

# **Northern Metropolis**

## **Fact sheet on Three Pilot Areas under Large-scale Land Disposal**

### **Conceptual Framework**

- The Chief Executive announced in the 2024 Policy Address to adopt, on a pilot basis, a large-scale land disposal approach to expedite development of the Northern Metropolis. Sizable land parcels with commercial value and earmarked for provision of public facilities will be selected for open tender and granted to success bidders for collective development. This approach will speed up development of the residential flats, industry and public facilities in the land parcel, at the same time enhance the participation of enterprises in the important development for Hong Kong and also reduce the financial outlay of the Government.
- The Government has identified three land parcels in Hung Shui Kiu / Ha Tsuen (12.5 hectares (“ha”)), Fanling North (15.9 ha) and San Tin Technopole (18.6 ha) as pilot areas. Each pilot area covers residential, industry and public facility sites. The capital for developing residential sites could be recouped at an earlier stage to support other development in the pilot area and provide funding to enable developers to be more willing to participate in the development of industry sites with longer payback period and higher risk. We hope that through different locations, scales, land use mixes and development requirements, enterprises with different capital and of different background could be attracted to participate in the large-scale land disposal.
- To summarise, developers are required to carry out site formation and engineering infrastructure works for all the sites in the land parcel, retain the residential sites for their own development, and hand the other sites back to the Government for management after constructing some public facilities such as roads and open space. The requirements on industry sites vary across the pilot areas, for instance, some sites will be handed back to the Government after site formation, some sites will allow developers to construct and operate enterprise and technology park building on their own, and there is an individual site requiring developers to construct a multi-storey building for modern industries to accommodate affected brownfield operators and then hand it back to the Government. We will set out the baseline scenarios with specific development requirements in the document on the expression of interest exercise to be launched in December in order to

facilitate developers to express their opinions. For the basic information and proposed baseline scenario of the three pilot areas, please refer to the attached document. According to the analysis by consultant, the baseline scenarios of the three pilot areas are financially viable and development could be completed in 10 years or less.

- Common arrangements applicable to the three pilot areas include –
  - (i) The new development areas (“NDAs”) where the pilot areas are located have completed statutory rezoning procedures. Land uses have been established and developers are required to develop the land parcels in accordance with the statutory planned uses of the sites. This notwithstanding, according to the established town planning procedure, it may be possible to allow minor relaxation of the development parameters (e.g. plot ratio) of the sites, subject to approval by the Town Planning Board.
  - (ii) The Government will resume the private lands in the three pilot areas and, together with the government lands involved, provide compensation and rehousing arrangements to households and business operators affected, before awarding tender for the pilot areas.
  - (iii) The tenders will adopt a simplistic land tender approach, to be awarded to the highest bidder. The land premium in the developer’s bid for a pilot area should in theory have deducted his estimation of the costs of site formation and engineering infrastructure works and construction of other facilities.
  - (iv) While enterprises could participate on their own, we welcome the participation of joint ventures formed by enterprises.
- Apart from collecting market views on the baseline scenarios, we will put forward some innovative implementation models in the expression of interest exercise in December, in order to stimulate the market to actively consider enhancing the depth and breadth of their development of industry sites, driving the industry development in the Northern Metropolis and enhancing the quality of development by leveraging market forces. Initial proposed questions to be put forward include –
  - (i) Taking the pilot area in San Tin Technopole as an example, whether the developers are willing to increase their participation in the development of the three innovation and technology (“I&T”) sites beyond forming them according to the Government’s baseline scenario,

to form a company together with the Government according to the Government's plan for I&T industry to jointly fund the construction, lease out and manage the I&T park and attract I&T enterprises and talent to settle in Hong Kong? Or, whether developers would like to pursue the development on their own according to the Government's plan, but with an implementation model different from the traditional 50-year lease term? For example, would a shorter lease term be more attractive? Would other models like the Design-Build-Operate model feasible? Any other models for consideration?

