wetland Park of about 62 hectares and the Mai Po Nature Reserve of about 370 hectares. The entire system can serve as a precious ecological habitat with outdoor recreational resources collectively owned and cherished by all Hong Kong citizens.

Left: Beautiful Sunset Scenery at Pak Nai



Shenzhen Bay Mangroves and Wetlands System

Strengthening Co-operation with Shenzhen and Guangdong Authorities in Conservation

102. The wetlands system in the Northern Metropolis and its related ecological habitats are closely inter-related with the urban development and the ecological environment of Shenzhen and the GBA. Seizing the opportunities to develop the GBA with the concerted efforts of Guangdong, Hong Kong and Macao, the Development Strategy proposes to work in collaboration with the Shenzhen and the Guangdong authorities to jointly strengthen proactive ecological conservation as follows:

(1) The system of mangroves and wetlands in the Shenzhen Bay

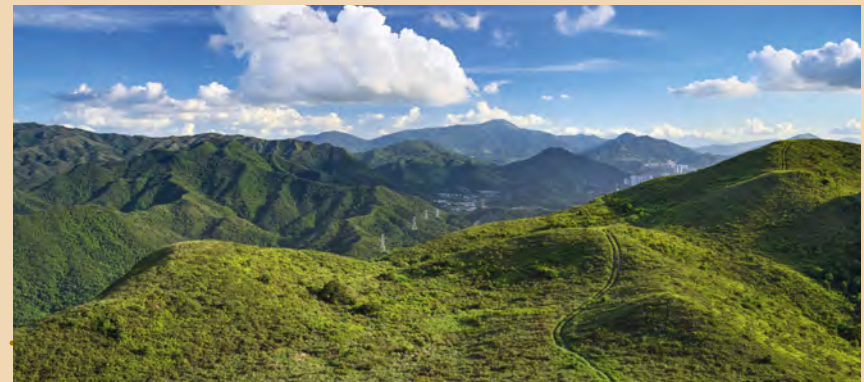
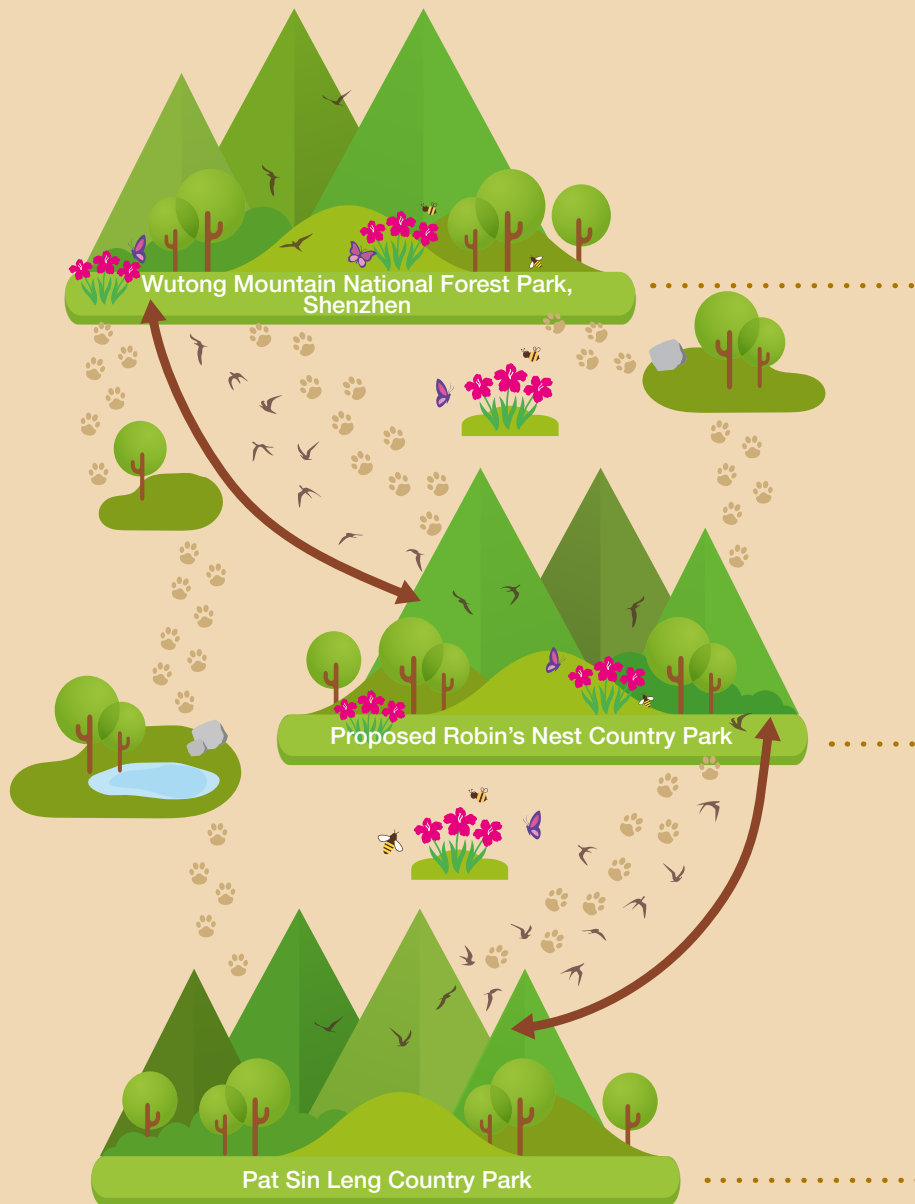
We should work with Shenzhen to formulate a collaborative programme for conservation which aims at conserving and upgrading the natural landscape and ecological resources of the wetlands and mangroves within the Shenzhen Bay Quality Development Circle. Also, we may join hands with Shenzhen to include the mangroves and wetlands along the northern shore of the Shenzhen Bay into the Ramsar Site to form a more complete wetlands system spanning Hong Kong and Shenzhen around the Shenzhen Bay.

