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Tsuen Wan

規劃宜居新市鎮

Planning for Liveable New Towns



規劃署

Planning Department

## Geographical Context

Tsuen Wan New Town covers Tsuen Wan, Kwai Chung and Tsing Yi Island with a total area of about 3 285 hectares (ha) for a planned population of 849 900 (Figure 1). Tsuen Wan is one of the first generation New Towns in Hong Kong. According to the Hong Kong 2016 Population By-census, the population of Tsuen Wan New Town was about 823 400



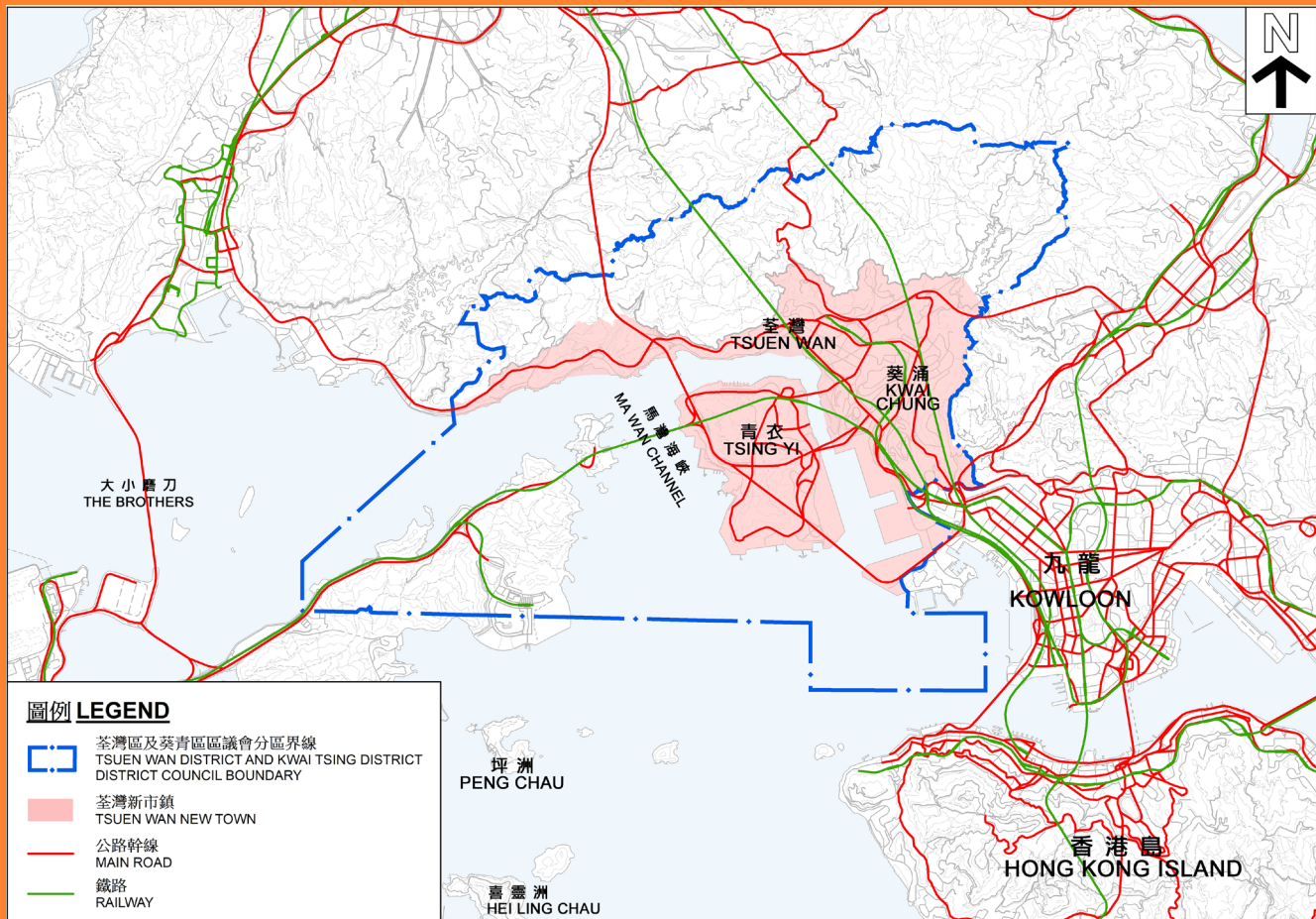


Figure 1: Location of Tsuen Wan New Town

## Historical Background

Back in the Song Dynasty (960-1279), there were already inhabitants in Tsuen Wan and Kwai Chung. The early residents mostly depended on farming, fishing, pig-raising and forestry for a living. There was virtually no development in Tsing Yi.

Since 1898, areas to the north of the Boundary Street including Tsuen Wan, Kwai Chung and Tsing Yi were leased to and came under the ruling of the British Government for 99 years in accordance with the 'Convention of the Extension of Hong Kong Territory'.

After World War II, the Government carried out large-scale reclamations in Tsuen Wan Bay and Gin Drinkers' Bay. Much of the area south of Castle Peak Road, which was reclaimed from the sea in the late 1950s and early 1960s (Figure 2), provided opportunities for early urban development. The fill materials for reclamation were excavated from nearby hills which in turn have been formed into levelled platforms for developments (Figure 3).



*Figure 2: Reclamation in Tsuen Wan, 1961*

*Figure 3: Excavation of fill materials from the nearby hill in Kwai Chung for reclamation*



In 1973, the New Town Development Programme's target of providing housing for about 1.8 million people in three first generation New Towns, namely, Tsuen Wan, Sha Tin and Tuen Mun was announced. The old town centre of Tsuen Wan New Town was around Sha Tsui Road and Yeung Uk Road. With the provision of supporting infrastructures including the opening of the Tsing Yi Bridge in 1974, the Mass Transit Railway (MTR) Tsuen Wan Line in 1982, Tsing Yi Station in 1998, Tsuen Wan West Station in 2003, and Stonecutters Bridge in 2009, the development clusters were expanded from the old town centre of Tsuen Wan to three main development areas (see below). The New Town has experienced a rapid development in past decades. It has changed from a satellite town with industrial undertakings and population of about 260 000 in 1971 to a self-contained new town development with population of over 800 000 in 2016 (Figure 4).



