

# 將軍澳

# Tseung Kwan O

規劃宜居新市鎮

Planning for Liveable New Towns

 規劃署  
Planning Department



## Geographical Context

Tseung Kwan O New Town is located in a long narrow inlet at the southern part of Sai Kung District in the South East New Territories (SENT) (Figure 1). It is bounded by Clear Water Bay Peninsula to the east, Tseung Kwan O Bay to the south, East Kowloon to the west, and Tseng Lan Shue to the north. Surrounded by steep hills on three sides, the New Town is physically segregated from East Kowloon and Clear Water Bay Peninsula. It is, however, very close to the Metro Area. The New Town has a total land area of about 1 720 hectares (ha). It includes the areas of Tsui Lam, Po Lam, Hang Hau, Town Centre, Tiu Keng Leng, Pak Shing Kok, Siu Chik Sha, Tai Chik Sha and Fat Tong O.

Tseung Kwan O is the third generation New Town in Hong Kong and is covered by the Tseung Kwan O Outline Zoning Plan. According to the Hong Kong 2016 Population By-census, the population of Tseung Kwan O was about 398 000.

# Tseung Kwan O

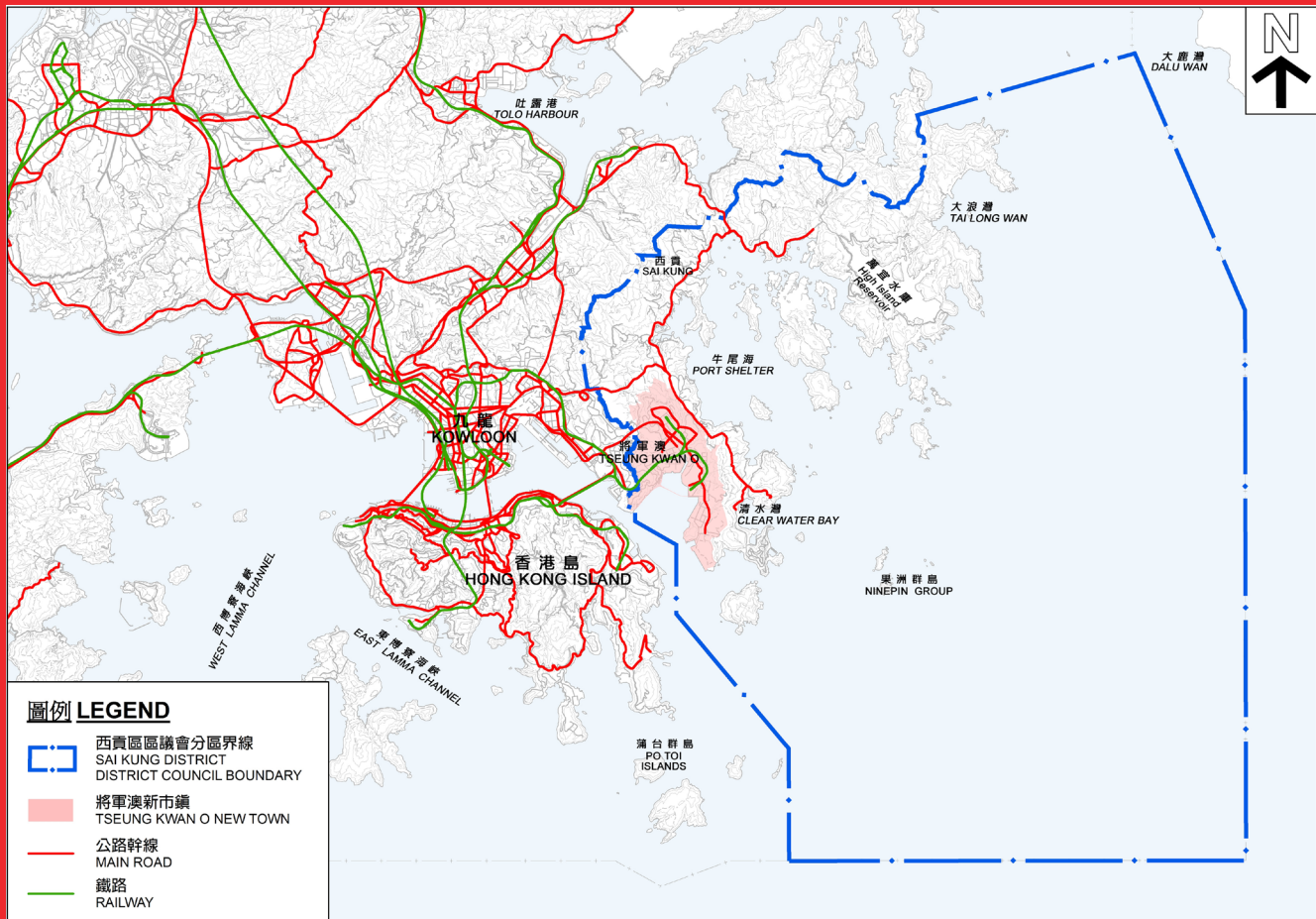


Figure 1: Location of Tseung Kwan O New Town

## Historical Background

The early inhabitants of the area can be traced back to the 13th Century. Major settlements, however, did not occur until the late 16th Century when small fishing villages were founded. Hang Hau, which emerged into a market town, was once the most populated and prosperous place in the whole of Clear Water Bay Peninsula. The area remained in rural uses until the 1960s when industrial activities flourished. Ship building, ship repairing, ship breaking and steel rolling were the main industries then. Other industries included manufacturing of non-ferrous metal products and production of industrial gases (Figure 2). Many of these industries relied on marine access. They gradually phased out or relocated in 1982 when the Government approved the development of Tseung Kwan O as a New Town.