(2) The Ecological Corridor in the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle

We should work with Shenzhen to strengthen the ecological integration of the Wutong Mountain National Forest Park in Shenzhen and the proposed Robin's Nest Country Park in Hong Kong. Under the principle of safeguarding the integrity and security of the administrative boundary between Hong Kong and Shenzhen, we may jointly create the Wutong Mountain/Robin's Nest/Pat Sin Leng Ecological Corridor and draw up co-ordinated conservation measures and collaborative programmes so as to create synergy effect with the Northeast New Territories Sedimentary Rock Region of the Hong Kong UNESCO Global Geopark.

(3) Wetland systems in the Greater Bay Area

We should co-operate with the relevant authorities of Guangdong and the GBA cities to share experiences in conservation of wetlands ecosystem, jointly build networks of wetlands systems in the GBA and enhance the overall capacity and quality of the ecological environment.

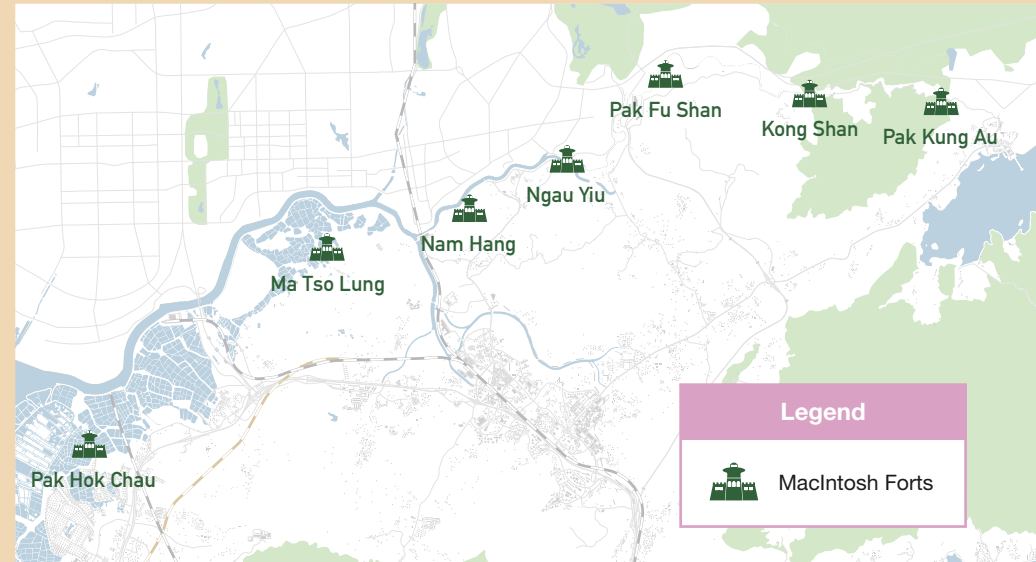


Right: Wutong Mountain/Robin's Nest/Pat Sin Leng Ecological Corridor

Key Action Direction (6) /

Creating Outdoor Eco-recreation/ tourism Space with High Landscape Value

103. The northern New Territories has a wide variety of natural environment and ecological habitats, especially large areas of freshwater/brackish wetlands, fishponds, marshes, reedbeds and mangroves. The huge increase in residential and working population in the Northern Metropolis would generate substantial demand for outdoor leisure and recreational facilities. It is necessary to provide eco-recreation/tourism space in advance and in a timely manner to enrich people's lives and encourage a healthy lifestyle. This can also avoid damage to the cultural and natural resources in the northern New Territories caused by unregulated recreational and tourism activities. In this regard, apart from incorporating the recreational functions into the Wetland Conservation Parks, the following action items are proposed:



Locations of MacIntosh Forts

(1) Developing the New Territories North Urban-Rural Greenway

It is proposed to build the NTN Urban-Rural Greenway which spans across the Northern Metropolis. The Greenway does not only traverse the countryside and connect mountain ranges, wetlands, fishponds and traditional villages, but also penetrate into urban areas along riverside promenades to link up town parks, distinctive architectures and important historical sites. Featuring a scenic blend of cityscape and countryside, the Greenway can become another internationally renowned hiking trail with unique character, comparable to the MacLehose Trail, the Wilson Trail, the Hong Kong Trail and the Lantau Trail cherished by the Hong Kong people.

There are seven MacIntosh Forts in the northern New Territories with architectural and historical merits. They are located at hilltops overlooking the scenery in its vicinity. Opening up MacIntosh Forts with provision of viewing facilities can be one of the important attractions of the Greenway.

Left: MacIntosh Forts

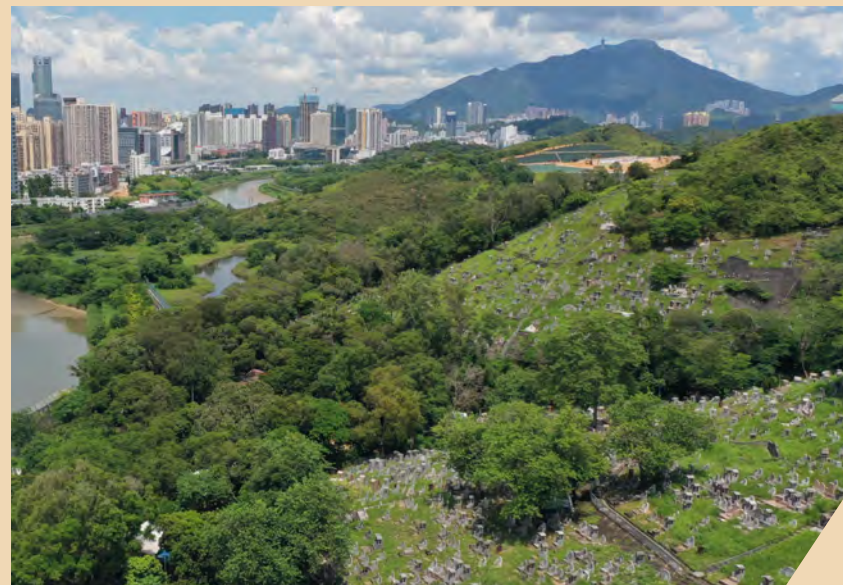


Lead Mine Relic

The lead mine relic in the proposed Robin's Nest Country Park and the adjacent mountains and countryside have ecological, geological and historical significance. The relic exemplifies the history of the mining industry and the period of Japanese occupation in Hong Kong. Improving the trail to the lead mine relic can facilitate the public to visit the relic as well as other attractions such as the Hakka villages, the residence of Ip Ting-sz, etc. at Lin Ma Hang.