- (ii) The development period of the land parcels is longer and involve higher cost and risk. Apart from the traditional arrangement of paying the full land premium upfront, should other arrangements be considered, such as paying land premium by instalments, or paying less upfront land premium but sharing the profit with the Government later?
- (iii) In the case where land owned by developers in other areas in the Northern Metropolis are proposed to be resumed by the Government and the developers are willing to surrender these lands to the Government, if the Government allows deduction of the value of these land from the land premium payable under the large-scale land disposal so as to reduce the upfront expenditure in cash from the developers, would this increase the market's interest in participating in the large-scale land disposal?
- (iv) Currently, many industrial facilities such as logistics storages are located in the urban areas. How would these facilities be encouraged to relocate to the Northern Metropolis through the large-scale land disposal, in order to give the industries more room for upgrading, transformation and renovating the equipments, and free up sites in the urban areas for uses more beneficial to the community?

## **Pilot Area in Hung Shui Kiu / Ha Tsuen NDA**

### **Advantages of Pilot Area**

#### Positioning of Zone where Pilot Area is Located

- Situated in the “High-end Professional Services and Logistics Hub” in the Northern Metropolis, Hung Shui Kiu / Ha Tsuen NDA, with its close proximity to the adjacent Nanshan District and Qianhai Cooperation Zone in Shenzhen and the convenience brought by the future cross-boundary railway, can develop high-end professional services (such as financial, wealth management, legal services, etc.) and cross-boundary logistics. The entire NDA will provide around 2 million square metres and 4 million square metres of commercial and industrial floor areas respectively to meet its high-end professional services positioning and help develop it into a new generation of logistics hub.
- The “Enterprise & Technology Park” sites in the NDA can accommodate a wide range of uses, including industrial/commercial, technology, modern logistics and industrial uses, and benefit from the clustering and synergy effects of the co-existence of various uses of lands in the NDA.

#### Well-connected by Public Transport

- The private housing sites in the pilot areas are close to the Hung Shui Kiu Station which will enjoy a geographical advantage with the convergence of three railways (including Tuen Ma Line and the planned Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (“HSWRL”) and Hong Kong Island West-Hung Shui Kiu Rail Link), making the NDA the convergence point of local and cross-boundary transport.
- Hung Shui Kiu Station on the Tuen Ma Line is scheduled to be commissioned in 2030 to meet the major population intake in the NDA. Regarding the HSWRL, the second-stage study has been substantially completed in mid-2024. At its meeting in November 2024, the task force established by the governments of Hong Kong and Shenzhen deliberated the findings of the study, and agreed to jointly set up an Office for Implementing Cross-boundary Railway Projects by the relevant departments of the governments of the two places to take forward the planning and design of the next stage of the HSWRL, targeting to commence the investigation and design of the project in 2025.

- The “Enterprise and Technology Park” sites in the pilot areas will be connected to the Hung Shui Kiu Station by the proposed Smart and Green Mass Transit System, with travelling time of about 3 minutes only. The Government targets to invite suppliers / operators to submit expressions of interest by end-2024, in order to finalise the specific requirements and design of the systems and their associated infrastructure, and strive to invite tenders for the project in 2026.

### **Basic Information of Pilot Area**

- Total area: About 12.5 ha
- Sites / roads involved: 8 sites (including 2 private housing sites, 3 enterprise and technology park sites, 2 government, institution or community sites and 1 open space), 1 local road and 1 pedestrian street