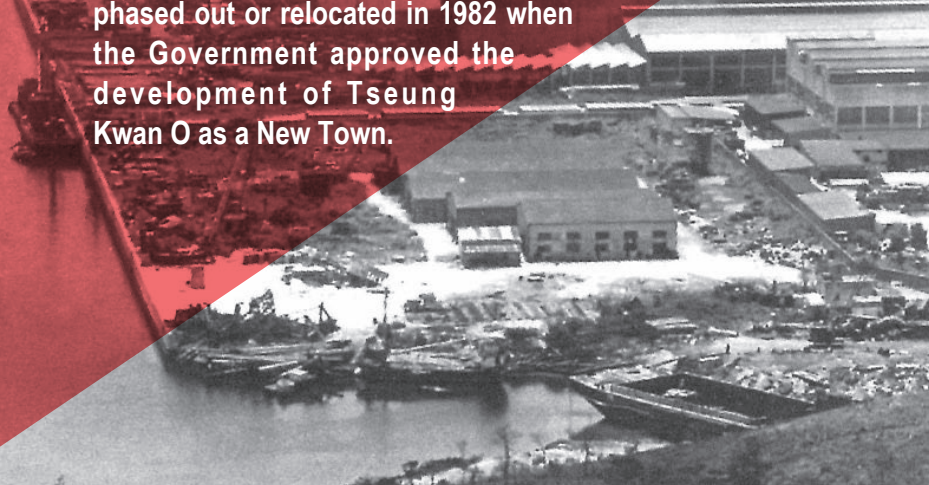


Figure 2: Former industrial activities in Tseung Kwan O

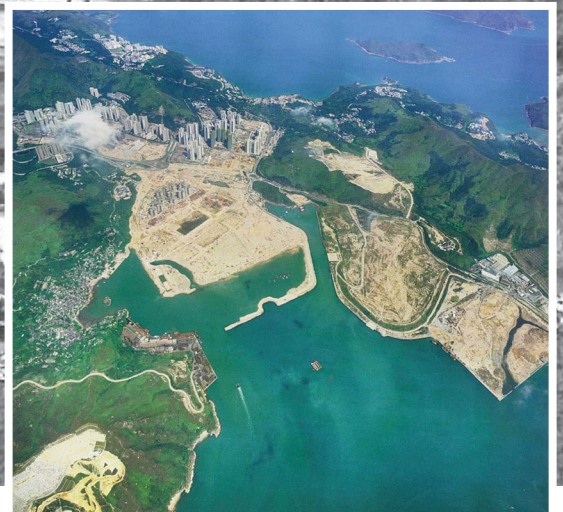


Figure 3: Tseung Kwan O New Town in the 1990s

In 1983, development of Phase I of the New Town to accommodate an initial population of about 175 000 was formally endorsed. In 1986, the Government decided to proceed with the construction of the Tseung Kwan O Tunnel linking up Kowloon East and the New Town. The tunnel provided scope for further increasing the population of the New Town. To maximise the utilisation of the road infrastructure and to meet the demand of land for public housing, the Government in 1987 proposed Phase II development which made Tseung Kwan O with a total planned population of 325 000. To cater for redevelopment of the Tiu Keng Leng Cottage Area and to provide land for development of Tseung Kwan O Industrial Estate and deep waterfront industries, the Government in 1988 decided to further proceed with Phase III development of the New Town with another additional population of 125 000. The planned population will reach 450 000. Population intake into the New Town started in 1988 (Figures 3 and 4).



Figure 4: Tseung Kwan O New Town in 2018

To cater for traffic demand generated from the New Town development, the Tseung Kwan O Tunnel was open in 1990. The Mass Transit Railway Tseung Kwan O Line, incorporating four new stations, namely Tiu Keng Leng, Tseung Kwan O, Hang Hau and Po Lam, were open in August 2002. The fifth station LOHAS Park started operation in July 2009.

## Planning Concept

### Overall Concept

Tseung Kwan O is the seventh New Town in Hong Kong (Figure 5). In the Territorial Development Strategy Review completed in 1996, strategic growth of the SENT was confined to Tseung Kwan O, taking cognisance of the capacity of the New Town for further extension and the proposed high capacity external road and rail links to the Metro Area. The rest of the sub-region was planned mainly for conservation and recreation purposes with low-density residential developments at suitable locations to form the hinterland of the New Town.