(2) Enhancing the landscape quality of mountain ranges and slope areas of Sha Ling

On the basis of developing the Sha Ling/Nam Hang Nature Park, efforts should be made to comprehensively enhance the landscape quality of mountain ranges and slope areas of Sha Ling through proactive environmental design, with a view to minimising the visual and environmental impacts of the Sandy Ridge Cemetery and the planned columbarium facilities on Shenzhen and the LW/MKT CDN.



Mountain Ranges and Slope Areas of Sha Ling



Sha Tau Kok Pier



Lai Chi Wo

(3) Opening up Sha Tau Kok Town (except Chung Ying Street)

The Sha Tau Kok Pier should be opened up gradually for tourist activities, with a view to restoring the traditional role of Sha Tau Kok Town in supporting the scattered villages and other outlying islands in Kat O Hoi and Yan Chau Tong. This can add momentum to the revitalisation of villages around Yan Chau Tong and create opportunities for the development of sustainable eco-recreation/tourism, thus preventing the continuous decline of these villages and outlying islands.

Studies should be conducted on further opening up Sha Tau Kok Town (except Chung Ying Street) in the long run and the necessary ancillary set-up, including providing additional boundary security facilities, introducing legislative amendments, examining land uses, regularising unauthorised buildings and implementing other related supporting measures, so as to pave the way for the development of sustainable eco-recreation/tourism in the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle.

(4) Hong Kong-Shenzhen co-operation in conserving Mirs Bay/Yan Chau Tong and developing eco-recreation/tourism

Under the framework of the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle, Hong Kong should, in collaboration with Shenzhen, advocate comprehensive ecological conservation and promote the development of eco-recreation/tourism in the coastal areas of Shenzhen East (including Yantian and Dapeng Peninsula Nature Reserve) and the northeastern part of the New Territories of Hong Kong (including Sha Tau Kok, the Geopark and the Yan Chau Tong Marine Park). Feasibility study on Shenzhen's supply of water and electricity to Tung Ping Chau, as well as deliberations and studies on BCP provision to facilitate cross-boundary travel by sea may also be conducted.

Right: Yan Chau Tong Marine Park





Key Action Direction (7) /

Taking Proactive Steps to Redress Home-Job Imbalance

104. Given the huge increase in residential population of the Northern Metropolis, employment opportunities for the new economy have to be created in accordance with the principle of optimising spatial planning for economic land to provide residents with more employment options, thus achieving a sustainable home-job balance. In this connection, apart from planning for various strategic development areas with economic development functions, the Development Strategy also puts forward the following proactive policy reform measures:

(1) Employment opportunities driven by government facilities

Past experiences have proved that development of major government facilities and their choices of locations will drive and lead enterprises to decide on locations of establishments, which in turn will bring in more job opportunities for the areas concerned. The Government should formulate clear policies and administrative guidelines such that the Northern Metropolis would be selected as far as possible as the location for government facilities which are “Non-location-bound and Employment-driven”. The Government has already taken the lead to consider the feasibility of relocating certain government offices and facilities in the core urban district to the Northern Metropolis.



Government Offices



On Lok Tsuen Industrial Area in Fanling

(2) Rezoning of the On Lok Tsuen Industrial Area in Fanling

Rezoning will proactively disseminate to the market the message about the latest land use planning intention. In order to align with the way forward of I&T development in the Hong Kong-Shenzhen Close Interaction Circle, the On Lok Tsuen Industrial Area in Fanling is proposed to be rezoned from “Industrial” to “OU” annotated “Business and I&T”. This can add impetus to the transformation of the Industrial Area. To facilitate early creation of more new economy jobs within the Northern Metropolis, co-working spaces can be provided to encourage start-ups to move into the Industrial Area.

While processing the land use rezoning, reference can be made to the success of the Energizing Kowloon East in improving public space and pedestrian system and in implementing proactive policies to take forward transformation for creation of more jobs as early as possible.



Energizing Kowloon East Office



(3) Development of multi-storey modern logistics centres

To expedite the construction of the HSK/HT NDA and promote high-end economic development, an innovative approach on land grant should first be adopted in the NDA, with a view to facilitating development of multi-storey industrial buildings and modern logistics centres to accommodate some brownfield operations. This approach can promote upgrading of the logistics industry, as well as to create relevant employment opportunities.

(4) Provision of incentives to public and private corporations to drive for business development

The Government should formulate policies and measures to encourage the public and private corporations to take the lead in setting up operations in the Northern Metropolis to create impetus to attract and encourage private businesses to join. Such measures can include planning of additional ancillary facilities, streamlining approval procedures and offering incentives like granting exemption of fees/GFA, etc.

(5) Land grant policy facilitating Innovation and Technology development

In order to expedite the development of an I&T economy and create more high-quality employment opportunities, policies and measures should be formulated in addition to the present approach of granting land to Hong Kong Science and Technology Parks Corporation or developers. Land resources can be taken as incentives by granting development sites to enterprises specialising in technology applications, R&D and advanced manufacturing through open tender, enabling them to develop the land of their own accord, so as to create as soon as possible clustering effect of I&T industries with the benefits of economy of scale.

