

規劃宜居新市鎮

Planning for Liveable New Towns



Tseung Kwan O



規劃署
Planning Department

2025

Geographical Context

Tseung Kwan O New Town (Figure 1) is located in a long narrow inlet at the southern part of Sai Kung District in the South East New Territories (SENT). 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 1 760 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 one of the third generation New Towns in Hong Kong and is covered by the Tseung Kwan O Outline Zoning Plan. According to the Hong Kong 2021 Population Census, the population of Tseung Kwan O New Town was about 418 000.

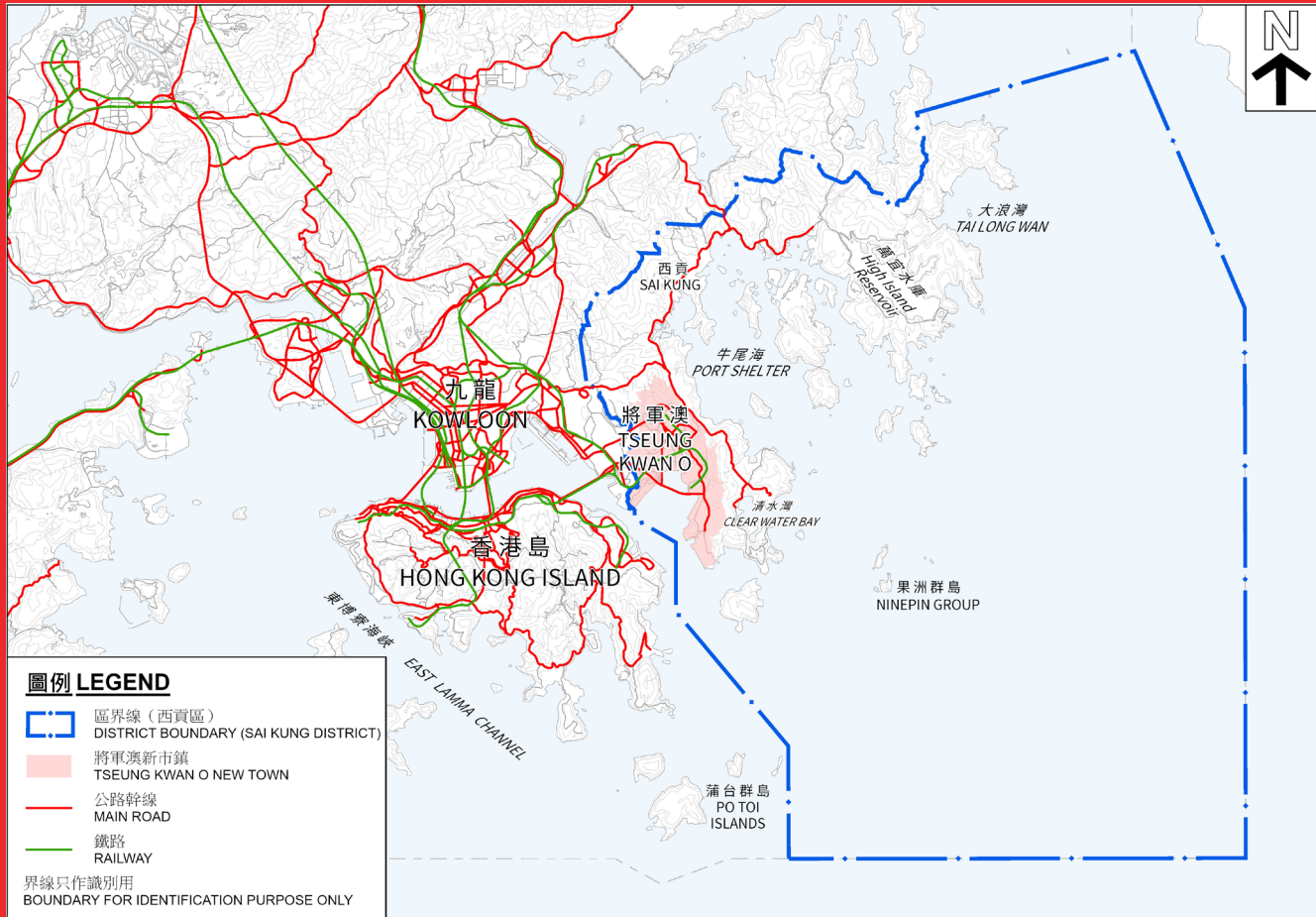


Figure 1: Location of Tseung Kwan O New Town

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 were 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

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 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 608 900. Population intake into the New Town started in 1988 (Figure 3).