Figure 4: Aerial view of Tsuen Wan in 2016

The first statutory plan covering the Tsuen Wan, Kwai Chung and Tsing Yi areas was the draft Tsuen Wan & District Outline Development Plan No. LTW/57 gazetted on 1 September 1961. On 20 September 1968, the Town Planning Board agreed to split the Tsuen Wan statutory plan into three different plans, namely Tsuen Wan Outline Zoning Plan (OZP), Kwai Chung OZP and Tsing Yi OZP. In 1989 and 1990, two more statutory OZPs falling within the new town area were published, namely Tsuen Wan West OZP and Stonecutters Island OZP. At present, there is a total of five statutory plans covering the new town area (Figure 5).

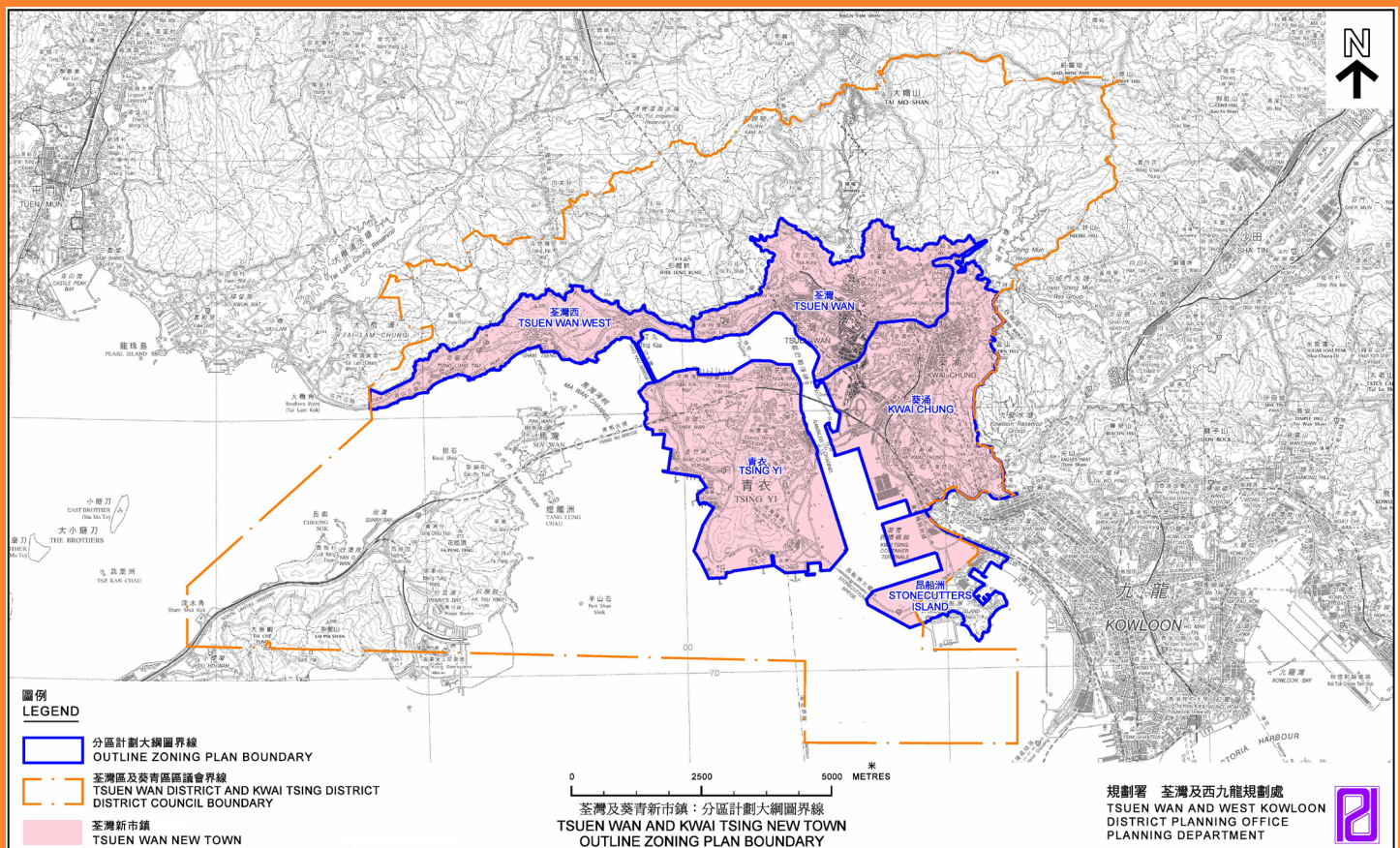


Figure 5: Five Outline Zoning Plans covering Tsuen Wan New Town



## Planning Concept

### Self-contained and Balanced Development

The objectives of the new town development are to (i) establish self-contained communities with the provision of residential developments, job opportunities for local employment and a wide range of community facilities including education, medical, leisure and recreational facilities, etc; and (ii) provide a balanced development with both public and private housing developments for different income groups.

### Three Main Development Areas

Right from the early stage of planning of the New Town, the Government identified three development nodes, Tsuen Wan, Kwai Chung and Tsing Yi. Local social and economic activities focus around key MTR stations in these three areas: namely Tsuen Wan Station of Tseun Wan Line and Tsuen Wan West Station of West Rail in Tsuen Wan, Kwai Fong Station and Kwai Hing Station of Tsuen Wan Line in Kwai Chung, and Tsing Yi Station of Tung Chung Line and Airport Express Line (Figure 6). High-rise commercial and residential developments, as well as major community facilities such as public transport interchanges, shopping malls, and Government and community facilities are planned around the MTR stations supported by convenient and well-integrated pedestrian network. Platforms were formed through excavation of hill slopes in Shing Mun Valley, Chung Kwai Chung and Ha Kwai Chung to the north and east of the development nodes for public housing development such as Shek Wai Kok Estate, Kwai Shing Estate, Shek Lei Estate, Shek Yam Estate and Lai King Estate. Through the "Comprehensive Development Area" ("CDA") zone in all five OZPs, large-scale factories and heavy industrial installations at the fringe of the town centre such as cotton mills and oil depots (having operated since the early stage of New Town) have been redeveloped into residential developments such as Belvedere Garden, The Summit Terrace, Riviera Garden, Villa Esplanada and Bellagio. However, the traditional industrial areas with active industrial activities in Tsuen Wan East and Tai Lin Pai Road are still the major employment nodes in the New Town providing job opportunities to the residents nearby.