Separately, flexibility should be introduced in statutory land use zonings and the conditions of land sales of I&T development sites to allow enterprises to construct talent apartments for self-use, thus making the Northern Metropolis more appealing to global I&T talents to come to Hong Kong to live in and work.

(6) Development of a diversified economy

Apart from generating huge economic impetus for I&T development in the Northern Metropolis, there is also the need to develop a diversified economy and promote its sustainable development. The Government should work in collaboration with non-profit-making organisations and/or small and medium enterprises to support and foster development of emerging industries including cultural and creative industries by taking steps to establish a suitable mechanism/platform and identify potential areas and/or premises for the development. For example, revitalisation of market towns in new towns can help develop the local economy and let the communities share the fruits of economic success.

Left: Multi-storey Modern Logistics Centre

Key Action Direction (8) /

Making of Sustainable Community Suitable for Living in and Working

105. The Northern Metropolis can become not only the second engine for Hong Kong's economic development, but also a quality and promising community for Hong Kong people to live in and work. Given this belief, the making of a liveable community is the core concept and initiative of the Development Strategy. In considering, formulating and implementing plans of various developments of the Northern Metropolis, public officers of relevant government departments should break through the conventional "project-oriented" framework. Drawing on the success of the Energizing Kowloon East in developing Hong Kong's second core business district in the past decade, the "government-led community making" approach should be adopted and breakthroughs have to be made in the following areas:

(1) Government-led in community making

Policy B/Ds responsible for providing various government, institution and community (GIC) facilities should stay united and work together to adjust the mode of operation and priorities in resources deployment. Proactive efforts should be taken to effectively co-ordinate the planning, design and implementation management of various GIC facilities to ensure their timely provision in meeting the needs of the increasing residential population of the Northern Metropolis.





Tin Shui Wai New Town

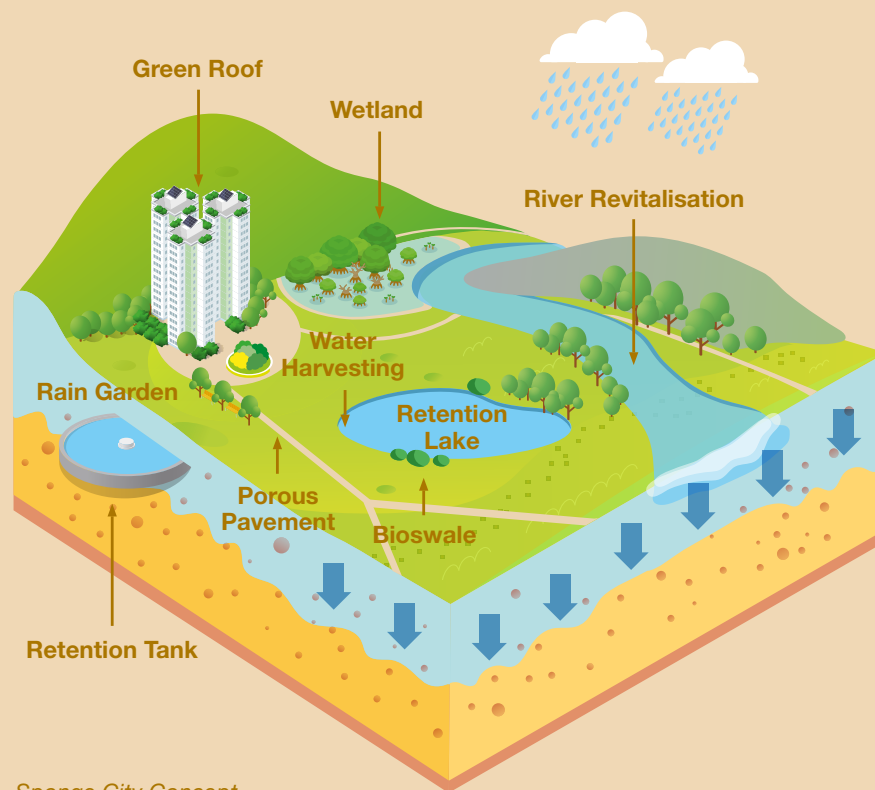
(2) Community support to achieve social inclusion

To avoid the repeated emergence of various social and community issues arising from the development of the Tin Shui Wai New Town and the Tung Chung New Town in the 1990s, community support schemes should be devised as early as possible. Care and support for the disadvantaged should not be overlooked and the pursuit of an inclusive society should be strived for to enable the communities sharing the fruits of success of the Northern Metropolis.

(3) Full implementation of the concept of sponge city construction

The Northern Metropolis should be developed into a sustainable and carbon-neutral smart community. Comprehensive efforts should be made to provide blue and green infrastructure with multiple functions and benefits in different strategic development areas. There should be a clear policy that the planning and design of the blue and green infrastructure should enable the Northern Metropolis to adapt to climate change and stand against extreme weather, so as to avoid bringing huge threats and damage to the community.

With its proximity to the “Two Bays, One River” area, it is necessary for the Northern Metropolis to adopt the sponge city concept in development. The planning of the blue and green infrastructure should be incorporated early into the detailed planning and design of the strategic development areas of the Northern Metropolis. Strategic facilities at prime locations such as the Wetland Conservation Parks, should be leveraged for the purpose of flood prevention.



Sponge City Concept

(4) Provision of territory-wide/region-based community facilities

Important territory-wide or region-based community facilities and landmark public buildings have to be provided within the Northern Metropolis to meet its various needs and enhance its image as a metropolitan area. In view of this, we should go beyond the existing over-reliance on the Hong Kong Planning Standards and Guidelines for projecting the need for different kinds of facilities. Advanced steps should be taken to plan for major region-based and territory-wide facilities such as tertiary institutions, international schools, private hospitals, sports and cultural/art facilities, etc. at suitable locations.



