



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 focus is to improve and supplement their 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 and infrastructure provided 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 could be divided 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 developed with all new towns now served by rail links to the urban area and road links to the adjacent districts. Further enhancement of road links is 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 845 000. The new town's population is about 785 000 at present.

Tsuen Wan was an industrial area. Although most of the factories have been relocated to the Mainland over the years, 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 implemented to extend and complement the main road network to cater for the increased traffic in the area. Widening of the existing Yeung Uk Road between Tai Ho Road and Ma Tau Pa Road is scheduled for completion in the third quarter of 2011. Besides, detailed design for upgrading the existing Tsuen Wan Road project is in progress for completion in 2013.

The new town is being served by the Mass Transit Railway (MTR) Tsuen Wan Line, West Rail Line, Tung Chung Line and Airport Express Line.

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 636 000 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 new town is well connected to the urban areas by a strategic road network including four tunnels and the MTR East Rail Line and the Ma On Shan Line.

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 649 000. The new town's population is about 496 000 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.

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

Tai Po: Formerly a traditional market town, Tai Po is now home for about 263 000 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.

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

Fanling/Sheung Shui: The total development area is about 768 hectares. Similar to Tai Po, Fanling and Sheung Shui are former traditional market towns with a current population of about 258 000. Upon full development, the population will reach 291 000.

Fanling and Sheung Shui are served by the MTR East Rail Line and good road links to their adjacent districts and beyond.

Yuen Long: Yuen Long is another new town developed from a traditional market town. The total development area is about 561 hectares. Its present population is about 142 000. Upon full development, the population will reach 196 000.

The MTR West Rail Line, the Light Rail system and a trunk road network provide good transport links to the adjacent districts and the urban area.

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 306 000. The current population is about 292 000. The new town has a wetland park run by the Agriculture, Fisheries and Conservation Department.

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

Tseung Kwan O: The current population of the new town is about 368 000. 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 internal road network as well as the MTR Tseung Kwan O Line. Major road infrastructure being planned includes Cross Bay Link and another external road link Tseung Kwan O – Lam Tin Tunnel.

Further development includes lower intensity residential development at Town Centre South and Pak Shing Kok with open parks, recreational facilities and a vibrant waterfront. Engineering infrastructure works for the development are being implemented in stages.

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. Phase II and reclamation for Phase 3A have also been completed. The total development area is about 155 hectares and the current population is about 82 000. Upon the availability of the latest planning parameters, further studies will be conducted to establish the scope of the remaining development in Tung Chung and to review the feasibility of accommodating an overall target population of about 220 000.

The new town is linked to the rest of Hong Kong by North Lantau Highway and the MTR Tung Chung Line.

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 (NENT NDAs) and Hung Shui Kiu (HSK NDA).

To formulate proposals for development and to work out an implementation strategy, a further planning and engineering study on the NENT NDAs commenced in June 2008 for completion in 2012 while a similar study on HSK NDA is scheduled for commencement in the third quarter of 2011.

Lok Ma Chau Loop: With an area of about 87 hectares, the Lok Ma Chau (LMC) Loop is planned to be developed with higher education as the leading land use, complemented by research and development of new high technology as well as cultural and creative industries. In

collaboration with the Shenzhen Municipal Government, an integrated planning and engineering study on the development of LMC Loop was commissioned in June 2009 for completion in 2012.

Liantang/Heung Yuen Wai Boundary Control Point: The new Liantang/Heung Yuen Wai Boundary Control Point (BCP) will provide an efficient access across the border in the north-eastern New Territories to the eastern part of Guangdong. The preliminary design was substantially completed in December 2010. We are undertaking detailed design for the site formation and roadworks. Construction works under the project are scheduled to commence in 2013 for commissioning the BCP by 2018. With a view to achieving a creative and people-oriented design, an international design ideas competition jointly organized with the Shenzhen authority for the passenger terminal building within the BCP was launched in December 2010. Entries from various countries and regions have been received. The results of the competition will be announced in the third quarter of 2011.

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 scheduled for completion in the second half of 2011. Construction works for Wan Chai Development Phase II commenced in end 2009 for completion in 2017 to tie in with the commissioning of the Central-Wan Chai Bypass.

Kai Tak Development: The development spans over 320 hectares covering the former Kai Tak Airport site and its 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 Outline Zoning Plan was approved in November 2007 to provide a statutory framework for the development in the area.

Infrastructure works to serve the early development at the ex-runway and North Apron, such as the new cruise terminal and the public housing are being carried out for completion in stages from 2013 onwards. Design of the remaining infrastructure is under way.

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. WKCD Authority targets to commence the construction of the Core Arts and Cultural Facilities in 2013 for completion of Phase I by 2015. Construction of the infrastructure works inside WKCD undertaken by CEDD is planned for commencement in early 2014 to suit the phased commissioning of WKCD.

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