**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 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 7.46 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 3.53 million and is expected to rise to 3.67 million in 2022.

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 803,000 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 701,000 at present.

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 701,000 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 618,000. The new town’s population is about 517,000 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 281,000 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 259 000.

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 172 000.

The Government commenced the study on Yuen Long South in November 2012. It is estimated that the study will be completed within 2018. The study recommends development of Yuen Long South as an extension of Yuen Long New Town for a planned population of about 88 000 with creation of about 10 500 job opportunities.

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 300 000. The current population is about 286 000. 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 451 000. The current population of the new town is about 410 000.

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 Tseung Kwan O – Lam Tin Tunnel project commenced in July 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 98 000 at present.

The Tung Chung New Town Extension project is being taken forward to provide 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 reclamation works at Tung Chung East commenced in late 2017 for the target first population intake in 2023-2024.

New Development Areas

Potential Development Areas in the New Territories: The preliminary feasibility study for New Territories North commenced in January 2014 and was completed in February 2018. The study for Tuen Mun Areas 40 and 46 and the adjoining areas also commenced in May 2013 for completion in 2019. For the public housing development at Kan Tin South, the investigation and design of the site formation and infrastructure works commenced in November 2014 for completion of the proposed works in phases from 2021.

Lok Ma Chau Loop: With an area of about 88 ha, the Lok Ma Chau Loop (the Loop) will be developed as the Hong Kong-Shenzhen Innovation and Technology Park (the Park), the detailed design of the advance works has been completed. The scope of the advance works 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 as well as 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 is anticipated to commence in mid-2018 for completion by end 2021.

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 was substantially completed in 2017.

Kai Tak Development (KTD): It is a highly complex mega urban development project covering over 320 ha of land. 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 first two batches of projects have 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, reconstruction and upgrading of the Kai Tak Nullah and associated infrastructure works. The Hong Kong Children’s Hospital will be put into service in phases by end 2018. Major public works items currently under construction include the Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station, a secondary school, a portion of Shatin to Central Link, a portion of Central Kowloon Route, 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 the strategic Route 6 connecting the Central Kowloon Route to the Tseung Kwan O - Lam Tin Tunnel both under construction. Its detailed design is on-going.

We have completed the first stage of detailed feasibility study for Environmentally Friendly Linkage System (EFLS) for Kowloon East and recommended the most suitable mode (elevated mode) for the system. The second stage of the study for formulation of its alignment, coverage and implementation programme is in progress. The EFLS aims 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 2022/23. 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, about 20 ha of land platforms for the developments of public housing, schools, open spaces and related government, institution and community facilities was formed under the project. The project also provided other associated infrastructure, including roads, bridges and greening measures, etc. The works commenced in December 2017 for completion in early 2020. All the sites formed for public housing development were handed over to the Housing Department. On Sau Road and On Chui Street are open to the public for use since January 2016. Also, On Yan Street is open to the public for use since March 2017. All the infrastructure works supporting the housing development have been completed in advance of the respective phases of population intake.

**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 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 also involves 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 started in December 2016 and are progressing smoothly. The site formation of the first housing development site was completed in end 2017. The first population intake is targeted for 2023/24 onwards.

**Provision of Infrastructure**

**Liantang/Heung Yuen Wai Boundary Control Point:** The Liantang/Heung Yuen Wai Boundary Control Point (BCP) will provide an efficient boundary crossing in the north-eastern New Territories. It connects with the Eastern Corridor to Longgang in Shenzhen and further extends to the eastern part of Guangdong Province via the Shenzhen-Huizhou Expressway (also known as Huizhou-Yantian Expressway) or Shenzhen-Shantou Expressway, providing a direct and efficient cross-boundary access to eastern Shenzhen, Huizhou, eastern Guangdong as well as the neighbouring provinces. Construction works have commenced in phase since April 2013. Road and tunnel works from the Fanling Highway to the new BCP are progressing smoothly in full steam. We are striving to achieve the goal of completing the BCP works in end 2018.

**Site Formation and Associated Infrastructural 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 detailed design for the site formation and associated infrastructural works commenced in 2013. Construction works under the project commenced in December 2017 for completion in phases from 2021 to cope with the development of columbarium, crematorium and related facilities.

**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 is being constructed in phases. The cycle track between Ma On Shan and Sheung Shui and that between Yuen Long and Tuen Mun with a total length of about 50-kilometre have been completed and open to the public while the remaining cycle track between Yuen Long and Sheung Shui is under construction for completion in early 2020. For the 22-kilometre backbone section between Tsuen Wan and Tuen Mun, the construction of its cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan will commence in 2018 for completion in 2020. The alignment of the remaining cycle track between Bayview Garden and Tuen Mun is being reviewed and design is in progress.

**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 between Lantau and Hong Kong Island 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 of the study.

The technical studies for Lung Kwu Tan, Siu Ho Wan and Ma Liu Shui near-shore reclamation were substantially completed in 2017. The Government will seek support from the Legislative Council to commission further 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 planning and engineering studies for the proposed reclamations at Sunny Bay, Lung Kwu Tan and Ma Liu Shui.

**Rock Cavern Development:** The “Long-term Strategy for Cavern Development” was completed in 2017. With the support of the study findings, the Government prepared and launched a territory-wide Cavern Master Plan in December 2017 to guide and facilitate wider application of cavern development in Hong Kong. A Technical Circular was also issued in end 2017 to promulgate the policy and associated measures related to rock cavern development.

**Land Requirements for Construction Industry:** The Study on Land Requirements for Construction Industry 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 is anticipated to be completed in 2018.

**Proposed Multi-storey Buildings for Brownfield Operations:** The feasibility studies on proposed multi-storey buildings for brownfield operations commenced in mid-2016. The studies cover the conceptual design, the planning, engineering, environmental and financial assessments, as well as exploring possible modes of operation and management of the proposed multi-storey buildings. The studies are anticipated to be completed in 2018.