

New Towns, New Development Areas and Urban Developments

Civil Engineering and Development Department: The Civil Engineering and Development Department (CEDD) was established in July 2004 through amalgamation of the Civil Engineering Department and the Territory Development Department. The Civil Engineering Department evolved through various stages of re-organisation of the then Public Works Department since the late 19th century, while the Territory Development Department had succeeded its former New Territories Development Department in taking forward both new town development and urban area development since early 1970's.

In the past, we carried out new town development to cope with the increase in population and to improve the living environment by decentralising the population from the over-crowded urban districts. Now, while the Government would continue to improve the new towns, it is developing New Development Areas (NDAs) and exploring new strategies to enhance land supply. We are also providing or upgrading infrastructure to support the development.

The basic concept for developing a new town is to provide a balanced and self-contained community as far as possible in terms of the provision of infrastructure and community facilities. For major developments, new land will be formed and infrastructure will be provided to tackle population growth, to decant existing population and to provide or upgrade facilities. 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. 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 7.35 million.

The nine new towns could be divided into three generations. The first (Tsuen Wan, Sha Tin and Tuen Mun) started works 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 3.47 million and is expected to rise to 3.63 million in 2021.

All the new towns accommodate public and private housing supported by essential infrastructure and community facilities. External transport links were 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 ongoing.

Tsuen Wan: Tsuen Wan New Town covers Tsuen Wan, Kwai Chung and Tsing Yi Island with a total development area of about 3 286 hectares (ha) for a planned population of 866 000. The new town's population is about 805 000 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. Nine container terminals of Hong Kong are located in Kwai Tsing District, which is a part of Tsuen Wan New Town.

Sha Tin: Sha Tin has grown from a rural township of about 30 000 people in the early 1970s to a major community today. Sha Tin New Town (including Ma On Shan) has a total development area of about 3 591 ha for a planned population of 771 000. The new town is built on land mainly reclaimed from Tolo Harbour. The new town's population is about 691 000 at present.

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 3 266 ha for a planned population of 589 000. The new town's population is about 502 000 at present.

Hong Kong's River Trade Terminal was built on the 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. An adjacent reclaimed land is used for special industries.

Tai Po: Tai Po was a former traditional market town. The new town covers a development area of about 3 006 ha for a planned population of 307 000. Tai Po is now home for about 278 000 people.

Pak Shek Kok development, which covers an area of 94 ha north of the Chinese University of Hong Kong, includes the Science Park, housing and tertiary education expansion sites.

Fanling/Sheung Shui: Similar to Tai Po, Fanling and Sheung Shui were former traditional market towns. The total development area is about 667 ha. Upon full development, the population will be about 290 000 and the current population is about 261 000.

Yuen Long: Yuen Long is another new town developed from a traditional market town. The total development area is about 561 ha. Upon full development, the population will reach 185 000. Its present population is about 164 000.

Tin Shui Wai: Tin Shui Wai was built on land reclaimed from the low lying areas off Deep Bay. It has a total development area of 430 ha for a planned population of 306 000. The current population is about 290 000. The new town has a wetland park run by the Agriculture, Fisheries and Conservation Department.

Tseung Kwan O: The total development area is about 1 718 ha for a planned population of 445 000. The current population of the new town is about 396 000.

Further development includes residential development at Town Centre South with open parks, recreational facilities, cycle tracks and a vibrant waterfront.

The construction works for the proposed Tseung Kwan O – Lam Tin Tunnel project are planned to commence in mid-2016 for commissioning in 2021.

Tung Chung: The Tung Chung New Town in North Lantau was one of the previous Airport Core Programme projects to support the development of the Hong Kong International Airport. The new town's population is about 80 000 at present.

To develop Tung Chung into a distinct community as well as to meet the territorial long-term housing, social, economic and environmental needs, the Tung Chung New Town Extension Study was commissioned to study and formulate a development plan which involves extension areas at Tung Chung East and Tung Chung West of about 245 ha in total. Upon completion of the extension, the Tung Chung New Town's total population will increase to about 268 000 from the currently planned population of about 124 000, with creation of about 40 000 job opportunities. The planning and engineering study has been substantially completed. We plan to commence the detailed design and site investigation of the Tung Chung New Town Extension project in 2016 so that the construction works can commence in late 2017, the earliest. We strive for the first population intake in late 2023.

New Development Areas

New Development Areas in the New Territories:

Previous planning and development studies established the feasibility of developing NDAs in the New Territories, including Kwu Tung North, Fanling North, Ping Che/Ta Kwu Ling (NENT NDAs) and Hung Shui Kiu (HSK NDA).