International School



Private Hospital



Cultural/Art Facility

Key Action Direction (9) /

Re-engineering the Administrative Mechanism and Operation Process

106. In order to implement effectively the Development Strategy for the making of the Northern Metropolis, consideration should be given to set up a high-level dedicated government institution to proactively take the lead to steer and guide relevant B/Ds in taking forward the planning, design and construction of the entire Northern Metropolis. Specific responsibilities and functions are proposed as follows:

(1) To fully co-ordinate and execute planning and development

Deploying resources in a flexible manner and taking full responsibility for co-ordinating and pressing ahead the development of the entire Northern Metropolis, including its spatial planning and design, infrastructure and transport development, land development and land use adjustment, housing supply, enhancement of industry structure, sustainable community development, ecological conservation, tourism, etc.



(2) To spearhead co-operation with Shenzhen

Taking the lead in facilitating deliberations and co-operation between various B/Ds and relevant authorities of Shenzhen, co-ordinating the planning and implementation of the relevant projects and monitoring the progress, as well as facilitating closer, deeper and more comprehensive integrated development of the two cities.

(3) To participate in the development of networks of wetlands systems in the Greater Bay Area

Assisting the Government to embark on proactive co-operation with the relevant authorities of Guangdong and other GBA cities on the development of networks of wetlands systems (including the complete wetlands system in Shenzhen Bay) in the GBA.

(4) To formulate policies and monitor their implementation

Formulating policies, mechanisms and management measures on various aspects of the development of the Northern Metropolis, monitoring their implementation, and making timely adjustments as appropriate, with a view to pooling resources and co-ordinating the progress of various projects for a speedier and more efficient development of the Northern Metropolis.

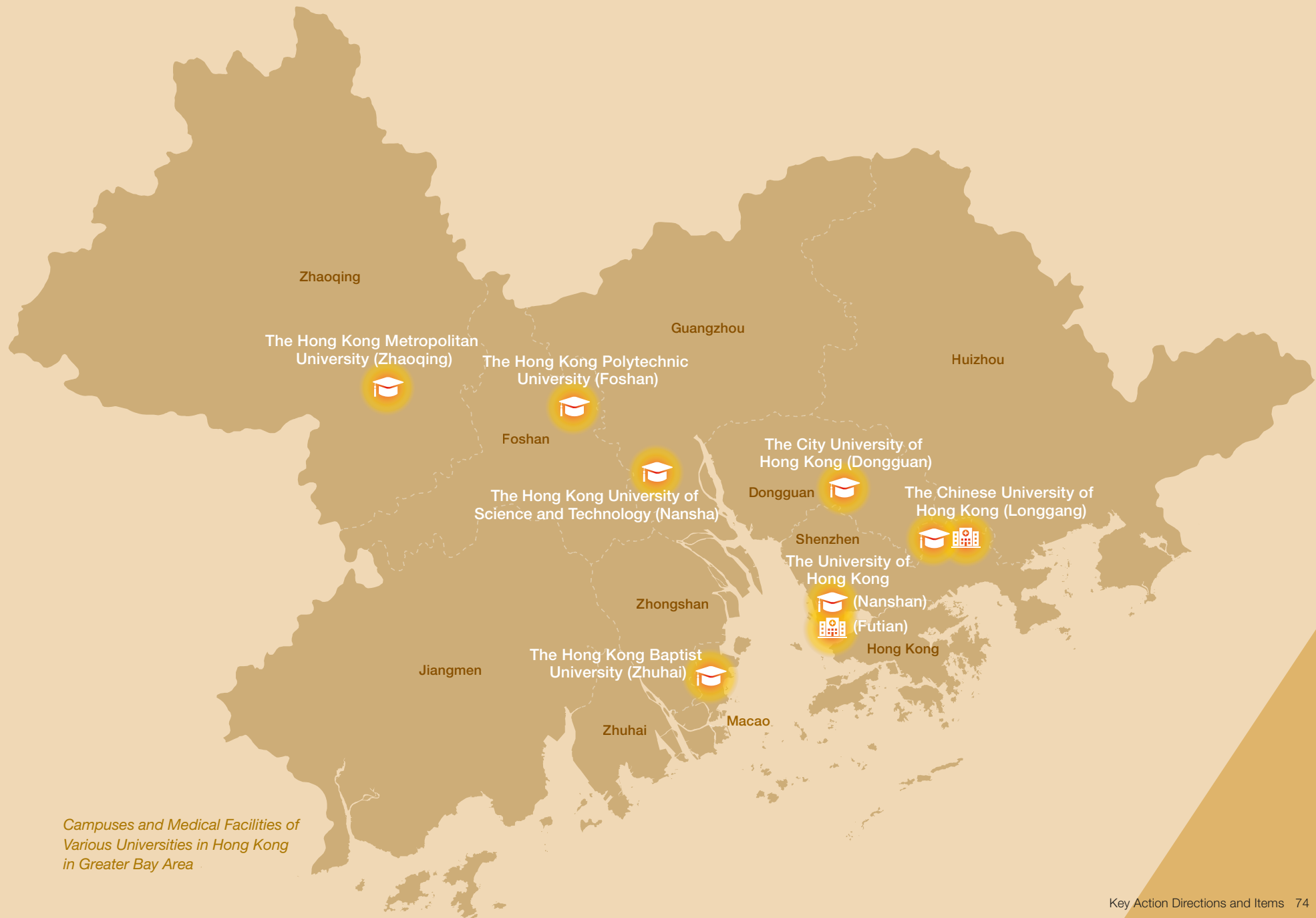
(5) To formulate a 10-Year Construction Programme

Formulating the rolling 10-Year Construction Programme for the Northern Metropolis, which can serve as a work target for all relevant B/Ds in infrastructure development and housing supply. There should be regular progress updates for public scrutiny, with a view to expediting the development of the Northern Metropolis in an orderly manner.