### **Baseline Scenario**

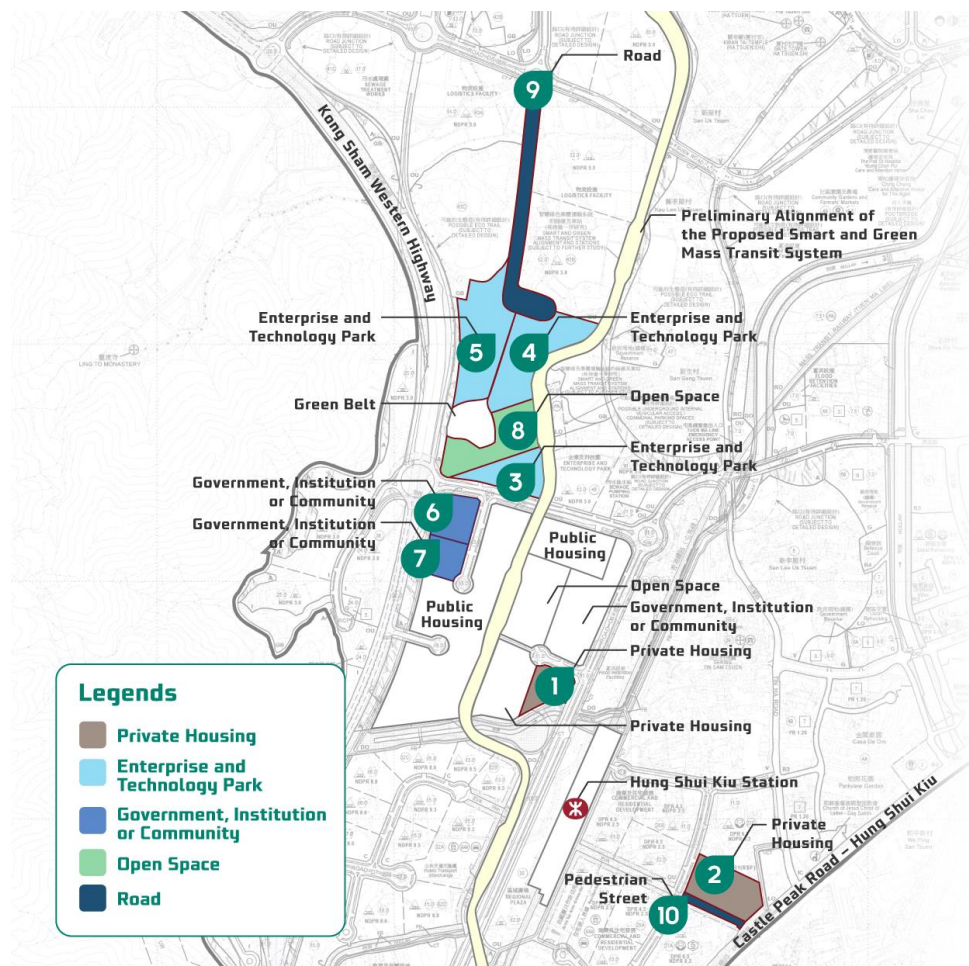
- Areas of the sites / roads and requirements for developer:

|     | <b>Site / Road</b>                        | <b>Area</b>    | <b>Plot Ratio</b>                | <b>Requirements for Developers</b>  |
|-----|---|----------------|----------------------------------|---|
| (1) | Private Housing Site                      | 0.67 ha (Note) | Domestic: 6<br>Non-domestic: 0.5 | Carry out site formation works and retain the sites for development and construction of superstructure                                    |
| (2) | Private Housing Site                      | 1.32 ha        | Domestic: 6<br>Non-domestic: 0.5 |   |
| (3) | Enterprise and Technology Site            | 1.05 ha        | 5                                |   |
| (4) | Enterprise and Technology Site            | 2.16 ha        | 5                                | Carry out site formation works and then hand back to the Government   |
| (5) | Enterprise and Technology Site            | 2.34 ha        | 5                                |   |
| (6) | Government, Institution or Community Site | 0.77 ha        | -                                |   |
| (7) | Government, Institution or Community Site | 0.63 ha        | -                                |   |
| (8) | Open Space                                | 1.57 ha        | -                                | Carry out site formation works and construct recreational facilities such as playground and ball courts, then hand back to the Government |

|                    | Site / Road       | Area                 | Plot Ratio | Requirements for Developers   |
|--------------------|-------------------|----------------------|------------|---|
| (9)                | Road              | 1.8 ha               | -          | Carry out site formation and construction works, then hand back to the Government |
| (10)               | Pedestrian Street | 0.21 ha              | -          |   |
| <b>Total area:</b> |                   | <b>About 12.5 ha</b> |            |   |

Note: As part of this private housing site (around 0.17 ha) is covered by an adjacent in-situ land exchange application, the area of this site will hinge on whether the land exchange application is successful. The result of the land exchange application is expected to be concluded on or before 31 March 2025.