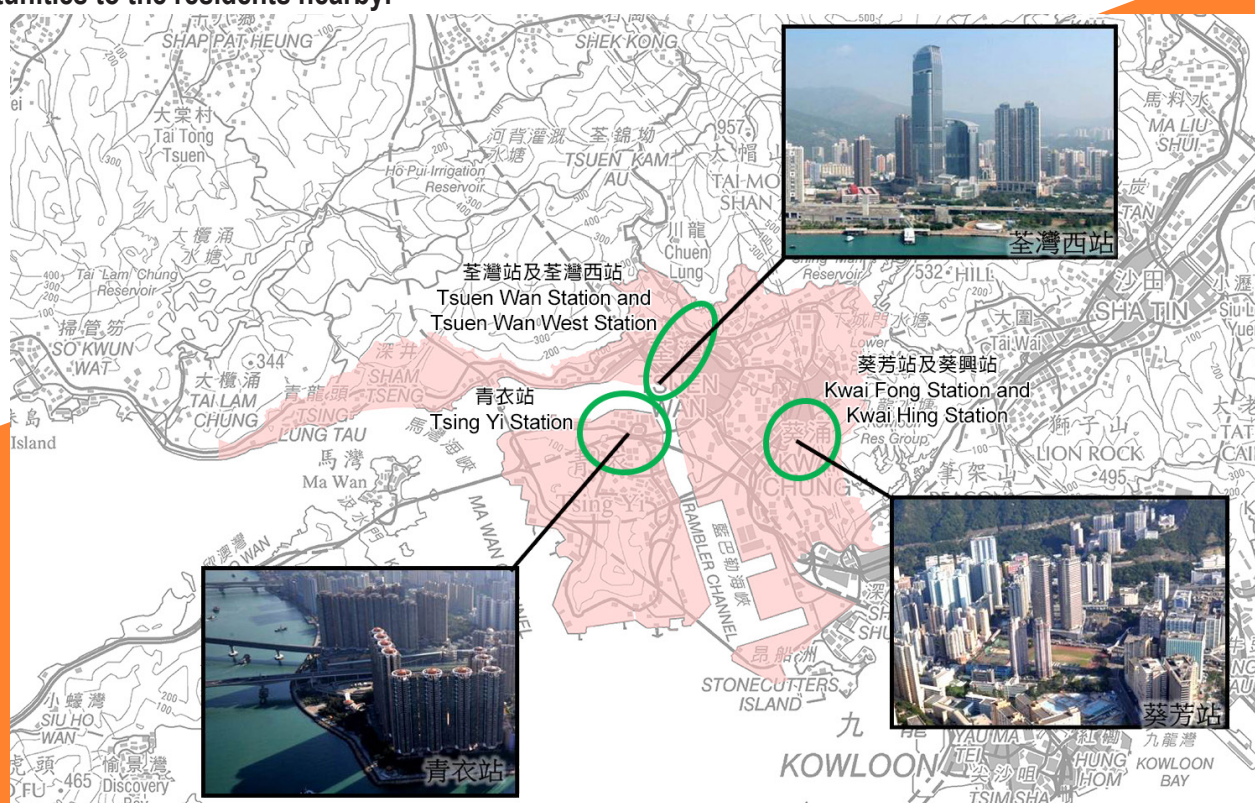


Figure 6: Three development nodes at Key Mass Transit Railway Stations



## Making Use of Natural Resources

Natural hillslopes along the periphery of Tsuen Wan, Tsuen Wan West and Kwai Chung define the outer limit of the New Town for conservation of areas with prominent, scenic and high value landscape features. For developments in Tsing Yi, the mountain in the central part of the island provides a physical barrier separating the oil depots in the south and west of Tsing Yi from residential developments in the northeast (Figure 7).

With the advantage adjoining deep sea water, both sides of Rambler Channel are used for container terminals and port back-up uses while the northwestern and southern parts of Tsing Yi are used for special industries such as oil depots and ship repairing.