Key Action Direction (10) /

Strengthening the Radiation of Hong Kong with Comprehensive Footholds in the Greater Bay Area

107. It has been a tendency for the universities in Hong Kong to establish campuses, R&D as well as medical institutions in the GBA. These campuses and facilities spreading across the GBA are located in Zhuhai (the Hong Kong Baptist University), Longgang, Shenzhen (campus and hospital of the Chinese University of Hong Kong), Nansha, Guangzhou (the Hong Kong University of Science and Technology), Foshan (the Hong Kong Polytechnic University), Dongguan (the City University of Hong Kong), Nanshan and Futian, Shenzhen (campus and hospital of the University of Hong Kong) and Zhaoqing (the Hong Kong Metropolitan University). The Government should provide proactive support and work in collaboration with the GBA cities such as Shenzhen to make use of these strategic facilities as footholds and develop their neighbouring areas under the concept of integrated communities with functions of “Education, Research, Industry and Residence”. This would help promoting the integration of Hong Kong into the GBA.
108. The Government should engage in dialogues with the authorities of the GBA cities to discuss and examine the planning and development of the neighbouring areas of these strategic facilities already established in the GBA, with the aim of making communities in the neighbouring areas attractive for people to live in and convenient to maintain connection with Hong Kong. As such, academics and researchers, as well as students and start-ups from Hong Kong would be more willing to move to the GBA to work, and to engage in research and study with other local residents and their peers in the GBA.
109. In view of the above, the Government should initiate discussions with relevant tertiary institutions in Hong Kong to gauge their views on upgrading their campuses in the GBA, the facilities to be provided in the neighbouring communities, as well as the implementation of measures to facilitate a more convenient living in such communities, so as to promote ease of living and improve the well-being of teachers and staff, visiting scholars and students of the institutions.



Campuses and Medical Facilities of Various Universities in Hong Kong in Greater Bay Area

Chapter 5

Concluding Remarks



110. The making of the Northern Metropolis is a strategic response to meet our pressing demand. The Development Strategy puts forward crucial spatial concepts and planning principles, as well as ten key action directions and 45 action items.
111. On top of the planning and development projects which are underway, the Development Strategy can contribute to further developing about 600 hectares of housing and economic land in the Northern Metropolis. Our preliminary estimate is that there can be an increase in the supply of about 165 000 to 186 000 residential units and 84 000 jobs including about 66 000 to 68 000 I&T jobs. Upon the implementation of the proactive conservation policy, a comprehensive system of wetlands and coastal ecological conservation with a total area of about 2 000 hectares can be formed. The Development Strategy also supports and proposes construction of five railways, provision of more cross-boundary transport infrastructure between Hong Kong and Shenzhen, and development of more land to boost housing and economic development by taking advantage of the railway projects.
112. The development potential brought about by the action items proposed in the Development Strategy is a preliminary crude estimate. Before proceeding to implementation, the Government has to carry out the related work in details, decide on the development priority and conduct detailed planning and engineering studies to confirm whether the action items are technically and financially feasible. The railway lines and distribution of stations as shown in the diagrams included in this report are for illustration only and do not reflect the actual alignments nor locations.
113. Currently, the northern New Territories (including Yuen Long District and North District) has a residential population of about 960 000, accommodates about 390 000 residential units and provides about 116 000 jobs. The development projects under planning and construction can bring an increase of about 350 000 units and 450 000 jobs. Together with the proposed development projects under the Development Strategy, the entire Northern Metropolis can eventually accommodate a residential population of about 2.5 million and provide about 650 000 jobs which includes about 150 000 I&T jobs.
114. It is hoped that the making of the Northern Metropolis will basically be completed within the next two decades. By then, Hong Kong can strengthen our function with Shenzhen as “twin engines” of the GBA, and develop ourself into an International Innovation and Technology Hub and a promising place for our people to live in and work.

Annex

List of Action Items



(I) Constructing the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and Expanding the Hung Shui Kiu/ Ha Tsuen New Development Area (HSK/HT NDA)

1. **Upgrade the HSK/HT NDA as the New Territories North Central Business District (NTN CBD)** and formulate relevant policies for fostering and enhancing the co-operation between the NDA and the Shenzhen-Hong Kong Modern Service Industry Co-operation Zone in Qianhai (Qianhai Co-operation Zone) on development of high-end economy to create more jobs of the new economy

2. **Examine with Shenzhen to construct the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) with Co-location Arrangement at Qianhai, explore the rail alignment and location of boundary control point (BCP),** and amend the original planning scheme of the HSK/HT NDA to provide additional stations along the railway on the Hong Kong side and increase the development intensity

3. **Expand the HSK/HT NDA to cover Lau Fau Shan and Tsim Bei Tsui** to substantially increase the provision of housing and economic land

4. **Examine the development potential of the areas stretching from Lau Fau Shan to Pak Nai, construct an automated people mover system from Tsim Bei Tsui to Pak Nai,** and explore the feasibility of connecting with stations along the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and the planned Environmental Friendly Transport System in the HSK/HT NDA

5. **Build sizable landmark facilities of innovation & technology (I&T) industry** as a flagship project for in-depth co-operation between the NTN CBD and the Qianhai Co-operation Zone

6. **Timely and comprehensively enhance and renovate the catering and tourism facilities in Lau Fau Shan,** with a view to maintaining the rural township ambience as a Seafood and Oyster Port and offering quality dining and leisure services with unique local character to serve the residential and working population which would increase significantly

(II) Making of Hong Kong's Silicon Valley- San Tin Technopole

7. **Substantially increase land for I&T development** by making an optimal use of the nearly 60 hectares of land proposed for enterprise and technology park in the San Tin/Lok Ma Chau Development Node, using the 20 hectares formed land of the Lok Ma Chau Control Point and re-planning about 70 hectares of fish ponds and rural land in the vicinity, with a view to increasing substantially the area of land for I&T industries and achieving industry clustering effect with economy of scale

8. **Plan and develop the San Tin Technopole** as an I&T development area of significant scale with a comprehensive spatial layout, an integrated and diversified land use mix and convenient external transportation which can closely connect with Futian and Huanggang in Shenzhen, and function as a focal point for converging the industry, academia and research sectors for in-depth integration between Hong Kong and Shenzhen