- Please refer to [Plan 1](#) for the detailed location of the pilot area.
- Please refer to the [Hung Shui Kiu and Ha Tsuen Outline Zoning Plan](#) for land uses of the sites near the pilot area.
- Earliest tender time : 2025



## Pilot Area in Hung Shui Kiu / Ha Tsuen NDA

**Area: About 12.5 ha**

**Carry out site formation works and retain the sites for development and construction of superstructure**

### Private Housing Sites

- 1 Site area: About 0.67 ha (Note)  
Plot ratio: 6 (domestic), 0.5 (non-domestic)
- 2 Site area: About 1.32 ha  
Plot ratio: 6 (domestic), 0.5 (non-domestic)

### Enterprise and Technology Park Sites

- 3 Site area: About 1.05 ha  
Plot ratio: 5

**Carry out site formation works and then hand back to the Government**

### Enterprise and Technology Park Sites

- 4 Site area: About 2.16 ha
- 5 Site area: About 2.34 ha

### Government, Institution or Community Sites

- 6 Site area: About 0.77 ha
- 7 Site area: About 0.63 ha

**Carry out site formation and construction works, then hand back to the Government**

### Open Space

- 8 Site area: About 1.57 ha

### Road / Pedestrian Street

- 9 Site area: About 1.8 ha
- 10 Site area: About 0.21 ha

Note: The area of this private housing site will be subject to the result of a land exchange application under the Enhanced Conventional New Town Approach at an adjoining site.

# **Pilot Area in Fanling North NDA**

## **Advantages of Pilot Area**

### Positioning of Zone where Pilot Area is Located

- Situated in the “Boundary Commerce and Industry Zone” in the Northern Metropolis, Fanling North NDA is an arsenal of future housing supply in the next ten years, providing over 30 000 public and private housing units.
- Besides, a site of about 5.2 ha in the NDA adjacent to Man Kam To Road has been reserved for logistics facility uses. With its close proximity to the Man Kam To and Heung Yuen Wai boundary control points, it can be used for the development of logistics business.

### Well-connected by Public Transport

- Fanling North NDA is close to Sheung Shui and Fanling stations, as well as three boundary control points (Lo Wu, Man Kam To and Heung Yuen Wai). It is convenient to travel from the land parcels to the above-mentioned train stations / boundary control points with travelling time within 10 minutes, which will be conducive to cross-boundary logistics business.

### Established Community

- The adjacent Fanling and Sheung Shui are mature new towns with a full range of supporting community facilities that meet the living needs.

## **Basic Information of Pilot Area**

- Total area: About 15.9 ha
- Sites / road involved: 9 sites (including 3 private housing sites, 1 logistics facility site, 1 bus depot site, 1 government, institution or community site, 1 village resite site and 2 open spaces) and 1 local road