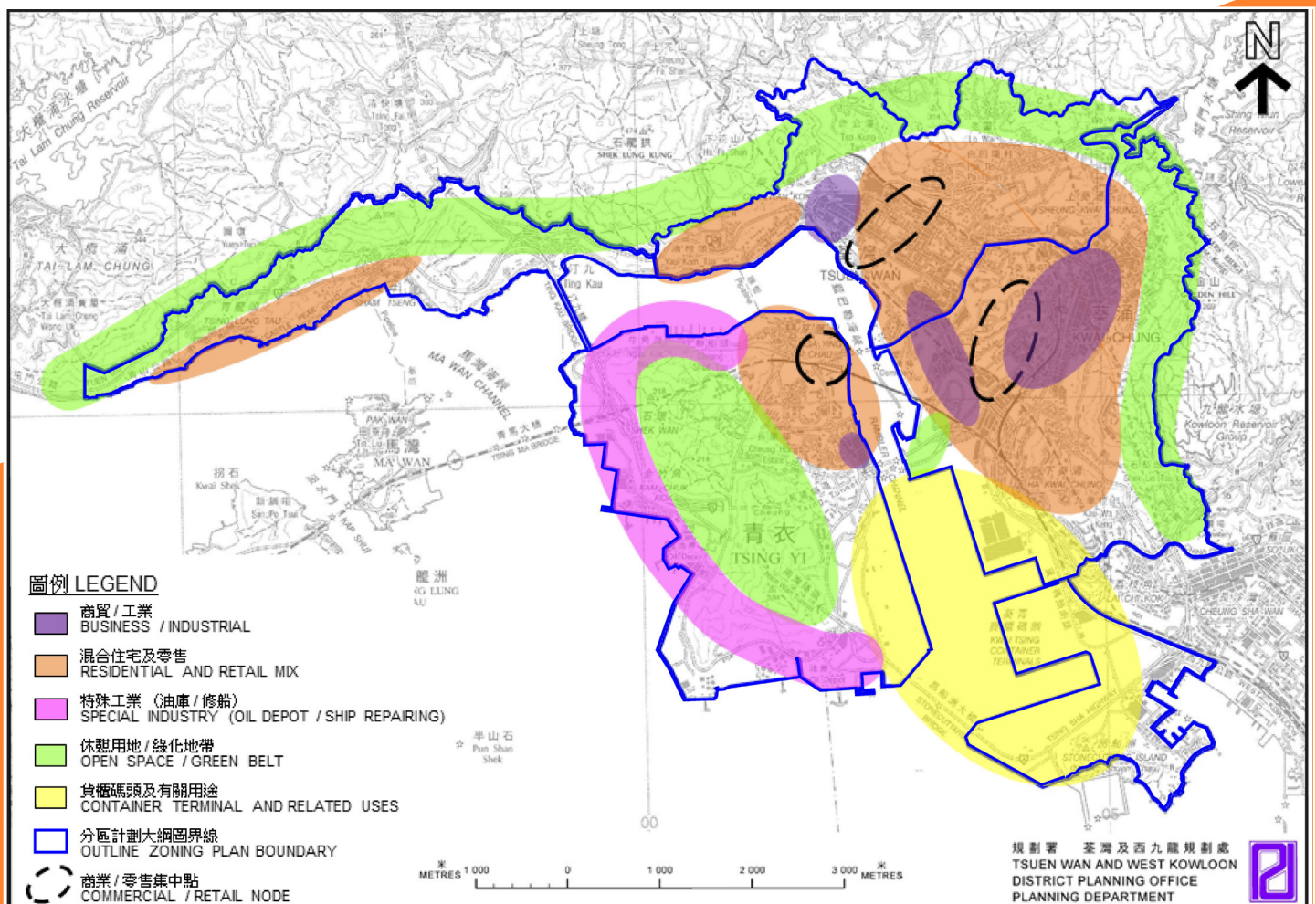


Figure 7: Conceptual Land-use Plan

## Urban Fringe and Housing Variety

Tsuen Wan West located at the western part of Tsuen Wan district is an urban fringe area. Medium and high-density residential developments are developed around the sub-urban core in Sham Tseng while the remaining areas such as Ting Kau are occupied by low-rise and low-density housing developments. Village type development, including villages re-sited to make way for New Town and MTR development, and their village expansion areas, can be found in the smaller platforms formed on the hillslopes at the northern part of Tsuen Wan.

## Development in Tsuen Wan New Town

### Population and Housing Mix

A variety of housing has been developed to suit a range of housing aspirations in the New Town. High-density residential developments are concentrated on sites close to or on top of railway stations while low-density residential uses are accommodated at fringe areas and adjoining rural settlements. Up to 2016, the population of the New Town was about 823 400. Around 357 000 residents lived in public rental housing (PRH), 84 200 in subsidised sale flats<sup>1</sup> and the remainder of about 382 200 in private housing, villages and other temporary and non-domestic housing.

Upon the planned development, the overall flat mix ratio in the New Town will be about 55:45 between public (including PRH and subsidised sale flat) and private permanent housing (including village housing). The planned population for the New Town will be about 849 900.

At present, 35 public rental estates, 18 estates of Home Ownership Scheme and Private Sector Participation Scheme have been completed in the New Town. The first housing block of Tai Wo Hau Estate (Figure 8), which is the earliest PRH development in the New Town, was completed in 1961. Subsequently, Fuk Loi Estate, Cheung Hong Estate (Figure 9) and Kwai Chung Estate were built and became the major public housing developments in 1960s and 1970s.



Figure 8: Tai Wo Hau Estate in 1960s



Figure 9: Cheung Hong Estate

<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.



## Village Type Development

About 105 ha of land have been reserved for village type development in the New Town including Lo Wai (Figure 10) and San Tsuen in Tsuen Wan, Ha Kwai Chung Village in Kwai Chung, Chung Mei Lo Village and also St Paul's Village in Tsing Yi, etc. Some areas have been reserved for village extension purpose.

Figure 10: Lo Wai Village



## Commercial and Retail Services

Several nodes for commercial and retail services have been developed around MTR stations in the New Town (i.e. Tsuen Wan, Tsuen Wan West (Figure 11), Kwai Fong, Kwai Hing (Figure 12) and Tsing Yi Stations (Figure 13). These nodes usually consist of shopping facilities accompanied with major public transport interchanges and major Government facilities. Commercial buildings have been developed around these nodes to provide new and diverse commercial spaces (including offices and hotels) which become hot spots in the New Town.



Figure 11: Commercial developments around Tsuen Wan West Station (West Rail Line)



Figure 12: Commercial developments near Kwai Hing Station (Tsuen Wan Line)

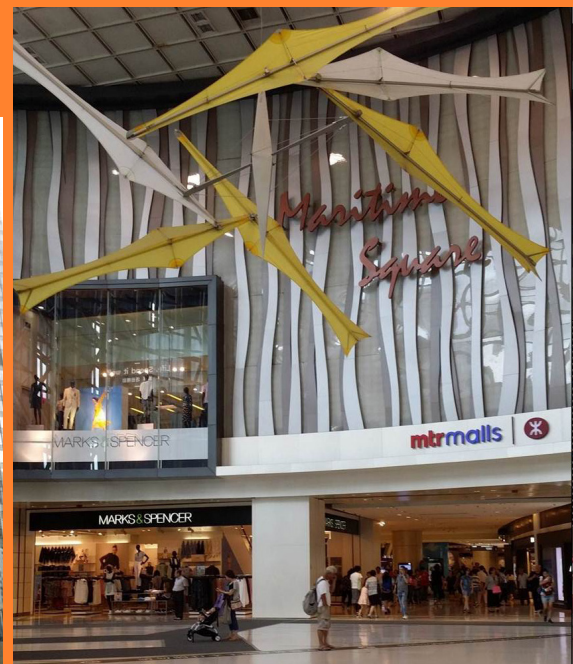


Figure 13: Shopping mall connected to Tsing Yi Station



## Special Industry

Substantial land has been reserved for industrial use to provide local employment opportunities. Light and heavy industries including container terminals are found in Kwai Chung and Tsing Yi. Manufacturing and storage industries are mainly located in Tsuen Wan and Kwai Chung while other heavy industries such as oil depots, shipyards and concrete batching plants are concentrated in Tsing Yi.