9. **Expedite the implementation of the Northern Link (NOL) Spur Line** to connect to the new Huanggang BCP as a cross-boundary railway, capitalise on the cross-boundary railway and stations along the railway as the basis to enhance the overall development potential and attraction of the San Tin Technopole to I&T enterprises and practitioners

10. **Strengthen the external transport link of the Hong Kong-Shenzhen Innovation and Technology Park (HSITP)** by providing a station of the NOL Spur Line at the HSITP, giving early consideration to construct a link road between the east of the HSITP and the Kwu Tung North New Development Area (KTN NDA), and supporting the construction of the Fulin Small BCP to significantly improve the external transport link of the HSITP

(III) Exploring Northern Link Eastward Extension and Expanding the Kwu Tung North New Development Area

11. **Explore the construction of NOL eastward extension** by extending the railway to the east from the Kwu Tung Station to connect with areas in Lo Wu and Man Kam To on the Hong Kong side and various development nodes in the New Territories North (NTN) New Town, together with a station provided at the On Lok Tsuen Industrial Area in Fanling connected to the Fanling Station by seamless pedestrian system, so that a railway network connecting a number of strategic development projects and existing communities can be formed, which can drive land development and unleash the development potential

12. **Extend the KTN NDA to cover the agricultural land and slope areas in Ma Tso Lung** to substantially increase the development capacity and provide I&T enterprises at the HSITP with convenient community services and daily life support

13. **Shift the function of some land parcels planned for business and technology park in the east of the KTN NDA to the San Tin Technopole** to create greater industry clustering effect, and increase the supply of residential units in the KTN NDA

(IV) Developing the Lo Wu/Man Kam To Comprehensive Development Node (LW/MKT CDN)

14. **Examine the feasibility of extension of East Rail Line to Luohu in Shenzhen and relocation of the existing Lo Wu Station and boundary crossing facilities to Shenzhen side with Co-location Arrangement, examine the provision of a new railway station (“Lo Wu South Station” named tentatively) between the existing Lo Wu Station and the Sheung Shui Station,** and embark on large-scale residential and commercial development on the railway sites

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15. **Co-operate with Shenzhen to review the functions of the Man Kam To Control Point and the development potential of adjacent land uses,** co-ordinate with Shenzhen to upgrade the land use function of the Man Kam To area on both Hong Kong and Shenzhen sides, examine the feasibility of Co-location Arrangement on Shenzhen side, and develop the LW/MKT CDN extending from the Lo Wu South Station to the existing Man Kam To Control Point for commercial/residential development

 16. **Review the rural land use along Lo Wu Station Road and Man Kam To Road, the land adjacent to the Lo Wu South Station, Lo Shue Ling and Sheung Shui Wa Shan area, and undertake comprehensive development planning** to unleash the potential for substantial land development and housing supply, on the basis of convenient and efficient railway services

 17. **Study relocation of fresh food boundary-crossing and inspection facilities at the Man Kam To Control Point and the Sheung Shui Slaughterhouse to the land adjacent to the Heung Yuen Wai Control Point, and transport the fresh food supply across the territory via Heung Yuen Wai Highway** to avoid causing environmental impact and traffic pressure on the LW/MKT CDN

 18. **Study the feasibility of relocating the Sheung Shui Water Treatment Works and the Shek Wu Hui Sewage Treatment Works to caverns** to release more development land for incorporating into the LW/MKT CDN in the long run, so that the entire LW/MKT CDN can be developed more effectively on a larger scale and can eventually enjoy better spatial and functional connection with the Fanling/Sheung Shui New Town

(V) Implementing a Proactive Conservation Policy to Create Environmental Capacity

19. **Formulate a proactive conservation policy and measures to create environmental capacity**, propose to resume private wetlands and fish ponds with conservation value to develop as Wetland Conservation Parks and integrate with the proposed Robin's Nest Country Park to create a comprehensive ecological habitat system stretching from the west to the east of the Northern Metropolis and protect the essential flight path for birds, and plan early for provision of eco-recreation/tourism facilities

20. **Resume the fish ponds and wetlands around Nam Sang Wai, Tai Sang Wai and Lut Chau to form the Nam Sang Wai Wetland Conservation Park** to protect the integrity of the Ramsar Site's wetlands system and enhance its ecological functions

21. **Resume the fish ponds and wetlands in areas between Mai Po and San Tin/Sam Po Shue to develop some of them as the Sam Po Shue Wetland Conservation Park** for incorporation into the San Tin Technopole

22. **Resume the fish ponds and wetlands around Hoo Hok Wai to develop the Hoo Hok Wai Wetland Conservation Park** which can serve as a key node where the flight path for birds from Deep Bay to Hoo Hok Wai turns southwards to the Long Valley Nature Park

23. **Resume and incorporate the fish ponds and wetlands around Fung Lok Wai and Tsim Bei Tsui into the Hong Kong Wetland Park**, to expand the functions in nature, conservation, education and recreation

24. **Resume the private land around Tsim Bei Tsui, Lau Fau Shan and Pak Nai zoned "Coastal Protection Area" to develop a Coastal Protection Park and waterfront promenade between Tsim Bei Tsui and Pak Nai**, and conserve the natural coastline and the ecosystem of inshore mangroves, thus forming an important Coastal Landscape Ecology Corridor and providing the public with quality outdoor eco-recreation space

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25. **Develop the Sha Ling/Nam Hang Nature Park** as an eco-node where the entire wetlands system in the western and central parts of the Northern Metropolis transits to the woodland ecosystem in the east

 26. **Co-operate with Shenzhen to jointly conserve and upgrade the natural landscape and ecological resources of the wetlands and mangroves within the Shenzhen Bay Quality Development Circle**, and join hands to include the mangroves and wetlands along the northern shore of the Shenzhen Bay into the Ramsar Site to form a more complete wetlands system spanning Hong Kong and Shenzhen around the Shenzhen Bay