Capitalising on the enhanced accessibility brought about by the Tseung Kwan O Tunnel and MTR Tseung Kwan O Line, high-density developments are located close to the MTR stations at Po Lam, Hang Hau, Tseung Kwan O, Tiu Keng Leng and LOHAS Park, each forming a district centre with its own retail and supporting facilities. The southeastern part of the New Town is reserved for specific uses to meet territorial needs, such as Tseung Kwan O Industrial Estate in Area 87, landfills and landfill extension in Areas 77, 101, 105 and 137 (Figure 6). However, the long-term land use of the remaining area of Area 137, which was originally planned for deep waterfront industries, will be reviewed by a consultancy study jointly commissioned by the Civil Engineering and Development Department and Planning Department.

An urban design framework has been formulated mainly for the new development areas in Tseung Kwan O to direct the development of a coherent and legible framework of land uses, urban form and open spaces that is appropriate to the unique development context of a waterfront and valley setting of the New Town. The design seeks to optimise opportunities afforded by the new development areas in the Town Centre of Tseung Kwan O South to create a new and distinctive waterfront district that capitalises on the dramatic visual and physical relationship of the natural landscape of the surrounding Country Park and Tseung Kwan O, with the objective of fostering a unique district identity. The design seeks to maximise the development potential of the existing Eastern Channel and Tseung Kwan O by promoting water sports and recreation. The primary objective is to provide a high quality vibrant leisure and recreational area for the enjoyment of the Tseung Kwan O residents and visitors.