There are a total of nine container terminals in the New Town which support the development of logistics industry in Hong Kong, covering about 280 ha of reclaimed land on both sides of Rambler Channel in Kwai Chung and Tsing Yi (Figures 14 and 15).



Figure 14: Container terminals on both sides of Rambler Channel



Figure 15: Container terminals in Kwai Chung

Heavy industries such as oil depots, concrete batching plants, dockyards, boatyards and other maritime industries, which require direct marine access, are found in Kwai Chung, Tsing Yi South and West (Figures 16 to 19). The special geographical conditions of Tsing Yi make it suitable for a wide spectrum of industrial uses. These container terminals and heavy industries will continue to perform a significant economic function in Hong Kong.



Figure 16: Oil depots in Tsing Yi South





Figure 17: Dockyards in Tsing Yi



Figure 18: Concrete batching plants in Tsing Yi



Figure 19: Shipyards in Tsing Yi

## Traditional industry

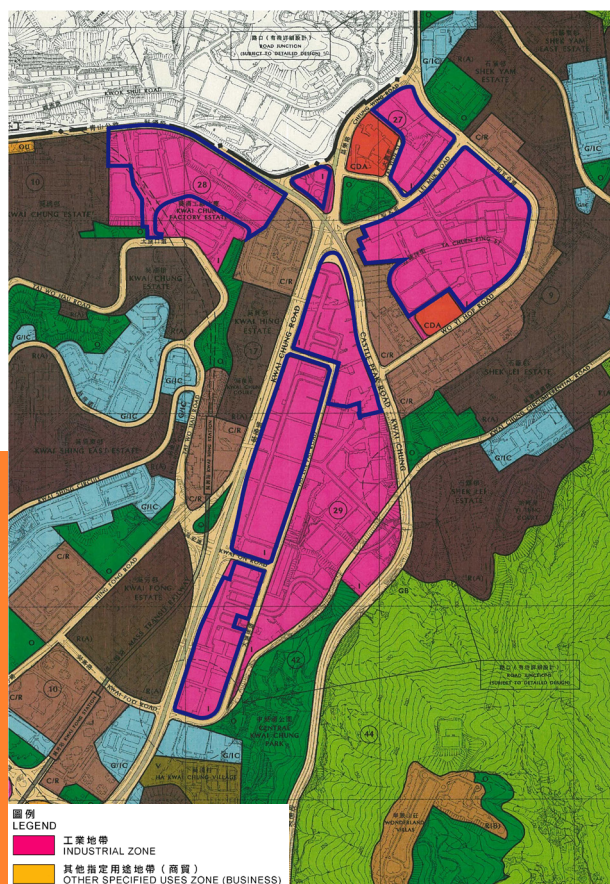
Traditional flatted factories are aggregated in Tsuen Wan East Industrial Area in Tsuen Wan, along Tai Lin Pai Road and Tsuen Wan Road in Kwai Chung (Figure 20).

With the change in economic structure in 1980s, there was a drastic change in land use from industrial to a mix of industrial/business use in 1990s.

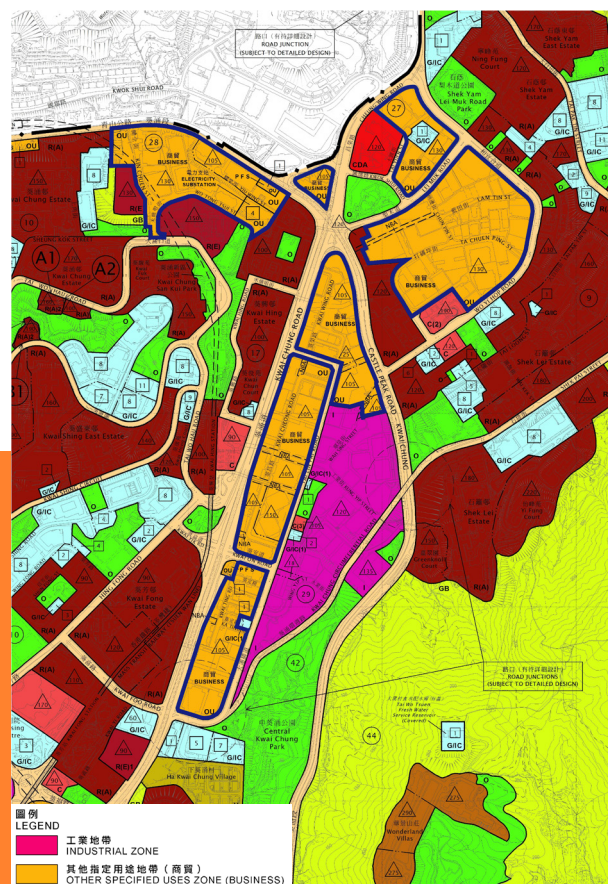


Figure 20: Flatted factories at Tai Lin Pai Road





Early 2001



Early 2017

Figure 21: Industrial land rezoned to business use since early 2001

Since 2001, more than 60 ha of industrial land have been rezoned from "Industrial" ("I") zone to "Other Specified Uses" annotated "Business" ("OU(Business)") zones in Kwai Chung OZP to guide and facilitate land use restructuring. These sites are mainly located in Ta Chuen Ping Street and Tai Lin Pai Road in Kwai Chung (Figure 21).

The planning intention of "OU(Business)" zone is primarily for general business uses with a mix of information technology and telecommunications industries, and non-polluting industrial, office and other commercial uses in new business buildings. Some new office buildings have gradually emerged and intermingled with old industrial buildings in this zone (Figure 22).



Figure 22: New office buildings intermingled with old industrial buildings in business zone



Moreover, more than 4 ha of land in the northern part of Tsuen Wan East Industrial Area have been rezoned from "I" to "CDA" to facilitate comprehensive development/redevelopment of the industrial area into residential use with commercial facilities and open space (Figure 23).



