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 7.50 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 3.52 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 866 000. The new town’s population is about 810 000 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 699 000 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 504 000 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 271 000 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.
Long New Town: 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 258 000.

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 168 000.

The Government commenced the study on Yuen Long South in November 2012. It is estimated that the study will be completed within 2019. The study recommends development of Yuen Long South as an extension of Yuen Long New Town.

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 283 000. 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 407 000.

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 and Cross Bay Link, Tseung Kwan O projects commenced in July 2016 and July 2018 respectively for commissioning in 2021 and 2022 respectively.

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 114 000 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 270 000 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

New Development Areas in the New Territories: Previous planning and development studies established the feasibility of developing NDAs in the New Territories, including Kiu Tung North (KTN), Fanling North (FLN) and Hung Shui Kiu (HSK).

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 NDA will provide about 72 000 units in total, of which about 70% will be public housing units. About 40 000 new employment opportunities will also be created in the NDA. The detailed design of the first phase of the NDA, comprising the advance works and first stage works has been largely completed and the construction works will commence in second half of 2019. The first population intake in the first phase of the NDA is scheduled for 2023. The detailed design of the remaining phase is targeted to commence in the second half of 2019. Our target is to have all infrastructure works for the NDA completed in 2031.

For the HSK NDA, it will provide about 61 000 units. About 150 000 employment opportunities will also be created in the NDA. The detailed design of the advance works phases 1 and 2 and stage 1 works was substantially completed. The construction works are anticipated to commence in phases in 2020. The first population intake is scheduled for 2024.

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. Following Government’s response in February 2019 to the Task Force on Land Supply’s report issued in December 2018, we will commence the studies for phase one development of New Territories North covering the San Tin/Lok Ma Chau Development Node and for the partial development of Fanling Golf Course site to the east of Fan Kam Road in the second half of 2019. Regarding the initial public housing developments at Kam Tin South, the advance works commenced in July 2018 for completion by end 2021. Detailed design of the site formation and associated infrastructure works is on-going with construction anticipated to commence in 2021 in order to meet the first population intake targeted in 2025-26.

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 associated infrastructure works of the Loop development will be carried out in phases.

The scope of the advance works primarily comprises land decontamination treatment within the Loop, construction of temporary access to the Loop and establishment of ecological area to pave way for the subsequent construction works for the Loop development and the ground treatment works to the first batch of land within the Loop for development of buildings and associated facilities for Phase 1 of the Park. The construction of the advance works commenced in June 2018 with a target to make the first batch of land available by 2021 for Phase 1 superstructure development of the Park.

The scope of the main works package 1 primarily comprises various works, including site formation works, road works, infrastructure/supporting facilities and environmental mitigation works, for supporting Phase 1 of the Loop development. The detailed design and site investigation of the main works package 1 commenced in September 2018.

Urban Development Areas

Boardwalk underneath Island Eastern Corridor: To make our harbourfront more accessible, connected and enjoyable, the 2019-20 Budget has earmarked $6 billion for harbourfront enhancement. The proposed Boardwalk of about 2 km in length connecting Causeway Bay and Quarry Bay is amongst the nine projects supported by the Harbourfront Commission for implementation with the earmarked funding.
Cedd completed the “Stage 3 community engagement exercise” under the “Boardwalk underneath Island Eastern Corridor – Investigation” study in April 2019. There has been general support of the public and stakeholders on the latest scheme proposed during the “Stage 3 community engagement exercise” and strong request for early implementation of the project for public enjoyment. We anticipated commencement of the consultancy assignment for the detailed design of the project by end 2019.

**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 Kwan 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, Hong Kong Children’s Hospital and associated infrastructure works. 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, Inland Revenue Tower, New Acute Hospital, Government Flying Service Kai Tak Division, a portion of Shatin to Central Link, a portion of Central Kowloon Route, further phases of the District Cooling System, Kai Tak Sports Park, Avenue Park at Kai Tak, Station Square, waterfront promenade adjacent to the Hong Kong Children’s Hospital 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. The construction works are anticipated to commence in 2019 for completion in 2025.