### Baseline Scenario

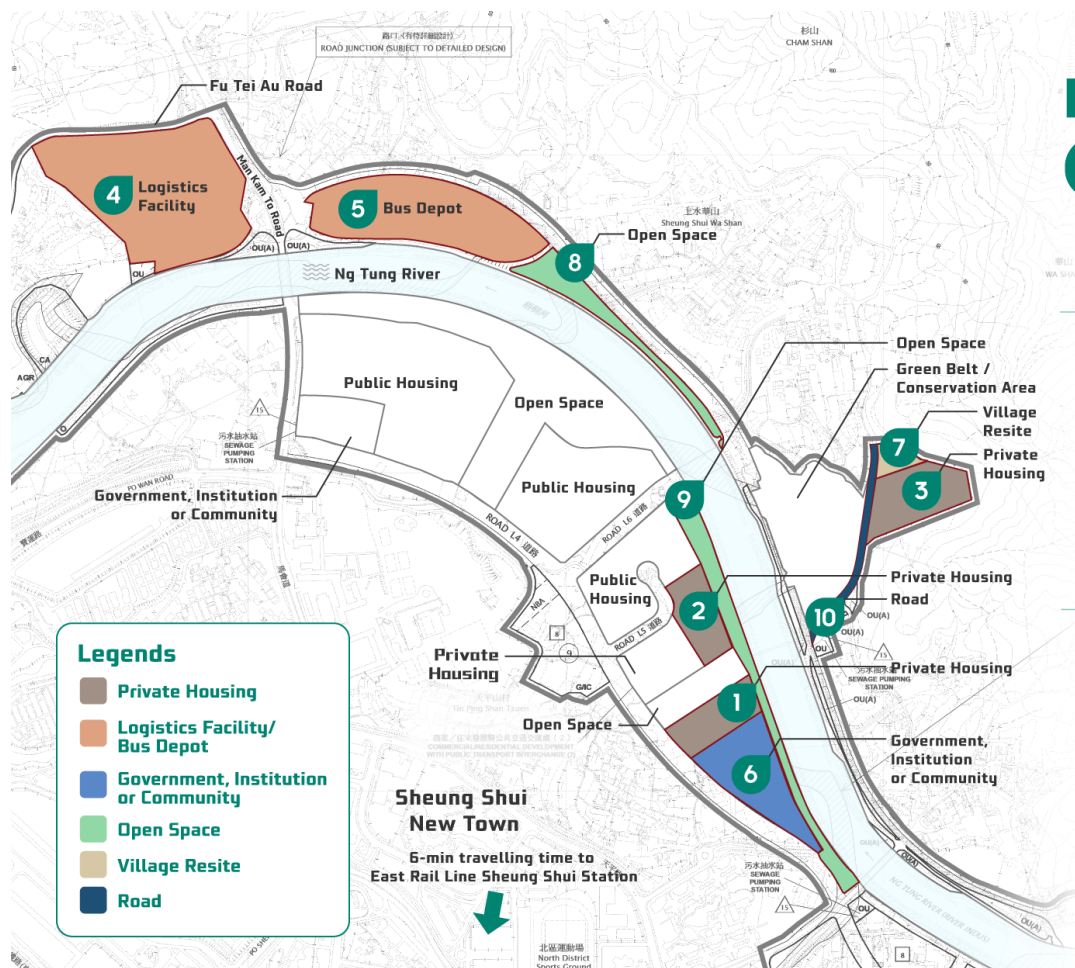
- Areas of the sites / road and requirements for developer:

|      | Site / Road                               | Area   | Plot Ratio     | Requirements for Developers   |
|------|---|--|----------------|---|
| (1)  | Private Housing Site                      | 0.88 ha  | Domestic: 4.2  | Carry out site formation works and retain the sites for development and construction of superstructure  |
| (2)  | Private Housing Site                      | 0.88 ha  | Domestic: 4.2  |   |
| (3)  | Private Housing Site                      | 1.2 ha<br>(Private housing: about 1.04 ha,<br>Amenity area: 0.16 ha) | Domestic: 2.4  |   |
| (4)  | Logistics Facility Site                   | 5.2 ha   | 5 <sup>1</sup> | On part of the site of about 1 ha, carry out site formation works, construct a multi-storey building for modern industries with total gross floor area of 50,000 square metres for the Government, then hand back to the Government<br><br>On the remaining part of the site of about 4.2 ha, carry out site formation works and then hand back to the Government |
| (5)  | Bus Depot Site                            | 3.2 ha   | -              | Carry out site formation works and then hand back to the Government   |
| (6)  | Government, Institution or Community Site | 1.6 ha   | -              |   |
| (7)  | Village Resite Site                       | 0.2 ha   | -              |   |
| (8)  | Open Space                                | 0.9 ha   | -              | Carry out site formation works and construct recreational facilities such as playground and ball courts, then hand back to the Government   |
| (9)  | Open Space                                | 1.4 ha   | -              |   |
| (10) | Road                                      | 0.42 ha  | -              | Carry out site formation and construction works, then hand back to the  |