In 2022, the Government announced that Tseung Kwan O Area 137 in Fat Tong O will be developed into a new community primarily for residential purpose. A piece of land to be created in Chiu Keng Wan off Tseung Kwan O Area 132 will accommodate some public facilities serving the region.



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

Planning Concept

Overall Concept

Tseung Kwan O is the seventh New Town in Hong Kong (Figure 4). 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 and southwestern parts of the New Town are reserved for specific uses to meet territorial needs, such as Tseung Kwan O Innopark in Area 87, a desalination plant in Area 137E, landfills and landfill extension in Areas 77, 101, 105 and several low-rise public facilities requiring marine frontage for their operation are planned in Area 132B (Figure 5 shows the location of Tseung Kwan O Planning Areas).

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. A stepping-down building height profile towards the waterfront will be adopted for developments in Area 137 taking into consideration its prominent waterfront location.



Figure 4: Tseung Kwan O New Town in 2024

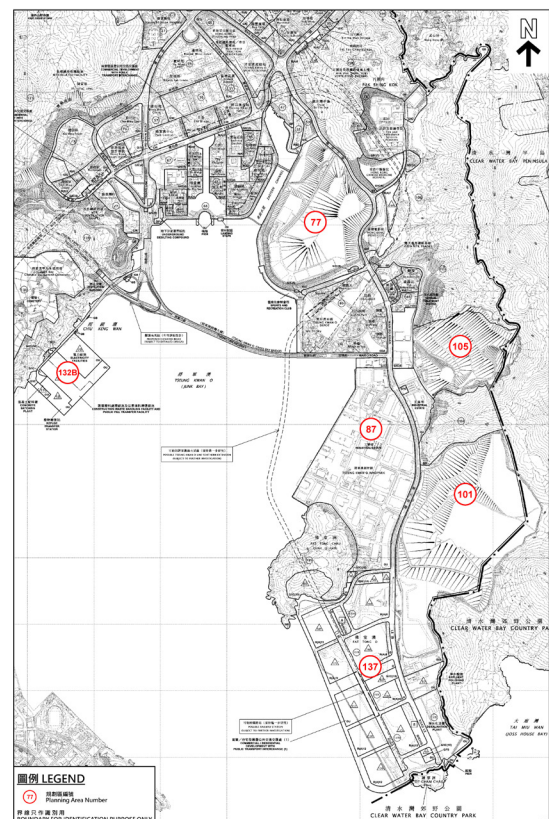


Figure 5: Location of Tseung Kwan O Planning Areas

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 is connected to the Metro Area by the new Tseung Kwan O - Lam Tin Tunnel and Tseung Kwan O Cross Bay Bridge commissioned in December 2022. The New Town is served by the Tseung Kwan O Line of the Mass Transit Railway (MTR) with stations at Tiu Keng 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 6).



Figure 6: Residential development above LOHAS Park Station



Figure 7: Tseung Kwan O Village



Figure 8: PopCorn – A contemporary shopping Centre

Due to the proximity of the Tseung Kwan O 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 full development of the Tseung Kwan O New Town, the overall flat mix ratio of the New Town will be about 53:47 between public (including public rental housing and subsidised sale flats¹) and private permanent housing (including village housing)².

Some recognized villages, including Yau Yue Wan Village, Hang Hau Village, Tin Ha Wan Village, Tseung Kwan O Village (Figure 7) 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 8) 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.

¹ Subsidised sale flats include Housing Authority's Home Ownership Scheme (HOS) flats, Green Form Subsidised HOS flat, Starter Homes Pilot Scheme, Private Sector Participation Scheme flats and Buy-or-Rent Option Scheme flats, and Housing Society's Flat-for-Sale Scheme flats.

² Not include residential development in Area 137 where the split of public and private development will be confirmed in implementation stage.

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 (Figure 9). 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.