We are conducting the second stage of detailed feasibility study for Environmentally Friendly Linkage System (EFLS) for Kowloon East including the coverage, alignment and station locations, etc. Upon completion of the study, the Government will formulate the way forward for the proposed EFLS project.

**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 Xiqu Centre and Freespace have been opened in January and June 2019 respectively. The WKCD Authority targets to complete the remaining batches 1 and 2 core arts and cultural facilities (including the M+ and Lyric Theatre Complex) in phases by 2023. 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 were formed under the project. The project also provided other associated infrastructure, including roads, bridges and greening works, etc. The works commenced in January 2008 and substantially completed in December 2016. All the sites formed for public housing development were handed over to the Housing Department from 2011 to 2013. The infrastructure works supporting the housing development including On Sau Road, On Chui Street and On Yan Street were completed in advance of the respective phases of population intake from 2016 to 2018. As of 2019, other land platforms formed for the purpose of schools, open spaces, and ancillary facility block, etc., are being handed over to the users according to their development programme.

**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. The project also involves the off-site pedestrian connectivity facilities and road improvement works to cope with the traffic demand from ARQ development. Site formation works started in December 2016 and are progressing smoothly. The site formation of four housing development sites has been completed since commencement of works. The off-site pedestrian connectivity facilities and road improvement works also commenced in March 2017 and May 2018 respectively. The construction works are anticipated to be completed in 2023 to tie in with the population intake from 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 will connect with the Eastern Corridor to Longgang in Shenzhen and further extend to the northeastern 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. The new BCP will be the seventh land boundary crossing between Hong Kong and Shenzhen. We are responsible for the construction of the 11km long connecting road linking the Fanling Highway near Kau Lung Hang and the new BCP. The connecting road has been named as “Heung Yuen Wai Highway” and was open to public in May 2019.

**Site Formation and Associated Infrastructural Works for Development of Columbium, Crematorium and Related Facilities at Sandy Ridge Cemetery:** The Sandy Ridge Cemetery is one of the potential sites for developing columbium, crematorium and related facilities. For the columbium and related facilities, site formation works commenced in December 2017 for completion in
phases from 2021. For the site formation of crematorium and related facilities, detailed design is in progress and construction works would timely commence 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 commenced in September 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.

**Land Supply**

**Artificial Islands in the Central Waters:** One of the key initiatives of the Lantau Tomorrow Vision announced in the 2018 Policy Address 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 reclaimed 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, 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. In the process, the KYC Artificial Islands will allow Hong Kong to develop its first large-scale near carbon-neutral neighbourhoods and genuinely smart city infrastructure. The Government plans to commence the studies related to artificial islands in the Central Waters after obtaining funding approval from Finance Committee.

**Near-shore Reclamation Outside Victoria Harbour:** The Government plans to commence, after obtaining the funding approval of the Finance Committee in 2020, 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 replan the development sites in Tuen Mun West (including the River Trade Terminal and its coastal area). The Government also plans to commence, after obtaining the funding approval of the Finance Committee in 2020, the proposed engineering study on Road P1 (Tai Ho – Sunny Bay Section), which includes an investigation study and a preliminary design of the associated works.

**Rock Cavern Development:** With the support of the study findings of “Long-term Strategy for Cavern Development” completed in March 2017, we promulgated the Cavern Master Plan of 48 Strategic Cavern Areas (SCVAs) in December 2017 and the updated Geoguide 4 - Guide to Cavern Engineering in January 2018, to facilitate territory-wide cavern development in Hong Kong. A feasibility study on relocating Public Works Central Laboratory in Kowloon Bay to cavern launched in end 2018 for completion in 2020. A pilot planning and engineering study on development of selected SCVAs also commenced in March 2019 for completion in 2021.

**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 2019.

**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, and exploring possible modes of operation and management of the proposed multi-storey buildings. The studies are anticipated to be completed in 2019.