<sup>1</sup> According to the approved Fanling North Outline Zoning Plan No. S/FLN/4, Site (4) is zoned “Other Specified Uses” annotated “Logistics Facility” with maximum plot ratio of 7. As headroom of modern industry buildings is relatively higher, the maximum plot ratio is adjusted from 7 to 5.

|             | Site / Road | Area          | Plot Ratio | Requirements for Developers |
|-------------|-------------|---------------|------------|-----------------------------|
|             |             |               |            | Government                  |
| Total area: |             | About 15.9 ha |            |                             |

- Please refer to [Plan 2](#) for the detailed location of the pilot area.
- Please refer to the [Fanling North Outline Zoning Plan](#) for land uses of the sites near the pilot area.
- Earliest tender time : 2025



## Pilot Area in Fanling North NDA

Area: About 15.9 ha

Carry out site formation works and retain the sites for development and construction of superstructure

Carry out site formation and construction works, then hand back to the Government

### Private Housing Sites

- Site area: About 0.88 ha  
Plot ratio: 4.2
- Site area: About 0.88 ha  
Plot ratio: 4.2
- Site area: About 1.2 ha (Note)  
Plot ratio: 2.4

Carry out site formation works and then hand back to the Government

### Logistics Facility Site (Part)

- Site area: about 4.2 ha

### Bus Depot Site

- Site area: About 3.2 ha

### Government, Institution or Community Sites

- Site area: About 1.6 ha

### Village Resite Site

- Site area: About 0.2 ha

### Logistics Facility Site (Part)

(Construct a multi-storey building for modern industries with total gross floor area of 50,000 sqm<sup>2</sup> for the Government)

- Site area: About 1 ha

### Open Space

- Site area: About 0.9 ha
- Site area: About 1.4 ha

### Road

- Site area: About 0.42 ha

Note: Around 0.16 ha of the site is amenity area.

# Pilot Area in San Tin Technopole

## Advantages of Pilot Area

### Positioning of Zone where Pilot Area is Located

- Situated in the “Innovation and Technology Zone” in the Northern Metropolis, San Tin Technopole, including the Hong Kong-Shenzhen I&T Park (“HSITP”) in the Loop, will provide 300 ha of I&T land. There will be sufficient space to accommodate the upstream, midstream and downstream sectors of the I&T industry chain, which could resolve the bottleneck of I&T land shortage in Hong Kong, create synergy with the Shenzhen I&T Zone and position as a hub for I&T development.

### Well-connected by Public Transport

- San Tin Technopole is located at the interchange of the Northern Link (“NOL”) and the NOL Spur Line, providing seamless internal and external transport links. Construction of Kwu Tung Station under Phase 1 of the NOL project commenced in 2023 for completion in 2027. The detailed planning and design of the NOL Main Line<sup>2</sup> is underway. The construction works are anticipated to commence in 2025 for completion in 2034 to support the developments along the proposed railway. As regards the NOL Spur Line<sup>3</sup>, the Government is actively collaborating with Shenzhen authorities and the MTR Corporation Limited on the planning work. At its meeting in November 2024, the task force established by the governments of Hong Kong and Shenzhen deliberated the arrangements for the implementation of the NOL Spur Line, and agreed to jointly set up an Office for Implementing Cross-boundary Railway Projects by the relevant departments of the governments of the two places to take forward the planning and design of the next stage of the NOL Spur Line. The MTR Corporation Limited targets to commence the detailed planning and design of the project in early 2025.
- Travelling time to the planned San Tin Station on the NOL and the station near Chau Tau on the NOL Spur Line will be about 3 minutes, while travelling

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<sup>2</sup> The NOL Main Line will be a 10.7-km long railway link between the existing Kam Sheung Road Station on the Tuen Ma Line and the Kwu Tung Station on the East Rail Line, with 3 intermediate stations at Au Tau, Ngau Tam Mei and San Tin. Upon completion, the NOL, together with the existing Tuen Ma Line and East Rail Line, will form a railway loop linking up the New Territories and urban areas in Kowloon.