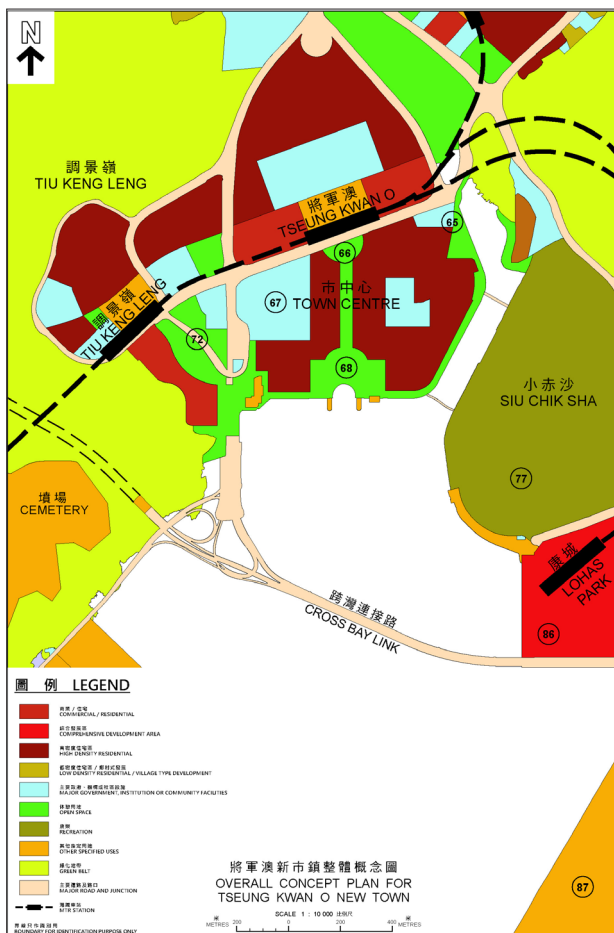


Figure 9: Concept Plan of Town Centre of Tseung Kwan O South

The Town Centre of Tseung Kwan O South is featured with ample open space to foster its identity and provide 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 waterfront park, enhancing the physical and visual connectivity. Alfresco dining is found 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).



Figure 10: Town Centre of Tseung Kwan O South

Area 137

Area 137, with a land area of about 80 ha, is planned for predominantly high-density residential development supported by a wide range of retail, community facilities, recreational and open space for about 50,000 residential units and accommodating a total population of about 135 000, which will be supported by commercial and community facilities as well as infrastructure and is positioned as a new waterfront residential community with a strong sense of place and distinctive identity. A network of linked open spaces in Area 137 connecting the waterfront and other green networks in Tseung Kwan O such as Clear Water Bay Country Park at the backdrop will be provided (Figure 11).



Figure 11: Area 137 for Future Development

Breezeway and Green Belt

Despite the 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 747 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.

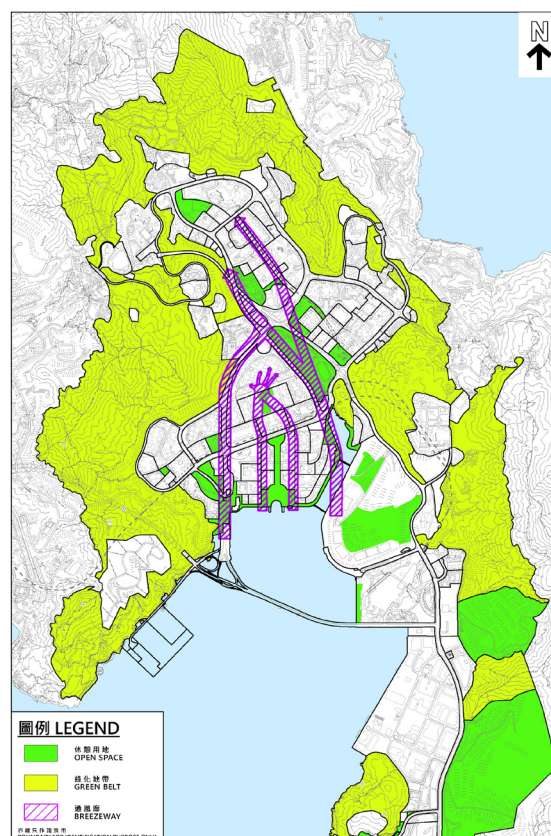


Figure 12: Principal Breezeways and Open Space / Green Belt in Tseung Kwan O

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. Tseung Kwan O South Park in Area 68 was opened to the public in phases from the second quarter of 2025 while the planned open space in Area 66 with underground public vehicle park is scheduled for completion in 2028. A sports centre cum indoor heated pool and a Riverine Park are proposed in Area 65. A piece of land in LOHAS Park has also been reserved for an indoor recreation centre.