Figure 5: Tseung Kwan O New Town in 2018

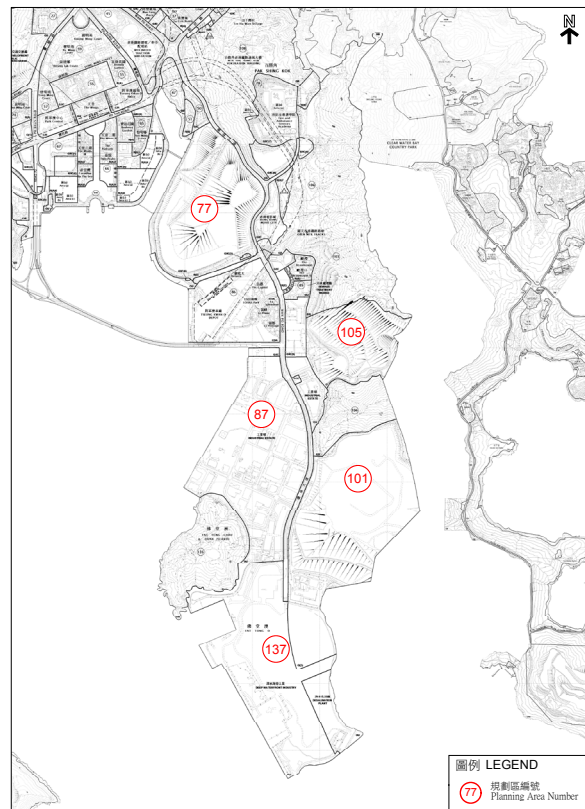


Figure 6: Location of Tseung Kwan O Planning Areas

Tseung Kwan O New Town is fast expanding. It is one of the key strategic growth areas for mass housing close to the Metro Area.

## Development in Tseung Kwan O New Town

The New Town was built mainly by reclaiming Tseung Kwan O Bay and the formation of platforms on both sides of the narrow inlet.

In addition to the existing Po Lam Road and Tseung Kwan O Tunnel, the New Town will be connected to the Metro Area by the new Tseung Kwan O - Lam Tin Tunnel and Cross Bay Link. The New Town is served by the Tseung Kwan O Line of the Mass Transit Railway (MTR) with stations at Tiu King Leng, Tseung Kwan O, Hang Hau, Po Lam and LOHAS Park.

The five stations along the Tseung Kwan O line are the focal points of the district/town centres in the New Town, with retail and public transport interchange facilities. High density residential developments including public and private housing are built or planned around the MTR stations (Figure 7).



Figure 7: Residential development (Metro City) above Po Lam Station



Figure 8: Tseung Kwan O Village



Figure 9: Metro City – A contemporary shopping Centre

Due to the proximity of the New Town to the Metro Area, residential developments in the New Town are generally planned to a higher intensity when compared with other new towns in the territory.

Upon the planned development, the overall flat mix ratio of the New Town will be about 53:47 between public (including public rental housing and subsidised sale flats<sup>1</sup>) and private permanent housing (including village housing).

Some recognized villages, including Yau Yue Wan Village, Hang Hau Village, Tin Ha Wan Village, Tseung Kwan O Village (Figure 8) and Mau Wu Tsai Village, are found within the New Town.

The planning of Tseung Kwan O New Town aims at self-containment of shopping, community, recreational and other local facilities. Shopping facilities are provided in commercial and commercial/residential developments in the district centres (Figure 9) and the Town Centre of Tseung Kwan O South as well as within individual public housing estates. A wide range of community facilities including those for education, health, social welfare and recreation are provided to serve the residents of the New Town.

<sup>1</sup> Subsidised sale flats include Housing Authority's Home Ownership Scheme flats, Private Sector Participation Scheme flats, Buy-or-Rent Option Scheme flats, and Housing Society's Flat-for-Sale Scheme flats.

## Town Centre of Tseung Kwan O South

Situated at the heart of the New Town, the Town Centre of Tseung Kwan O South is emerging to create a new and distinctive waterfront district near Tseung Kwan O and Eastern Channel with the objective of fostering a unique district identity (Figures 10 and 11). A diminishing building height of development towards the waterfront is advocated in order to enhance variation in the height and massing of new developments. A mix of land uses embracing residential, retail, leisure and entertainment activities help shape the Town Centre into a vibrant and attractive townscape.

The Town Centre of Tseung Kwan O South is featured with ample open space to foster its identity and provides recreation opportunities for the residents.

A north-south running 'Central Avenue' is a landscaped pedestrian-retail corridor to connect the transport focal point in Tseung Kwan O Station with the proposed waterfront park, enhancing the physical and visual connectivity. Alfresco dining is planned along the waterfront promenade.