 27. **Work with Shenzhen to strengthen the ecological integration of the Wutong Mountain National Forest Park in Shenzhen and the proposed Robin's Nest Country Park in Hong Kong**, and jointly create the Wutong Mountain/Robin's Nest/Pat Sin Leng Ecological Corridor under the principle of safeguarding the integrity and security of the administrative boundary between Hong Kong and Shenzhen, and draw up co-ordinated conservation measures and collaborative programmes

 28. **Co-operate with the relevant authorities of Guangdong and the Greater Bay Area (GBA) cities to jointly build networks of wetlands systems in the GBA** and enhance the overall capacity and quality of the ecological environment
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(VI) Creating Outdoor Eco-recreation/tourism Space with High Landscape Value

29. **Develop the NTN Urban-Rural Greenway** that connects mountain ranges, wetlands, fishponds, riversides, traditional villages and scenery spots of urban areas, open up MacIntosh Forts with the provision of viewing facilities, and improve the Greenway to the lead mine relic to provide another internationally renowned hiking trail with a scenic blend of cityscape and countryside, comparable to the MacLehose Trail, the Wilson Trail, the Hong Kong Trail and the Lantau Trail cherished by the Hong Kong people.
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30. **Fully enhance the landscape quality of mountain ranges and slope areas of Sha Ling** and adopt proactive environmental design to minimise the visual and environmental impacts of the Sandy Ridge Cemetery and the planned columbarium facilities on Shenzhen and the LW/MKT CDN
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31. **Open up the Sha Tau Kok Pier gradually for tourist activities** to add momentum to the revitalisation of villages around Yan Chau Tong; and conduct studies on **further opening up Sha Tau Kok Town (except Chung Ying Street) in the long run and the necessary ancillary set-up**, including providing additional boundary security facilities, introducing legislative amendments, examining land uses, regularising unauthorised buildings and implementing other related supporting measures
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32. **Co-operate with Shenzhen to take forward the conservation of the nature reserve, marine parks and geoparks on both sides under the framework of the Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle**, promote the development of eco-recreation/tourism, and study the feasibility of Shenzhen's supply of water and electricity to Tung Ping Chau, as well as deliberations and studies on BCP provision for cross-boundary travel by sea
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(VII) Taking Proactive Steps to Redress Home-Job Imbalance

33. **Formulate clear policies and administrative guidelines and select the Northern Metropolis as far as possible as the location for government facilities which are “Non-location-bound and Employment-driven”**
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34. **Propose to rezone the On Lok Tsuen Industrial Area in Fanling from “Industrial” to “Other Specified Uses” annotated “Business and I&T”**, and make reference to the success of the Energizing Kowloon East in improving public space and pedestrian system and in implementing proactive policies to take forward transformation for creation of more jobs as early as possible
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35. **Adopt an innovative approach on land grant for multi-storey industrial buildings first in the HSK/HT NDA**, with a view to facilitating the development of modern logistic centres to accommodate some brownfield operations
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36. **Encourage the public and private corporations to set up operations in the Northern Metropolis**, and work in collaboration with non-profit-making organisations and/or small and medium enterprises to support and **foster development of emerging industries including cultural and creative industries**
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37. **Formulate land grant policies and measures to facilitate I&T development** and take land resources as incentives by granting development sites to enterprises specialising in technology applications, research and development (R&D) and advanced manufacturing, so as to create as soon as possible clustering effect of I&T industries with the benefits of economy of scale
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38. **Formulate policies and measures to construct talent apartments**, including introduction of flexibility in statutory land use zonings and the conditions of land sales of I&T development sites to allow enterprises to construct talent apartments for self-use, thus making the Northern Metropolis more appealing to global I&T talents
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(VIII) Making of Sustainable Community Suitable for Living in and Working

39. **Adopt the mode of thinking and operation of “government-led community making” approach, provide and co-ordinate the planning, design and implementation management of various government, institution and community facilities and devise community support schemes as early as possible** so as to construct sustainable community for living in and working
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40. **Develop a sustainable and carbon-neutral smart community and fully implement sponge city construction adaptable to climate change**, and make comprehensive efforts to provide blue and green infrastructure with multiple functions and benefits
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41. **Take advanced steps to plan for major region-based and territory-wide facilities at suitable locations in the Northern Metropolis**, such as tertiary institutions, international schools, private hospitals, and sports and cultural/art facilities
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(IX) Re-engineering the Administrative Mechanism and Operation Process

42. **Set up a high-level government dedicated institution** to steer and guide relevant bureaux and departments (B/Ds) in taking forward the development of the entire Northern Metropolis; and take the lead in facilitating deliberations and co-operation with relevant authorities of Shenzhen, Guangdong and other GBA cities on implementation of co-operation projects and monitoring the progress
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43. **Formulate a rolling 10-Year Construction Programme for the Northern Metropolis**, which can serve as a work target for all relevant B/Ds in infrastructure development and housing supply, and regularly update progress for public scrutiny, with a view to expediting the development of the Northern Metropolis in an orderly manner
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(X) Strengthening the Radiation of Hong Kong with Comprehensive Footholds in the Greater Bay Area

44. **Provide proactive support for the Hong Kong universities to establish campuses, R&D and medical institutions in the GBA** and gauge their views on upgrading their campuses in the GBA, the facilities to be provided in the neighbouring communities, as well as the implementation of measures to facilitate a more convenient living for teachers and staff, visiting scholars and students of the institutions
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45. **Work in collaboration with the GBA cities such as Shenzhen to make use of the campuses, R&D and medical institutions of the Hong Kong universities as strategic footholds**, and develop integrated communities with functions of “Education, Research, Industry and Residence”, which are convenient to live in and maintain connection with Hong Kong, so that academics and researchers, as well as students and start-ups from Hong Kong would be more willing to move in to work, and to engage in research and study with other local residents and their peers in the GBA
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