<sup>3</sup> The NOL Spur Line will be about 6 km in length. Its alignment will start from the San Tin Station on the NOL Main Line, with intermediate stations near Chau Tau and at the HSITP in the Loop and connect to the new Huangguang Port in Shenzhen.

time to the Kwu Tung Station, which will be commissioned in 2027, will be around 5 minutes.

- Site formation and engineering infrastructure works for development of San Tin Technopole Phase 1 Stage 1 are expected to commence in end-2024, targeting to have the first batch of I&T sites formed in 2026. Intake of I&T enterprises will drive housing demand. It is expected that the first population intake will be in 2031. Also, a blue-green leisure space created by revitalisation of river and key cultural and recreational facilities will be provided in the area.

### Basic Information of Pilot Area

- Total area: About 18.6 ha
- Sites involved: 10 sites (including 3 private housing sites, 3 innovation and technology sites, 3 government, institution or community site and 1 open space)

### Baseline Scenario

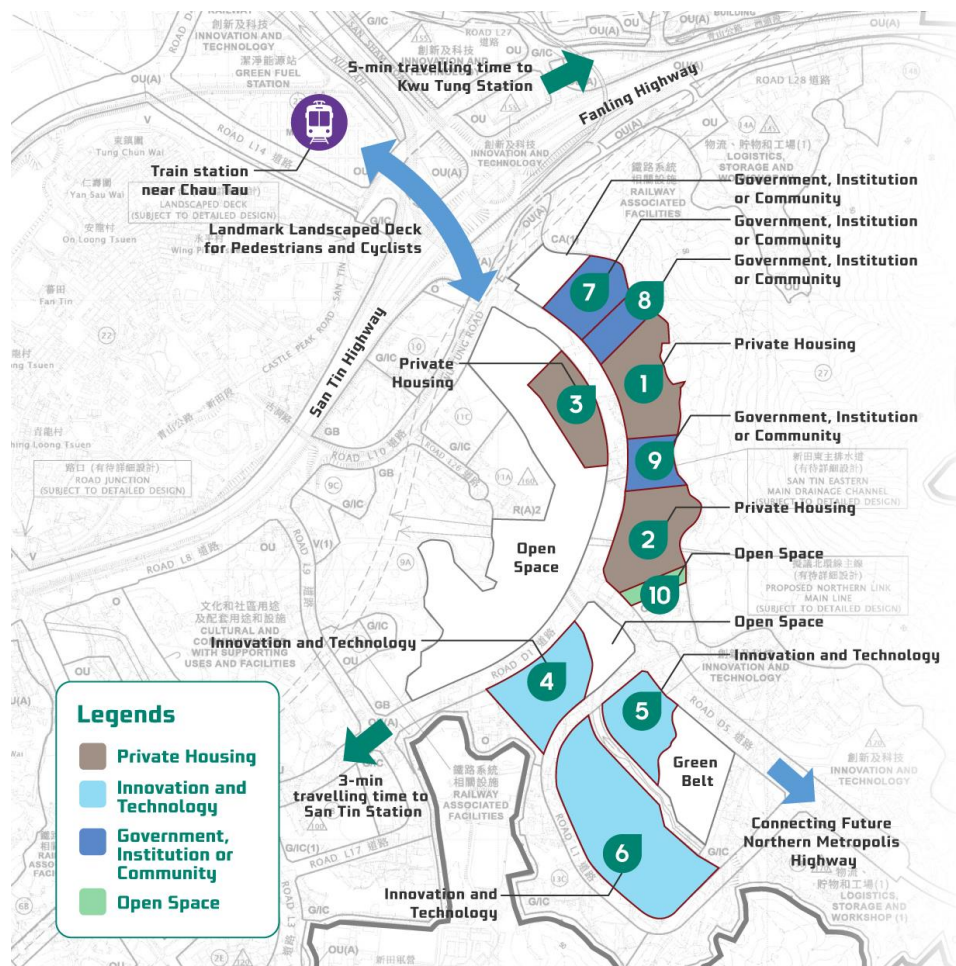
- Areas of the sites / road and requirements for developer:

