



New Towns and New Major Urban Developments

Civil Engineering and Development Department: The New Territories Development Department (NTDD) was established in 1973 to implement the New Town Development Programme. In 1986, NTDD amalgamated with the then Urban Area Development Office to form the Territory Development Department (TDD), which took up the responsibility for district management and new major developments on Hong Kong Island and Kowloon in addition to the new towns. In July 2004, the Civil Engineering Department merged with the TDD to form a new works department – The Civil Engineering and Development Department (CEDD).

CEDD ensures that the development process for new towns, rural townships and new major developments in the urban area are properly co-ordinated.

The basic concept for developing a new town is to provide a balanced and self-contained community as far as possible in terms of provision of infrastructure and community facilities. In rural townships, the major focus is to improve and supplement existing infrastructure and community facilities and, where necessary, provide village flood protection schemes. For new major developments in the urban area, new land will be formed to allow growth, to decant existing population and to provide or upgrade facilities to enable the re-development of old run-down areas. The functional, environmental and aesthetic aspects of the developments are given priority consideration.

New Town Development: Hong Kong has developed nine new towns since the initiation of its New Town Development Programme in 1973 to cope with the increase in population and to improve the living environment by de-centralising the population from the over-crowded urban districts. The target at the commencement of the New Town Development Programme was to provide housing for about 1.8 million people in the first three new towns, namely, Tsuen Wan, Sha Tin and Tuen Mun. The population of Hong Kong at that time was about 4.2 million. It is now about 7.0 million.

The nine new towns are classified into three generations. The first (Tsuen Wan, Sha Tin and Tuen Mun) started work in the early 1970s; then the second (Tai Po, Fanling/Sheung Shui and Yuen Long) in the late 1970s; and the third (Tseung Kwan O, Tin Shui Wai and Tung Chung) in the 1980s and 1990s. The current population of these nine new towns is about 3.3 million and is expected to rise to 3.5 million in 2016.

All the new towns accommodate public and private housing supported by essential infrastructure and community facilities. External transport links are well developed with all new towns now served by rail links to the urban area and good road links to the adjacent districts. Further enhancements of road links in the various new towns are still on-going.

Tsuen Wan: Tsuen Wan New Town covers Tsuen Wan, Kwai Chung and Tsing Yi Island with a total

development area of about 3 285 hectares for a planned population of 857 400. The new town's population is about 805 200 at present.

Tsuen Wan was an industrial area. Although most of the factories have been relocated to the Mainland, Tsuen Wan still retains its character as an industrial hub. The new town has Hong Kong's nine container terminals in its midst in Kwai Tsing.

Major highway projects are being constructed to further extend and complement the main road network to cater for increased traffic in the area. Construction of Route 8 between Tsing Yi and Cheung Sha Wan, is targeted for completion in 2009. Widening of the existing Yeung Uk Road between Tai Ho Road and Ma Tau Pa Road commenced in October 2008 with a target completion date in mid-2011.

The new town is served by the Mass Transit Railway.

Sha Tin: Sha Tin has grown from a rural township of about 30 000 people in the early 1970s to a major community of about 624 500 people today. Sha Tin New Town (including Ma On Shan) has a total development area of about 3 591 hectares for a planned population of 735 000. The new town is built on land mainly reclaimed from the Tolo Harbour.

The road links to and from Sha Tin are being expanded. Sha Tin Heights Tunnel and other sections of Route 8 linking Sha Tin to Cheung Sha Wan and Road T3 in Tai Wai were opened to the public in March 2008.

The new town is served by the Mass Transit Railway East Rail and Ma On Shan Rail.

Tuen Mun: Tuen Mun New Town, in the western New Territories, is developed mainly on land reclaimed from Castle Peak Bay and platforms formed in the valley between Castle Peak and the Tai Lam Hills. It covers a total development area of about 3 259 hectares for a planned population of 649 400. The new town's population is about 507 200 at present.

Hong Kong's River Trade Terminal was built on reclamation to the southwest part of the new town and operates as a transit point for containers and bulk cargo shipped between Hong Kong and the Pearl River Delta ports. The adjacent reclamation is used for special industries with Lung Fu Road (Foothill Bypass) serving the developments there.

The new town is served by a good road network, the West Rail and the Light Rail.

Tai Po: Formerly a traditional market town, Tai Po is now home for about 267 600 people. The new town covers a development area of about 2 898 hectares for a planned population of 347 000.

Pak Shek Kok development, which covers an area of 118 hectares north of the Chinese University of Hong Kong, includes a Science Park, housing, strategic recreation and tertiary education expansion. Reclamation has been completed and the engineering infrastructure works are being implemented in stages to match with the Science Park Development and other planned developments.

East Rail and ample trunk roads provide good transport links for this new town.

Fanling/Sheung Shui: The total development area is about 768 hectares. Like Tai Po, Fanling and Sheung Shui are former traditional market towns with a current population of about 246 000. Upon full development, the population will reach 290 900. Fanling and Sheung Shui are served by the East Rail and good road links to adjacent districts and beyond.

Yuen Long: Yuen Long is another new town having a traditional market town background. The total development area is about 561 hectares. Its present population is about 137 700. Upon full development, the population will reach 196 000.

