

## 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 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 1970s.

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 7.58 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 3.57 million and is expected to rise to 3.68 million in 2024.

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 862 000. The new town's population is about 808 000 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 770 000. The new town is built on land mainly reclaimed from Tolo Harbour. The new town's population is about 714 000 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 622 000. The new town's population is about 501 000 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 324 000. Tai Po is now home for about 286 000 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 289 000 and the

current population is about 262 000.

**Yuen Long:** Yuen Long is another new town developed from a traditional market town. The total development area is about 561 ha for a planned population of 181 000. Its present population is about 170 000.

**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 406 ha for a planned population of 299 000. The current population is about 280 000. 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 about 470 000. The current population of the new town is about 423 000.

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

To relieve the traffic load of Tseung Kwan O Tunnel and to cope with the traffic demand from further developments in Tseung Kwan O, the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) and the Cross Bay Link projects commenced in July 2016 and July 2018 respectively, and under active construction.

The planning and engineering study for replanning of Tseung Kwan O Area 137 commenced in December 2016. The study would examine the feasibility of using the site for residential, commercial and other development purposes.

**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 116 000 at present.

We plan to extend the existing Tung Chung New Town into a distinct community to meet housing, social, economic and local needs, and develop the Tung Chung New Town Extension (TCNTE) into a smart and low-carbon community. Upon completion of the extension, the Tung Chung New Town's total population will increase to about 310 000 from the currently planned population of about 127 000. The TCNTE, comprising developments in Tung Chung East and Tung Chung West, will be implemented in phases. The reclamation works in Tung Chung East commenced in end 2017, and the first and second land parcels for public housing construction were handed over to the Housing Department in March and October 2020 respectively. The first phase of infrastructure works commenced in May 2021. The full development of TCNTE is scheduled for completion by 2030.

## **New Development Areas**

### ***New Development Areas in the New Territories:***

Previous planning and development studies established the feasibility of developing New Development Areas (NDAs) in the New Territories, including Kwu Tung North (KTN), Fanling North (FLN), Ping Che/Ta Kwu Ling and Hung Shui Kiu/Ha Tsuen (HSK/HT).

To formulate proposals for the development and to work out an implementation strategy, a further planning and engineering study on the North East New Territories NDAs

commenced in 2008 and was completed in 2013. The development proposals of KTN/FLN NDA were promulgated to the public in 2013 while Ping Che/Ta Kwu Ling NDA would be re-planned together with other development opportunities in New Territories North (NTN).

The Kwu Tung North and Fanling North Outline Zoning Plans were approved in 2015 to provide a statutory framework for the development. The detailed design for the first phase works (i.e. the advance and first stage works) of the KTN/FLN NDA commenced in 2014 and was substantially completed in 2019. The scope of the first phase works primarily comprises the site formation and engineering infrastructure works at the NDA, to enable construction of housing and community facilities and to provide environmental mitigation measures as pre-requisites for the NDA remaining phase. Construction of the first phase works commenced since September 2019 for first population intake by 2023, while the detailed design for the remaining phase works has also commenced progressively since end 2019.

Besides, the site formation and engineering infrastructure works for the First Phase development as well as the detailed design for the works for the Second Phase development of HSK/HT NDA commenced progressively since July 2020 onwards. The first population intake is expected to be in 2024.

### ***Potential Development Areas in the New Territories:***

To provide more land for future development, we have been undertaking planning and engineering studies to review the feasibility of converting land in Yuen Long currently used mainly for industrial purposes or temporary storage, or which is deserted, for development. The detailed design for Yuen Long South Development stage 1 works and stage 2 works phase 1 commenced in February 2018 and March 2020 respectively. The construction works are anticipated to commence in phases from 2022 onwards and the first population intake is expected to be in 2028.

Following the completion of the Preliminary Feasibility Study on Developing the New Territories North in 2018, we have substantially completed the feasibility study for the first phase development of NTN – San Tin/Lok Ma Chau Development Node, and planned to commence its investigation and design as well as the planning and engineering study for the remaining phase development of NTN – NTN New Town (covering Heung Yuen Wai, Ping Che/Ta Kwu Ling, Hung Lung Hang and Queen's Hill) and Man Kam To in the fourth quarter of 2021.

The advance works for Kam Tin South Development commenced in July 2018 while the site formation and infrastructure works for Phase 1 of the public housing developments commenced in June 2021.

Following the Government's response in February 2019 to the Task Force on Land Supply's report issued in December 2018, we commenced the technical study on partial development of Fanling Golf Course site to the east of Fan Kam Road in September 2019 to explore the development potential of the site.

**Lok Ma Chau Loop:** With an area of about 87 ha, the Lok Ma Chau Loop (the Loop) will be developed as the Hong Kong-Shenzhen Innovation and Technology Park (the

Park).