Some areas within Area 77, which is the previous Tseung Kwan O Stage I landfill, have been restored and reserved for recreational use. A pet garden and the Jockey Club HKFA Football Training Centre have been developed. A camp site-cum-green education ground (i.e. the E-Co Village) under the "Restored Landfill Revitalisation Funding Scheme" was commissioned in 2024. A water sports centre, which will be the sixth water sports centre in the territory to be managed and operated by the Leisure and Cultural Services Department, is under planning and design. In addition, the decommissioned landfill site and the existing landfill extension in Areas 101 and 105 are planned for open space or recreational use in the long term.

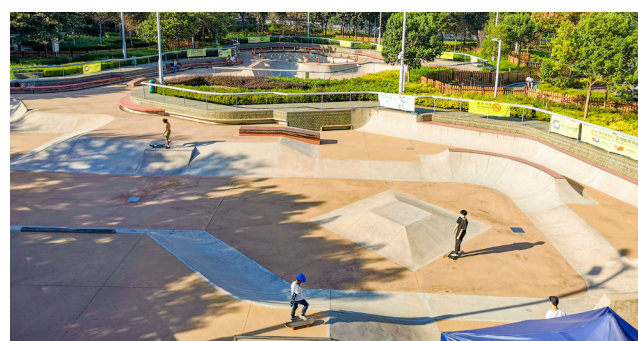


Figure 13: Hong Kong Velodrome Park - Skatepark



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

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 comprises Tseung Kwan O Government Offices (Figure 15), headquarters of the Immigration Department, a Joint-User Complex with market and a civic centre. A welfare service complex is also planned in Area 72. A Heritage Information Centre, which was converted from the ex-Tiu Keng Leng Police Station under the Signature Project, was open in 2021. A site in the centre part of Area 137 is planned for a joint-user government complex which will be the major activity node of the area.

The Tseung Kwan O Hospital 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 Chinese Medicine Hospital and a Government Chinese Medicines Testing Institute (Figure 16) will be established at Pak Shing Kok to promote the development of Chinese medicine and serve the needs of Hong Kong. Both facilities were commissioned by in December 2025.

Three tertiary educational institutes are provided within the New Town. The Saint Francis University and the Hong Kong Design Institute 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.

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 first stage of desalination plant was commissioned in 2023.

The Fire and Ambulance Services Academy (the Academy) in Pak Shing Kok 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.

Tseung Kwan O Stage II / III landfill in Area 105 has been closed. Starting from January 2016, the SENT landfill (Area 101) receives construction waste only to address the odour problem affecting the New Town. Since November 2021, the SENT landfill extension (parts of Areas 101 and 137) has started to receive construction waste from the territory and the SENT Landfill has stopped receiving construction waste.



Figure 15: Tseung Kwan O Government Offices in Area 67



Figure 16: Chinese Medicine Hospital and Government Chinese Medicines Testing Institute in Area 78

Industrial and Other Major Development

The Tseung Kwan O Innopark (previously known as Tseung Kwan O Industrial Estate), covering about 85 ha of land and enjoying marine frontage, is located in Area 87 in the southeastern part of the New Town. It is repositioned as an Innopark by focusing on Hong Kong's competitive strengths and attracting high value-added, high technology content and advanced processes. As at 2025, about 90% of the industrial lots in the Innopark were developed. A variety of corporations have established their businesses in the Innopark, including Data Technology (DT) Hub and Advanced Manufacturing Centre (AMC) (Figure 17), multi-media production studios and aircraft engineering and maintenance groups.



Figure 17: DT Hub and Advanced Manufacturing Centre in Tseung Kwan O Innopark

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 centres in Hong Kong. Land has also been reserved in Area 85 for data centre developments (Figure 18) and RTHK's New Broadcasting House.



Figure 18: Data centre developments in Area 85

Road and Rail Link



Figure 19: Cross Bay 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. Additional major external links, namely the Tseung Kwan O - Lam Tin Tunnel and Tseung Kwan O Cross Bay Bridge (Figure 19), both commissioned in December 2022, further connects Tseung Kwan O and East Kowloon with the aim of meeting the continuous increase in transport demand. Traffic to and from the Tseung Kwan O Innopark is diverted from Wan Po Road to Tseung Kwan O Cross Bay Bridge and Tseung Kwan O - Lam Tin Tunnel, 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. Two additional road and rail links, namely the Tseung Kwan O-Yau Tong Tunnel and Tseung Kwan O Line Southern Extension to Area 137, are proposed to further enhance the traffic condition of the new town.

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.

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, 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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