The Kwu Tung North (KTN) and Fanling North (FLN) NDAs will be the extension of Fanling/Sheung Shui New Town. Together with the existing new town areas, they will form the Fanling/Sheung Shui/Kwu Tung New Town. The NDAs project is essential to Hong Kong's medium and long-term land supply and will become a major source of housing supply. The KTN and FLN NDAs will provide about 60 000 units in total, of which 60% will be subsidised housing units. About 38 000 new employment opportunities will also be created in the NDAs. The detailed design of the NDAs advance works and first stage works commenced in November 2014. The major construction works are anticipated to commence in 2018 for the first population intake in 2023. For the HSK NDA, it will provide about 60 000 units in total, of which about 50% will be subsidised housing units. About 150 000 new employment opportunities will also be created in the NDA. The first population intake is scheduled for 2024.

Potential Development Areas in the New Territories:

To provide more land for future development, the Government is undertaking planning and engineering studies to review the feasibility of converting land in North District and Yuen Long currently used mainly for industrial purposes or temporary storage, or which is deserted, for development. The two studies for Kwu Tung South and Yuen Long South both commenced in November 2012 for completion in mid 2016 and end 2017 respectively. The study for Tuen Mun Areas 40 and 46 and the adjoining areas also commenced in May 2013 for completion in early 2017. The engineering feasibility study for the housing development at Kam Tin South and the related investigation and design of the site formation and infrastructure works were carried out in stages commencing in November 2014 for completion of the site formation and infrastructure works in phases from 2021.

Lok Ma Chau Loop: With an area of about 87.7 ha, 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. Following the completion of the planning and engineering study on the development of the LMC Loop in collaboration with the Shenzhen Municipal Government in end 2013, the detailed design of its advance works, commenced in June 2014, is ongoing. The scope of the advance works primarily comprises land decontamination within the LMC Loop as well as provision of construction access and environmental mitigation works to pave way for the subsequent site formation and infrastructure works.

Urban Development Areas

Central and Wan Chai Reclamation: The Central and Wan Chai Reclamation is being developed in five phases for providing land to accommodate strategic road and rail links along the northern shore of Hong Kong Island between Central and Eastern District. The first four phases have been completed to accommodate, apart from the road and rail links, the Airport Express Hong Kong Station and the Hong Kong Convention and Exhibition Centre Extension.

Construction works for the last phase, namely Wan Chai Development Phase II, commenced in end 2009. The reclamation is scheduled for completion in 2017.

Kai Tak Development (KTD): It is a highly complex mega urban development project covering over 320 ha of land. The Kai Tak Outline Zoning Plan was approved in November 2007 to provide a statutory framework for the development, with amendments made in September 2012 further enhancing the urban design and planning. Forming part of the Energizing Kowloon East initiative, the KTD plays an important role not only in helping sustain Hong Kong's economic growth, but also in stimulating regeneration of adjacent old districts including Kowloon City, Wong Tai Sin and Kwun Tong.

Given the scale and complexity of the KTD, the project is being implemented in phases. The initial stage of development has been progressively completed, which includes the Kai Tak Cruise Terminal, two public rental housing estates, the Trade and Industry Tower, early phases of the District Cooling System and Runway Park, Phase 1 improvement works for the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter, the Kwun Tong Promenade, two primary schools, and associated infrastructure works. Major public works items currently under construction include the Hong Kong Children's Hospital, a section of Shatin to Central Link in the KTD, reconstruction and upgrading of the Kai Tak Nullah, further phases of the District Cooling System, and various stages of major infrastructure works.

The Trunk Road T2 of KTD is the middle section of Route 6 connecting the proposed Central Kowloon Route and Tseung Kwan O - Lam Tin Tunnel. Its detailed design is on-going.

The Detailed Feasibility Study for Environmentally Friendly Linkage System (EFLS) for Kowloon East commenced in October 2015 to formulate an integrated multi-modal linkage system with the EFLS as the backbone, aiming to enhance the connectivity of the KTD with Kwun Tong and Kowloon Bay and to support the transformation of Kowloon East into a new core business district.

West Kowloon Cultural District (WKCD): The WKCD project involves the development of a prime waterfront site of about 40 ha, located at the southern tip of West Kowloon Reclamation, into a world class integrated arts and cultural district. The WKCD Authority targets to complete the early batches of arts and cultural facilities (including the Xiqu Centre, M+ and Lyric Theatre Complex) in phases by 2020. In parallel, we are collaborating with the WKCD Authority to implement the public infrastructure works and the integrated basement, which are essential for the WKCD development in stages.