A waterfront promenade to the south of the 'Central Venue' is intended for passive recreational use with a high quality landscaping design to serve as an urban civic space.



Figure 10: Concept Plan of Town Centre of Tseung Kwan O South



Figure 11: Town Centre of Tseung Kwan O South – The future urban civic space of Tseung Kwan O

## Breezeway and Green Belt

Despite the planned higher development intensity in Tseung Kwan O, there is provision of ample open spaces and breezeways in the planning and design of the New Town. The breezeway system is designed to channel valley winds, off-slope and sea breezes and seasonal prevailing winds into the urban core of the New Town. These breezeway corridors are provided by suitably aligning open spaces and low-rise developments in the Town Centre, Hang Hau and Po Lam districts (Figure 12).

Large areas along the fringe of the New Town covering a total area of 753 ha are designated as "Green Belt" to promote conservation of the natural environment and to safeguard it from the encroachment of urban development. These areas provide a visual transition from developments in the New Town to Clear Water Bay Country Park as well as additional outlets for passive recreational uses.

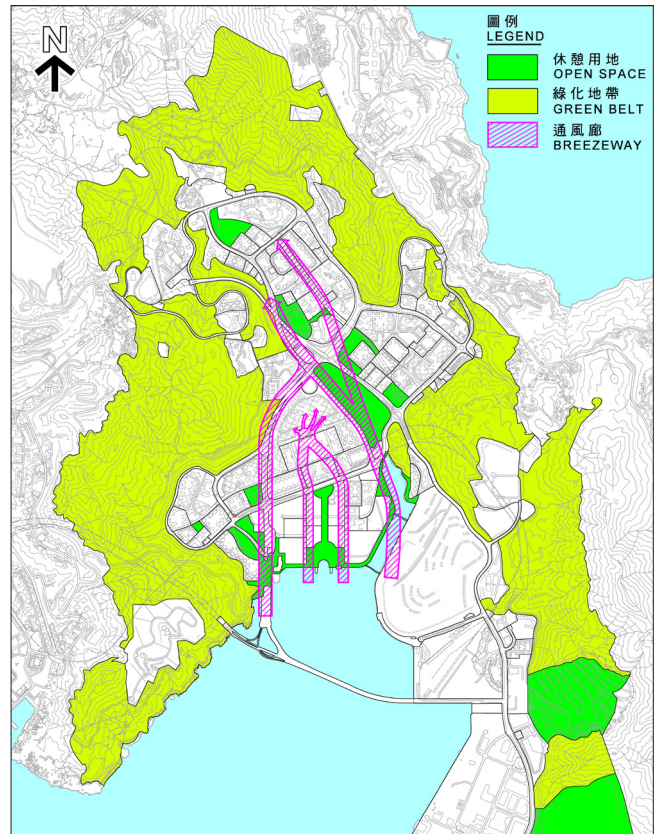


Figure 12: Principal Breezeways and Open Space / Green Belt in Tseung Kwan O



Figure 13: Po Hong Park



Figure 14: The Hong Kong Velodrome Park as breezeway among neighbouring residential developments

## Open Space and Recreation

The New Town is provided with a comprehensive network of open spaces (Figures 13 and 14), including major district open spaces in various districts, town park and civic node at the Town Centre. In addition, the decommissioned landfill site in Area 105 and the existing landfill in Area 101 and part of Area 137, upon completion of the landfill, will be developed to open space or recreational use.

A piece of land in Area 77, which is the previous Tseung Kwan O Stage I landfill, has been restored and reserved for recreational use. Moreover, a pet garden has been established inside the restored landfill under the management of the Leisure and Cultural Services Department. The restored landfill will accommodate more active/passive recreational and tourism/eco-tourism uses.



## *Major Government, Institution and Community Facility*

A signature civic node and Government, Institution and Community (GIC) cluster at the intersection of Po Yap Road and Po Shun Road have been planned to serve Tseung Kwan O as well as the Sai Kung hinterland. The GIC cluster will comprise a joint-user government offices building, headquarters of the Immigration Department and a civic centre.