West Rail, Light Rail and the trunk road network provide good transport links to the adjacent districts and to the urban area. To cope with future development in the southern part of Yuen Long, a new road network was completed at the end of 2006.

All main drainage channel projects undertaken by CEDD in Yuen Long area were completed in 2006. Flooding threat to Yuen Long area is reduced substantially.

Tin Shui Wai: Tin Shui Wai was built on land reclaimed from low lying areas off Deep Bay. It has a total development area of 430 hectares for a planned population of 306 400. The current population is about 285 400. The new town has a wetland park.

West Rail, Light Rail and the trunk road network provide good connections to Yuen Long, Tuen Mun and to the urban area.

Tseung Kwan O: The current population of the new town is about 353 300. The total development area is about 1 738 hectares for a planned population of 450 000.

The new town is served by three external road links and a good road network and also by the Mass Transit Railway Tseung Kwan O extension. Major road infrastructure being planned includes Cross Bay Link and another external road link Tseung Kwan O – Lam Tin Tunnel.

Further development will feature reduced residential density in the new development areas at Town Centre South and Pak Shing Kok with open parks, recreational facilities and a vibrant waterfront. Implementation of the supporting infrastructure is in hand.

Tung Chung: Tung Chung in North Lantau is being developed in phases. Phase I was completed in 1997 providing a community of about 18 000 people to support Chek Lap Kok Airport. Phases II and Reclamation for Phase 3A had also been completed. The total development area is about 155 hectares and the current population is 79 000. Further studies will be conducted to review and establish the feasibility of the remaining development in Tung Chung to accommodate an overall target population of about 220 000. The study is currently scheduled to commence in 2010.

The new town is linked to the rest of Hong Kong by the North Lantau Highway and the high speed Airport/Tung Chung Railway.

A feasibility study for the development of a Logistics Park nearby is at its final stage.

New Development Areas in the New Territories: Previous planning and development studies have established the feasibility of developing New Development Areas (NDAs) in the New Territories, including Kwu Tung North, Fanling North, Ping Che/Ta Kwu Ling (3-in-1 Scheme) and Hung Shui Kiu (HSK). To formulate proposals for development and to work out implementation strategy, a further planning and engineering study on the 3-in-1 Scheme commenced in June 2008 for completion in 2011 while a similar study on HSK NDA is scheduled for commencement in end 2009.

Lok Ma Chau Loop: With an area of about 87 hectares, the Lok Ma Chau Loop (the Loop) has been identified as an area having development potential for special uses pertinent to its strategic boundary location. An integrated planning and engineering study on the development of the Loop will be conducted in 2009 in collaboration with the Shenzhen Municipal Government.

Urban Development Areas

Central and Wan Chai Reclamation: The Central and Wan Chai Reclamation is being developed in phases and will accommodate strategic road and rail links along the north shore of Hong Kong Island between Central and Eastern Districts. Central Reclamation Phases I and II and Wan Chai Reclamation Phase I have been completed to accommodate, apart from the road and rail links, the Hong Kong Station of the Airport Railway and the Hong Kong Convention and Exhibition Centre extension.

Central Reclamation Phase III is in progress and is scheduled for completion by mid 2011. Review for Wan Chai Development Phase II has been completed. The new reclamation scheme, the at-grade road scheme and the proposed amendments to the draft Wan Chai North OZP and the North Point OZP were gazetted in July 2007. Objections received are being resolved.

Kai Tak Development: The development spans over 320 hectares covering the former Kai Tak Airport site and adjoining areas. Key development components include a cruise terminal, a multi-purpose stadium complex, a heliport, a government office, a metro park and a runway park, public housing sites, Shatin to Central Link and Trunk Road T2. The Kai Tak OZP was approved in November 2007 to provide a statutory framework for the developments in the area. The remaining site preparation and decontamination works at the former south apron are in progress for completion in early 2010. Infrastructure works to serve the early developments at the ex-runway and former north apron such as the new cruise terminal and the public housing will start in the latter half of 2009. Site formation works for the new cruise terminal is planned to commence on site around end 2009.

Choi Wan Road and Jordan Valley Development: About 20 hectares of platforms for housing, school and open space development, plus two road bridges and a footbridge, have been completed under the project. The bulk of the remaining infrastructure comprising two footbridges and a number of existing road junction improvements will be completed in stages in 2009/10.

West Kowloon Cultural District (WKCD): The WKCD project involves development of a prime waterfront site of about 40 hectares, located at the southern tip of West Kowloon Reclamation, into a world class integrated arts and cultural district. The WKCD Authority set up in October 2008 will formulate conceptual plans and conduct public engagement exercises before finalizing the WKCD development plan. Close liaison with the WKCD Authority will be maintained to take forward the infrastructure works within and adjoining the WKCD funded by the Public Works Programme.

In order to maximize the use of the prime waterfront site for enjoyment by the general public before the implementation of the WKCD project, the West Kowloon Waterfront Promenade and its subsequent enhancement works have been completed and fully opened to public since February 2007.

Anderson Road Development: The project, commenced in January 2008, aims to provide about 20 hectare of land platforms and the associated infrastructure, including roads, bridges and greening measures, in stages by late 2011 to early 2013 in Sau Mau Ping, to tie in with the subsequent development of public housing, schools, district open spaces and the related government, institution and community facilities.