Figure 23: Rezoning of industrial land for comprehensive residential development (Left)  
Redevelopment of ex-Tai Wo Hau flatted factory site for Home Ownership Scheme (Right)

The Government announced in October 2009 a set of revitalisation measures to facilitate the redevelopment and wholesale conversion of older industrial buildings. These revitalisation measures came into effect on 1 April, 2010. They aim at providing more floor space for suitable uses to meet Hong Kong's changing social and economic needs. Some industrial buildings have been converted to hotel, office buildings and shopping malls in Kwai Chung and Tsuen Wan (Figures 24 and 25).



Figure 24: Conversion from industrial building to hotel



Figure 25: Conversion from industrial to office building

In the 2018 Policy Address, a new revitalisation scheme was announced to allow relaxation of the maximum permissible non-domestic Plot Ratio by up to 20% for redevelopment projects of pre-1987 industrial buildings located in relevant zones in Main Urban Areas and New Towns, subject to relevant approval obtained from the Town Planning Board.

Although some industrial land have been rezoned to other use and some industrial buildings have been converted for business uses, the Tsuen Wan New Town still has an important role to play in the industrial sector, particularly in warehousing and logistic, in Hong Kong.



## Community Facilities

In Tsuen Wan New Town, various community facilities are planned and developed with reference to the requirements stipulated under the Hong Kong Planning Standards and Guidelines for provision of medical, education and community facilities to serve the local residents.

Apart from the provision of primary and secondary schools to meet the increasing population in the New Town, there are also tertiary institutions including Hong Kong Institute of Vocational Education (Tsing Yi) (Figure 26).



Figure 26: Hong Kong Institute of Vocational Education (Tsing Yi)



Tsuen Wan Town Hall, Kwai Tsing Theatre and 13 community halls have been built for the provision of cultural and social activities in the New Town (Figures 27 and 28).

Figure 27: Tsuen Wan Town Hall



Figure 28: Kwai Tsing Theatre

There are public and private hospitals together with general clinics/health centres providing medical services to the general public (Figure 29).



Figure 29: Princess Margaret Hospital



## Recreation and Open Space

About 300 ha of land have been zoned "Open Space" in the New Town for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

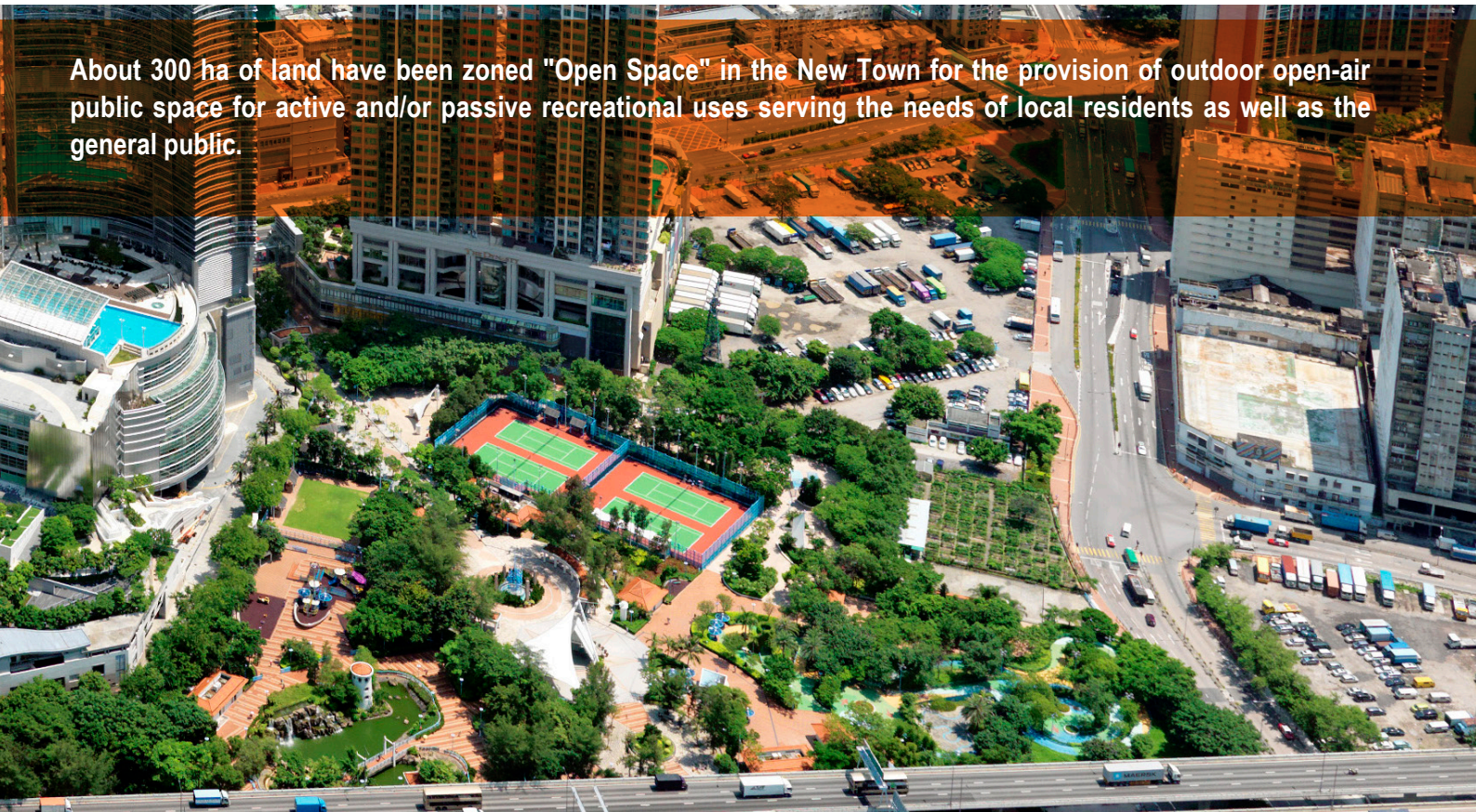


Figure 30: Tsuen Wan Park



Figure 31: Tsing Yi Park

Shing Mun Valley Park and Shing Mun Valley Sports Ground, Kwai Chung Sports Ground and Tsing Yi Sports Ground are the three major active recreational venues, where sports ground, swimming pool and a number of basketball and volleyball courts are clustered. Tsuen Wan Park (Figure 30), Tsuen Wan Riviera Park, Tsing Yi Park (Figure 31) and Tsing Yi Waterfront Promenade (Figure 32) are the key open spaces for leisure. They provide ornamental water features, garden setting and children playing areas. Tsuen Wan Park and Tsuen Wan Riviera Park are located near Tsuen Wan West Station (West Rail Line) whereas Tsing Yi Park and Tsing Yi Promenade are near Tsing Yi Station (Tung Chung Line and Airport Express Line). Other major open spaces and recreational facilities include Tso Kung Tam Outdoor Recreation Centre in Tsuen Wan which is a popular holiday camp; and Hong Kong Jockey Club International Bicycle Motocross (BMX) Park in Kwai Chung (Figures 33 and 34) which is the only international standard BMX training field in Hong Kong.