|     | Site                              | Area    | Plot Ratio                       | Requirements for Developers  |
|-----|-----------------------------------|---------|----------------------------------|--|
| (1) | Private Housing Site <sup>4</sup> | 2.16 ha | Domestic: 6<br>Non-domestic: 0.5 | Carry out site formation works and retain the sites for development and construction of superstructure |
| (2) | Private Housing Site <sup>4</sup> | 2.34 ha | Domestic: 6<br>Non-domestic: 0.5 |  |
| (3) | Private Housing Site <sup>4</sup> | 1.63 ha | Domestic: 6<br>Non-domestic: 0.5 |  |
| (4) | Innovation and Technology Site    | 2.2 ha  | -                                | Carry out site formation works and then hand back to the Government                                    |
| (5) | Innovation and Technology Site    | 1.7 ha  | -                                |  |

<sup>4</sup> According to the approved San Tin Technopole Outline Zoning Plan No. S/STT/2, Sites (1) and (2) are zoned “Residential (Group A)1” with maximum plot ratio of 6.8. While the sites have been preliminarily earmarked for public housing in the Revised Recommended Outline Development Plan (“RODP”) of San Tin Technopole, they are now recommended for private housing development. Site (3) is zoned “Residential (Group A)2” with maximum plot ratio of 6.5, which has been earmarked for private housing in the RODP. We are going to set out the plot ratio of these sites as shown in the table above in the land documents.

|                    | Site                                      | Area                 | Plot Ratio | Requirements for Developers   |
|--------------------|---|----------------------|------------|---|
| (6)                | Innovation and Technology Site            | 5.2 ha               | -          |   |
| (7)                | Government, Institution or Community Site | 1.47 ha              | -          |   |
| (8)                | Government, Institution or Community Site | 0.65 ha              | -          |   |
| (9)                | Government, Institution or Community Site | 0.87 ha              | -          |   |
| (10)               | Open Space                                | 0.37 ha              | -          | Carry out site formation works and construction of open space facilities such as playground and ball courts, then hand back to the Government |
| <b>Total area:</b> |   | <b>About 18.6 ha</b> |            |   |

- Please refer to [Plan 3](#) for the detailed location of the pilot area.
- Please refer to the [San Tin Technopole Outline Zoning Plan](#) for land uses of the sites near the pilot area.
- Earliest tender time: 2026



## Pilot Area in San Tin Technopole

Area: About 18.6 ha

Carry out site formation works and retain the sites for development and construction of superstructure

### Private Housing Sites

- 1 Site area: About 2.16 ha  
Plot ratio: 6 (domestic), 0.5 (non-domestic)
- 2 Site area: About 2.34 ha  
Plot ratio: 6 (domestic), 0.5 (non-domestic)
- 3 Site area: About 1.63 ha  
Plot ratio: 6 (domestic), 0.5 (non-domestic)

Carry out site formation works and then hand back to the Government

### Innovation and Technology Sites

- 4 Site area: about 2.2 ha
- 5 Site area: About 1.7 ha
- 6 Site area: About 5.2 ha

### Government, Institution or Community Sites

- 7 Site area: About 1.47 ha
- 8 Site area: About 0.65 ha
- 9 Site area: About 0.87 ha

Carry out site formation and construction works, then hand back to the Government

### Open Space

- 10 Site area: About 0.37 ha