The scope of the advance works of the Loop primarily comprises land decontamination within the Loop, provision of temporary construction access and creation of ecological area to pave way for the subsequent construction works for the Loop development and the ground treatment works within the Loop to enable provision of the first batch of land parcels for development of buildings and associated facilities for Phase 1 of the Park. The construction of the advance works commenced in June 2018 for completion by end 2021. The scope of the Main Works Package 1 primarily comprises construction of the infrastructure within the Loop (including site formation and infrastructural facilities) for the development of Phase 1 of the Park and the provision of supporting infrastructural facilities outside the Loop for the development of the Loop and its surrounding areas. The construction of Main Works Package 1 commenced in July 2021.

### Urban Development Areas

#### **Boardwalk underneath Island Eastern Corridor:**

The proposed Boardwalk of about 2 km in length connecting Causeway Bay and Quarry Bay is one of the 13 projects under the \$6.5 billion dedicated funding for harbor front enhancement. The relevant statutory gazettal procedures have been substantially completed and we plan to seek funding approval from the Finance Committee in the latter part of 2021. The construction works are anticipated to commence at the end of 2021 for completion in phases between end 2024 and end 2025.

**Kai Tak Development:** It is a highly complex development project covering an area over 320 ha. Forming part of the Energizing Kowloon East initiative, the Kai Tak Development (KTD) plays an important role not only to help sustain Hong Kong's economic growth, but also stimulate regeneration of adjacent old districts including Kowloon City, Wong Tai Sin and Kwun Tong.

Given its scale and complexity, KTD is being implemented in phases. Projects include the Kai Tak Cruise Terminal and its two berths, two public housing estates, two primary schools and one secondary school, Kai San Road and other roads, footbridges and subways infrastructure, the Trade and Industry Tower, the Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station, Hong Kong Children's Hospital (HKCH), early phases of District Cooling System, Kai Tak Runway Park, Kai Tak River, improvement of the Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, the Kwun Tong Promenade, the waterfront promenade adjacent to HKCH and Kai Tak Sky Garden, have been progressively completed since 2013. Kai Tak Station and Sung Wong Toi Station of the Tuen Ma Line, which are within KTD, commenced their operation in February 2020 and June 2021 respectively.

Major public works items currently under construction include the Inland Revenue Tower, the New Acute Hospital, Government Flying Service Kai Tak Division, a portion of Central Kowloon Route, further phases of the District Cooling System, Kai Tak Sports Park, the Avenue

Park, Station Square and various other major infrastructure works items.

Trunk Road T2 is the middle section of the strategic Route 6, connecting the Central Kowloon Route on the west to the TKO-LTT on the east. Construction works commenced in November 2019 for completion in 2026.

We have substantially completed the Detailed Feasibility Study for the Environmentally Friendly Linkage System (EFLS) for Kowloon East (KE). On the basis of the increasingly comprehensive road and railway infrastructures facilities, as well as convenient public transport services provision in the area, it is recommendable to implement a supplementary "multi-modal" EFLS in KE, which can meet the travelling need of people, connect with the neighbouring areas conveniently and shape KTD into a green community.

**West Kowloon Cultural District:** The West Kowloon Cultural District (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 Xiqu Centre and Free space have been opened in January and June 2019 respectively. The WKCD Authority targets to open M+ and Hong Kong Palace Museum in end 2021 and mid 2022 respectively and complete Lyric Theatre Complex in 2023/24. In parallel, we are collaborating with the WKCD Authority to implement the integrated basement and the public infrastructure works, which are essential for the WKCD development in stages. Amongst others, we plan to commence the construction of southern landing facility after completing statutory gazettal procedures and obtaining funding approval from the Finance Committee.

#### **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. The quarry operation ceased in end July 2017. The completion of site formation works could provide a platform of about 40 ha for development of housing, open space, schools, and associated government, institution and community facilities. The project also involves the off-site pedestrian connectivity facilities and road improvement works to cope with the traffic demand from ARQ development. The site formation of eight housing development sites has been completed since commencement of works in end 2016. The off-site pedestrian connectivity facilities and road improvement works also commenced in March 2017 and May 2018 respectively. The construction works are completed in phases in 2021 to tie in with the first population intake from 2023/24 onwards.

### Provision of Infrastructure

#### **Liantang/Heung Yuen Wai Boundary Control**

**Point:** The Heung Yuen Wai Boundary Control Point (HYWBCP)(with capacity to handle up to 30 000 passengers and 17 850 vehicles per day) provides an efficient boundary crossing in the north-eastern New Territories. It connects with the Shenzhen Eastern Corridor to Longgang in Shenzhen and further extend to the eastern part of Guangdong Province via Huizhou-Yantian Expressway and Shenzhen-Shantou Expressway, providing a direct and

efficient cross-boundary access to eastern Shenzhen, Huizhou, eastern Guangdong as well as the neighbouring provinces.