Figure 32: Tsing Yi Waterfront Promenade



Figures 33 & 34: Hong Kong Jockey Club International Bicycle Motocross (BMX) Park in Kwai Chung

## Heritage

Sam Tung Uk Village is a Hakka walled village built in 1786. After vacation in 1980, the walled village was restored in 1987 as Sam Tung Uk Museum showing the history of the walled village and life of the villagers (Figure 35). The village was declared as a monument in 1981.

Hoi Pa Village, which was also originally a Hakka village established in the late 18th and early 19th century, has been redeveloped into Tak Wah Park. A village house built in 1904 in the middle of the park was preserved as a fine example of traditional southern Chinese village architecture (Figure 36). It was declared as a monument in 1996.

Chai Wan Kok Site of Archaeological Interest is located at the hill near Tsuen King Circuit. Relics of the Neolithic Age and the Han Dynasty were found at the site.

Apart from the two declared monuments and the site of archaeological interest, there are a number of historic buildings in the New Town graded by the Antiquities Advisory Board, which also have preservation value.



Figure 35: Sam Tung Uk Village



Figure 36: Traditional Hakka house preserved in Tak Wah Park



## Conservation of Natural Environment

Hills and mountain ranges of Tai Mo Shan and Kam Shan in the hinterland form a unique green backdrop of the New Town, providing both visual relief and identity. About 1 152 ha (about 33%) of land within the New Town are zoned "Green Belt" on the OZPs for keeping the natural backdrop. To the northeast of the New Town, Shing Mun Reservoir, which was completed in 1937, supplies fresh water and its surrounding green hills are home to many species of butterflies and migratory birds.

Near the New Town, MacLehose Trail Stages 7 and 8 and Lung Mun Country Trail within the Tai Mo Shan and Shing Mun Country Parks provide natural-based leisure destination for residents and visitors in Tsuen Wan and Kwai Chung (Figure 37).

Tsing Yi Nature Trail is also a popular hiking route in Tsing Yi. Within a 30-minute walk, it has a panoramic view of Rambler Channel and Ma Wan Channel, with Ting Kau Bridge and Tsing Ma Bridge spanning over.

A population of Hong Kong Croton (Figure 38), which is endemic to Hong Kong, is found at a woodland to the southwest of Hong Kong Institute of Vocational Education (Tsing Yi). To protect this endemic species, a "Site of Special Scientific Interest" ("SSSI") zone is designated on the Tsing Yi OZP. It intends to deter human activities or development within the "SSSI" zone.

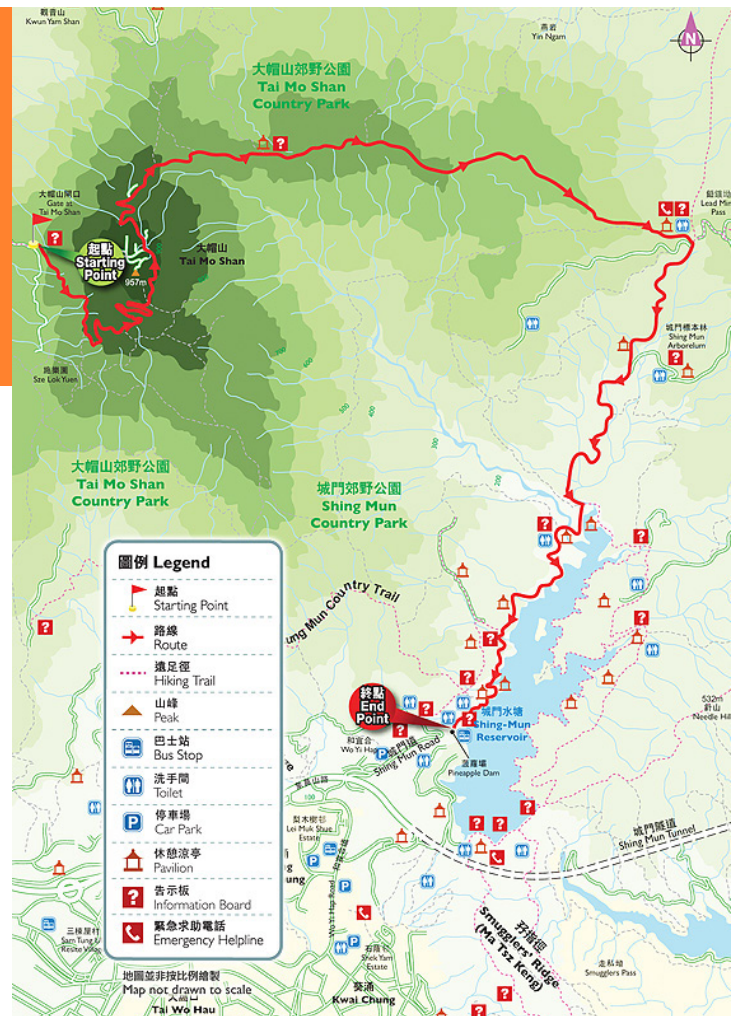


Figure 37: MacLehose Trail and Lung Mun Country Trail near Tsuen Wan (Courtesy of Hong Kong Tourism Board)