Anderson Road Development: Located in Sau Mau Ping, the project will provide about 20 ha of land platforms for the developments of public housing, schools, open spaces and related government, institution and community facilities. The project will be inclusive of other associated infrastructure, including roads, bridges and greening measures, etc. The works commenced in January 2008. All the sites formed for public housing development were handed over to the Housing Department. The remaining sites for government, institution and community facilities, and open space developments will be handed over to relevant government departments in phases by 2016.

Development of Anderson Road Quarry Site: The Anderson Road Quarry (ARQ) is located at the southwest ridge of Tai Sheung Tok in East Kowloon occupying some 86 ha of land. Upon the cessation of the quarry operation and the completion of site formation works, it could provide a platform of about 40 ha for development of housing, open space, schools, and related government, institution and community facilities. A total of about 9 400 units of private and subsidised housing units will be provided to accommodate a planned population of about 25 000. The project will involve major road/junction improvement works at Clear Water Bay Road, New Clear Water Bay Road and Lin Tak Road, as well as the pedestrian linkage facilities of four routes from the ARQ site to MTR Kwun Tong Station and the proposed Bus-to-Bus Interchange at the Tseung Kwan O Tunnel toll plaza. Site formation works are scheduled to start by end 2016 and the first housing development site could be delivered within 2019/20. The first population intake is targeted for 2023/24 onwards.

Provision of Infrastructure

Liantang/Heung Yuen Wai Boundary Control

Point: The new Liantang/Heung Yuen Wai Boundary Control Point (BCP) will provide an efficient access in the north-eastern New Territories across the boundary to the eastern part of Guangdong. Construction works commenced in April 2013. Site formation works for the BCP was completed in Jan 2016. Road and tunnel works from the Fanling Highway to the new BCP are progressing smoothly. We strive to commission the new BCP by end 2018.

Site Formation and Associated Infrastructure Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery: The Sandy Ridge Cemetery is a potential site for developing columbarium, crematorium and related facilities. The feasibility study on the site formation and associated infrastructure works was completed in 2012, and the detailed design for the works commenced in 2013. Construction works under the project are tentatively scheduled to commence in 2017 for completion in phases from 2020.

Comprehensive Cycle Track Network in the New Territories: To improve the quality of living for the public, we have been making efforts in implementing a comprehensive cycle track network in the New Territories together with supporting facilities, including entry/exit hubs and resting stations at suitable locations along the network. The 60-kilometre cycle track between Ma On Shan and Tuen Mun is being constructed in phases with the section between Ma On Shan and Sheung Shui completed in early 2014. The section between Tsuen Wan and Tuen Mun is in active progress under various stages of investigation/preliminary design/detailed design.

Development of Land Supply Strategy

Enhancing Land Supply Strategy: The study on Enhancing Land Supply Strategy by Reclamation outside Victoria Harbour and Rock Cavern Development was substantially completed in end 2014. The Government has selected five near-shore reclamation sites, i.e. Lung Kwu Tan, Siu Ho Wan, Sunny Bay, Tsing Yi Southwest and Ma Liu Shui, and proposed to study the possible artificial islands in the central waters and relocation of the Diamond Hill Fresh Water and Salt Water Service Reservoirs, the Sai Kung Sewage Treatment Works and the Sham Tseng Sewage Treatment Works to rock caverns for further consideration. Members of the public are welcome to browse sections under “Topics in Focus” at the CEDD website for relevant information.

The Government will seek support from the Legislative Council to commission studies in connection with various reclamation sites, including strategic studies for artificial islands in the central waters to look into the technical feasibility of developing artificial islands in the eastern waters off Lantau and a planning and engineering study for Sunny Bay reclamation. The CEDD has also launched various technical studies for near-shore reclamation sites progressively. As for rock cavern development, the owner departments of the above-mentioned government facilities commenced the feasibility studies for relocating these facilities into rock caverns in 2014 for completion in 2016.

Land Requirements for Construction Industry: The “Study on Land Requirements for Construction Industry – Feasibility Study” commenced in September 2015. The aim of the Study is to examine the land requirements for the construction industry through establishment of current state of the land being used in the construction industry, evaluation of land use efficiency enhancement measures and projection of the land requirements for the industry in short, medium and long terms. The Study will take about 18 months for completion.