We have completed the construction of the 11 km long Heung Yuen Wai Highway linking the Fanling Highway Interchange and HYWBCP in May 2019. The opening of the HYWBCP (cargo clearance in August 2020 and passenger clearance subject to COVID-19 situation) will further boost the flow of people and business between Hong Kong and the Mainland.

**Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery:** The Sandy Ridge Cemetery is one of the potential sites for developing columbarium, crematorium and related facilities. For the columbarium and related facilities, site formation works commenced in December 2017 for anticipated completion in phases from 2021. For the crematorium and related facilities, detailed design for the site formation works is in progress and construction works would be executed to cope with the development of crematorium and related facilities.

**Comprehensive Cycle Track Network in the New Territories:** To improve the quality of living for the public, we have been making efforts in implementing the cycle track network in the New Territories, composing two backbone sections. The 60-kilometre backbone section between Ma On Shan and Tuen Mun was opened to the public use in September 2020. For the 22-kilometre backbone section between Tsuen Wan and Tuen Mun, the cycle track from Tsuen Wan Riviera Park to Bayview Garden (Tsuen Wan waterfront section) was fully opened in July 2021. The remaining cycle track sections between Bayview Garden in Tsuen Wan and Tuen Mun are being implemented by phases. In addition, the construction of a branching off section at Sam Mun Tsai of about 900-metre in length from the backbone section commenced in November 2020 for completion in end 2022.

## Land Supply

**Lantau Tomorrow Vision:** To meet with the long term development needs in Hong Kong, the Government announced the “Lantau Tomorrow Vision” in October 2018. Upholding firmly the planning principle of “Development in the North, Conservation for the South”, the Vision for the development of Lantau covers the development areas at the artificial islands in the Central Waters, North Lantau and the coastal areas of Tuen Mun, while according priority to transport infrastructure in developing a new set of transport networks connecting various development areas. We will implement the development initiatives in phases.

One of the key initiatives of the Lantau Tomorrow Vision is to commence studies on the phased reclamation for the formation of artificial islands in the Central Waters. The initiatives will provide multiple strategic social and economic benefits. The first phase of the development will focus on the Kau Yi Chau (KYC) Artificial Islands with a total area of about 1 000 ha. It is estimated that the KYC Artificial Islands are capable of providing about 150 000 to 260 000 housing units,

70% of which are public housing. The artificial islands will be supported by a comprehensive network of strategic roads and rails that connects the Hong Kong Island, northeast Lantau and the coastal areas of Tuen Mun, enhancing the performance of traffic and transport network in the Northwest New Territories and the territory. The KYC Artificial Islands will also support the development of the third Core Business District, providing some 200 000 diversified employment opportunities and promoting Hong Kong’s long-term economic growth. Given their large scale, the KYC Artificial Islands will enable comprehensive planning for liveable and sustainable communities with a range of compatible community facilities, ample open spaces and greening, state-of-the-art infrastructure and smart city design, hence enhancing the quality of life. The KYC Artificial Islands is also planned to develop carbon-neutral neighbourhoods and genuinely smart city infrastructure. We commenced a study for the KYC artificial islands and their connecting priority road and rail links in June 2021.

The Government has been explaining the project objectives and directions of the technical studies related to the project to the public and the stakeholders through different channels. We conducted meetings with relevant professional institutes and their young members and relevant industry stakeholders to exchange views on the development of artificial islands in the Central Waters as well as the priority road link and rail link. In the course of the study, we will continuously engage stakeholders and conduct public engagement activities with the provision of more comprehensive data and detailed information to collect public opinions on the KYC artificial islands and their connecting priority road and rail links.

**Near-shore Reclamation Outside Victoria Harbour:** The Government plans to commence, the planning and engineering study on Lung Kwu Tan reclamation and Sunny Bay reclamation to establish the reclamation extent, land uses and technical feasibility, etc. The study on Lung Kwu Tan reclamation would also re-plan the development sites in Tuen Mun West (including the River Trade Terminal and its coastal area). Besides, the investigation study and the preliminary design of Road P1 (Tai Ho – Sunny Bay Section) has commenced in June 2021.

**Rock Cavern Development:** We are undertaking a planning and engineering feasibility study on development of selected Strategic Cavern Areas to facilitate territory-wide cavern development in Hong Kong which is anticipated to be completed by 2022. We commenced the investigation and design of relocating Public Works Central Laboratory in Kowloon Bay to caverns, and building the Government Records Service’s Archives Centre in caverns both at Anderson Road Quarry site in December 2021.

**Proposed Multi-storey Buildings for Brownfield Operations:** The feasibility studies on proposed multi-storey buildings (MSBs) for brownfield operations commenced in mid-2016. The studies cover the conceptual design, the planning, engineering, environmental and financial assessments, and exploring possible modes of operation and management of the proposed MSBs. A market sounding exercise on the implementation approach of the MSBs is

being carried out. The studies will be finalised pending review of the results of the market sounding exercise.