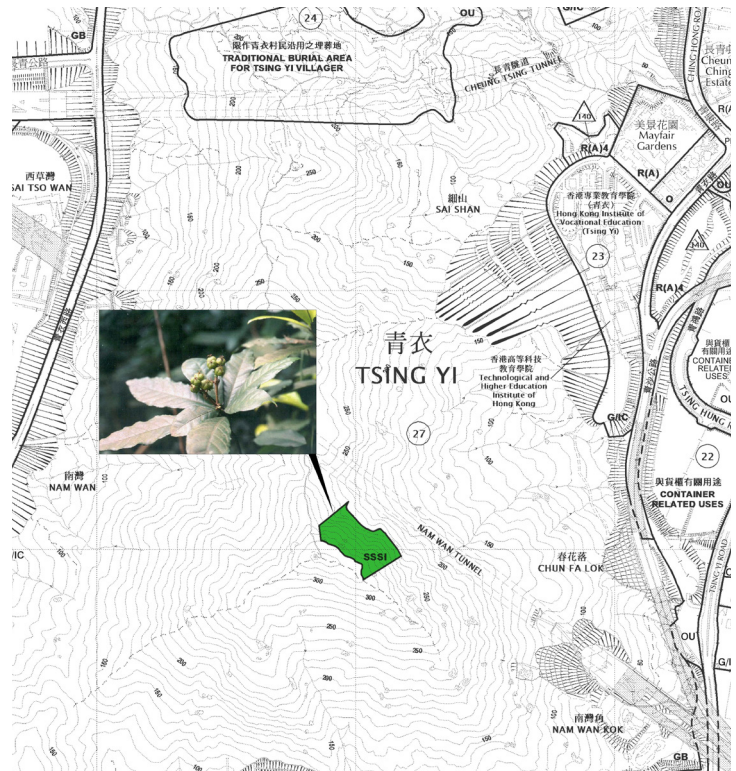


Figure 38: Hong Kong Croton at Tsing Yi Site of Special Scientific Interest (Courtesy of Hong Kong Herbarium)



## Transport

The New Town is at the intersection point of transport between the Metro Area and western/northern New Territories and Lantau Island. It is well-served by different modes of transport and well-linked to other parts of the territory.

### Highways, Tunnels and Roads (Figure 39)

Road links between the New Town and northwestern New Territories are provided by Tai Lam Tunnel, Tuen Mun Road and Castle Peak Road. Shing Mun Tunnel provides a link between Tsuen Wan and Sha Tin as well as the northeastern New Territories.

Stonecutters Bridge, which connects Nam Wan Tunnel and Stonecutters Island, provides a direct link from western Kowloon via Tsing Yi to northwestern New Territories. Tsing Yi is also connected to Ma Wan and Lantau Island by Tsing Ma Bridge and Kap Shui Mun Bridge.

Within the New Town itself, transport among districts is also very convenient through a number of bridges over Rambler Channel, as well as other road improvement works.

### Public Transport

The New Town is served by seven MTR stations under four lines (Tsuen Wan Line, West Rail Line, Tung Chung Line and Airport Express). The railway service is supplemented by bus and mini-bus routes which generally connect to small residential areas.



Figure 39: Road Network of Tsuen Wan New Town



## *Elevated Pedestrian Walkways*

The elevated pedestrian walkway system in Tsuen Wan (Figure 40) links up the commercial/residential nodes around Tsuen Wan Station (Tsuen Wan Line) and Tsuen Wan West Station (West Rail Line). It provides a safe and convenient link for the pedestrians to access open spaces and different government facilities, and greatly relieves them from overcrowding on pavements. The integrated pedestrian environment in the New Town will be continuously improved and expanded.



*Figure 40: Pedestrian footbridge in Tsuen Wan*

## *Looking Ahead*

The Government will continue to review the land uses and to provide sufficient land to meet various needs through rezoning and optimising land resources, as and when needed, to enhance the overall living quality of the New Town.

### *Housing*

To meet the strong housing demand, the Government has adopted a multi-pronged approach to increase land supply in the short, medium and long terms. Whilst there is limited amount of readily developable land in the New Town, the Government has identified 25 pieces of potential housing sites in the New Town in 2013 for residential developments in the short to medium term. Among these 25 sites, six of them have been rezoned in the Tsing Yi and Kwai Chung OZPs from various zonings to residential from 2014 to 2016. The rest of them will be rezoned for housing purpose, subject to the findings of technical assessments and feasibility studies.

### *Port Development*

Upon completion of the Study on the Strategic Development Plan for Hong Kong Port 2030 and the Preliminary Feasibility Study for Container Terminal 10 (CT10) at southwest Tsing Yi in end 2014, it was forecasted that the total container throughput of Hong Kong Port would have an average annual growth rate of 1.5% up to 2030. The growth in international transshipment would be the main driver. To cope with the projected future increase in throughput up to 2030, it is necessary to enhance the handling capacity of the existing container terminals and related infrastructure facilities. The Government will adopt appropriate measures to enhance the handling capacity of the terminals so as to sustain the competitiveness of the Hong Kong Port. With the adoption of the enhancement measures, it is anticipated that development for CT10 before 2030 would not be required.



## Industrial and Business Zones

The economic development pace of Hong Kong is affected by various domestic and global factors and keeps changing. The Government will continue to closely monitor the use of industrial and business land, so as to take appropriate action to increase land supply for developments through the land use planning mechanism.



Figure 41: Proposed Kwai Chung Park

## Community and Recreational Facilities

The community and recreational facilities in the New Town are generally sufficient to meet the population need. Opportunity will be taken to include more community and recreational facilities in new residential developments in particular in public housing developments and redevelopments.

To help address the increasing demand for hospital facilities, the Kwai Chung Hospital will be redeveloped in phases with inpatient wards and rehabilitation facilities for delivery of a full range of psychiatric services. The Lai King Building of Princess Margaret Hospital will also have an extension block, expansion of diagnostic radiology service and provision of a geriatric day hospital with enhanced rehabilitation services.

The proposed Kwai Chung Park at the ex-Gin Drinkers Bay Landfill site (Figure 41) is under planning by the Leisure and Cultural Services Department. Whenever opportunity arises, the Government will continue to reserve land along the waterfront area for leisure purpose and enjoyment of the public.

## Road Projects

In order to meet the traffic growth, Tsuen Wan Bypass and widening of Tsuen Wan Road are proposed and under study.



## New Cycle Track

To complete the connectivity and enhance the recreational value of a comprehensive cycle track network in the New Territories, a cycle track between Tsuen Wan and Tuen Mun is under planning (Figure 42).



Figure 42: Proposed cycle track between Tsuen Wan and Tuen Mun



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