The Fire and Ambulance Services Academy (the Academy) in Pak Shing Kok (Figure 15) started its operation in March 2016 as an advanced training school for the Fire Services Department. The Academy provides residential training places for both newly recruited and serving fire and ambulance personnel.

A reliable fresh water supply is important in sustaining Hong Kong's development and economic growth. There is a need to develop seawater desalination which is not susceptible to climate change to secure fresh water resources in Hong Kong. To this end, the Water Supplies Department will construct a desalination plant at a site in the southeastern part of Area 137. The desalination plant is tentatively scheduled for commissioning in 2022 the earliest.

The Tseung Kwan O Hospital (Figure 16) is located to the immediate east of Fu Ning Garden in Hang Hau while the Haven of Hope Hospital is located to the immediate east of Mau Wu Tsai Village. A site in Pak Shing Kok has also been reserved for a Chinese Medicine Hospital to serve the needs of Hong Kong.

Three tertiary educational institutes are provided within the New Town. The Hong Kong Design Institute and the Caritas Bianchi College of Careers are located in proximity to the Tiu Keng Leng MTR Station while the Tseung Kwan O Study Centre (an extension of The Education University of Hong Kong) is located to the immediate west of Yau Yue Wan Village.

While the Tseung Kwan O Stage II to III landfill has been closed, the SENT landfill in Area 101 and part of Area 137 are still in operation. Starting from January 2016, the SENT landfill receives construction waste only to address the odour problem affecting the New Town.



*Figure 15: The Fire and Ambulance Services Academy*



*Figure 16: Tseung Kwan O Hospital*

## Industrial and Other Major Development

The Tseung Kwan O Industrial Estate (Figure 17), covering about 85 ha of land and enjoying marine frontage, is located in Area 87 in the southeastern part of the New Town. As at 2019, about 90% of the industrial lots in the Industrial Estate were developed. Existing industrial establishments within the Industrial Estate are mainly intended for new or improved technology and processes which cannot be operated in multi-storey factory buildings. A variety of corporations have established their businesses in the Industrial Estate, including TVB City (Figure 18), data centres, multi-media production studios and aircraft engineering and maintenance groups.

Data centres are essential infrastructure to sustain Hong Kong's continued economic development, in particular for the financial, information and communication technology, e-commerce and media sectors. Over the past few years, a number of international and local companies have expressed interest in setting up data centre in Hong Kong. Land has also been reserved in Area 85 for data centre developments (Figure 19) and for the future RTHK New Broadcasting House.

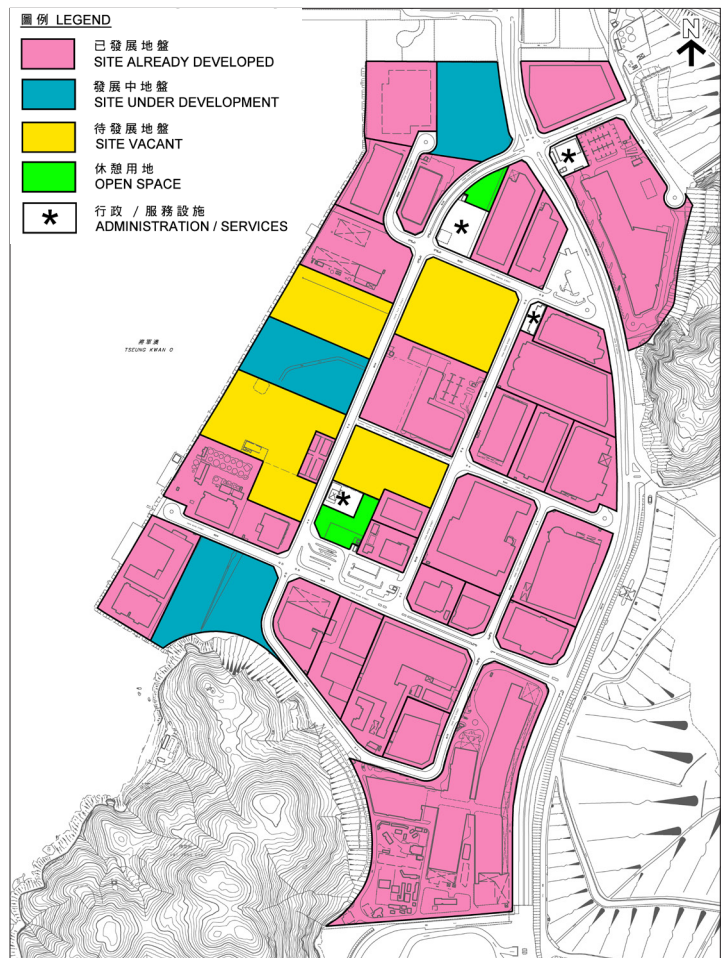


Figure 17: Tseung Kwan O Industrial Estate



Figure 18: TVB City within Tseung Kwan O Industrial Estate



Figure 19: Data centre developments in Area 85



Figure 20: Ex-Tiu Keng Leng Police Station



Figure 21: Ex-Tiu Keng Leng Police Quarters

Figure 22: Area 137 for Future Development

## Government Signature Project

The Chief Executive's 2013 Policy Address earmarked a one-off funding of \$100 million to each district to implement Signature Projects under the Signature Project Scheme. Within the Sai Kung District, two Signature Projects have been identified. One of them falls within Tseung Kwan O which involves converting the ex-Tiu Keng Leng Police Station into the Heritage Information Centre (Figure 20) and two ex-police quarters into a holiday camp (Figure 21). The ex-Tiu Keng Leng Police Station ceased operation in 1992. The Heritage Information Centre is scheduled to open in 2020. The Signature Project forms an integral part of Tseung Kwan O Heritage Hiking Trail.

## Area 137

A desalination plant has been proposed by the Water Supplies Department at the southeastern corner of Area 137 (Figure 22) providing fresh water supply for the local community.

The development potential of the remaining area of Area 137 will be examined under a planning and engineering study jointly commissioned by the Planning Department and Civil Engineering and Development Department. The area will provide an extensive area of about 80 ha. Its feasibility to cater for different land uses, such as residential, commercial and other development purposes to meet the foreseeable development needs of Hong Kong will be strategically and comprehensively explored.

## **Road and Rail Link**

External road link to and from the New Town is mainly via Tseung Kwan O Tunnel, supplemented by Po Lam Road as well as Ying Yip Road and Hang Hau Road connecting to Clear Water Bay Road. Construction of additional major external links, namely the Tseung Kwan O - Lam Tin Tunnel and Cross Bay Link, will be completed in early 2020s.

The Tseung Kwan O - Lam Tin Tunnel and Cross Bay Link will further connect Tseung Kwan O and East Kowloon with the aim of meeting the continuous increase in transport demand. Traffic to and from the Industrial Estate will be diverted from Wan Po Road to Cross Bay Link and Tseung Kwan O - Lam Tin Tunnel in future, thus minimising adverse traffic and associated environmental impacts on the residential areas in the New Town.

Apart from Tseung Kwan O Tunnel and Tseung Kwan O - Lam Tin Tunnel, external access is also supported by the MTR Tseung Kwan O line from Lam Tin to Tseung Kwan O. The full operation of the Tseung Kwan O Line was completed in two phases, respectively in August 2002 and July 2009.

Franchised buses, taxis and green mini-buses are the main modes of public transport in addition to the MTR. With the completion of the major external roads in future, the accessibility to the New Town will be greatly improved. This is expected to bring the Sai Kung hinterland closer to Tseung Kwan O.

## **Looking Ahead**

Tseung Kwan O has undergone tremendous changes since its designation as a New Town in 1982. With the implementation of planned projects for housing, GIC facilities, infrastructures and other developments (such as Industrial Estate and desalination plant), it is envisaged that the New Town will continue to grow in the forthcoming decades. In planning for the New Town, a balance between development needs and other planning considerations will be maintained to ensure achieving a liveable and sustainable environment for those who live and work in Tseung Kwan O.

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