JUNK BAY

One of Hong Kong’s Latest New Towns

Junk Bay, the site for one of Hong Kong’s latest New Towns, is situated in the southern part of Sai Kung District in the south-eastern New Territories region. It is a long narrow inlet surrounded by a dramatic backdrop of steeply sloping hills which separate it from the Clear Water Bay Peninsula and Kowloon.

Existing settlements in Junk Bay are mainly concentrated in areas adjacent to Po Lam Road and Hang Hau Road. They include Mau Wu Tsai Village, Rennie’s Mill Cottage Area, Tseung Kwan O Village, Yau Yue Wan Village, Hang Hau Village and the Clear Water Bay Film Studio and staff quarters. The population is currently estimated to be about 9,200 (1986).

There are also a number of industries operating in Junk Bay at present. These are Shiu Wing Steel Mills, Hong Kong Oxygen, Chiap Hua Comalco and Chiap Hua Shinko, cottage industries and boatyards. In order to avoid possible environmental problems, many of these industries will be progressively moved to new industrial sites as the development of the New Town proceeds. Located to the north of Rennie’s Mill Cottage Area are the YMCA Youth Camp and the Haven of Hope Hospital.

Access to Junk Bay is at present gained via Po Lam Road from Kwun Tong and Hang Hau Road which connects with Clear Water Bay Road.

The Junk Bay Plan

Junk Bay is topographically isolated from the rest of Sai Kung District. The development of the New Town is not intended to be dependent upon the facilities and infrastructure in its hinterland which comprises much of the Sai Kung District. Rather, the aim is to achieve a large measure of self-containment in the New Town. Jobs, schools, shops, recreation, medical & other essential facilities will therefore be provided close to the main housing areas where they can best meet the needs of the community.
The New Town plan reflects a desire to retain the greater part of Junk Bay's natural physical features while using material from selected local hillsides to achieve economical reclamation. With this in mind, the pattern of New Town development will take an essentially linear form, running north-south between the enclosing hills.

The New Town is planned for development in two phases. Phase I provides for a full range of housing, employment, recreation and community facilities by the mid-late 1990s for a population of 223,000. It consists of two main districts - Head of the Bay and Hang Hau. Land is already being made available for the development of this early phase, and construction of the first public housing estates is underway. The designed housing mix for Junk Bay Phase I is 41% population in public rental housing, 20% in Home Ownership and Private Sector Participation Schemes and 33% in private housing.

To create recognisable focal points within this basically linear development area, a Town Centre comprising both civic and commercial functions is planned in the Hang Hau District of the New Town. The Town Centre has been carefully located to ensure that it is well-placed to serve both Phases of the New Town's development as well as the hinterland areas.

Initially, access to Junk Bay will depend upon the newly improved Po Lam Road and Hang Hau Road which link the New Town with Kowloon and the remainder of the Sai Kung District respectively. However, by 1990 the new Junk Bay Road Tunnel will have been completed. This will have the dual effect of both enabling fast and more direct access to and from Kowloon and permitting the New Town's development to proceed to Phase II. Development areas are planned to be linked to the main external access roads by a hierarchy of primary distributor, district distributor and local roads. A network of cycle tracks and footpaths also interconnects the development areas to provide convenient pedestrian movement and to reduce levels of traffic on the New Town's roads. Plans for the New Town have been carefully prepared to permit a future extension of the Mass Transit Railway from Kwun Tong into the heart of the development area. Land above and adjacent to the Mass Transit Railway alignment is consequently planned for open space and government uses.

The Phase II development of Junk Bay is now being studied in detail. It is planned to accommodate an additional population level of some 102,000 people which will be accompanied by all the necessary open space and community facilities. If the Mass Transit Railway link is provided, the population capacity of the New Town could potentially be increased beyond its Phase II level of 325,000.
Head of the Bay District

This represents the New Town's first major development area. It will comprise a complete 'package' of public and private housing, light industry, and a full complement of supporting facilities such as schools and community centres. The district will also contain a transport interchange, district open space, swimming pools, and other recreation facilities to serve the residents of the New Town.

On completion, the district is expected to accommodate some 75 000 people in public housing and 48 000 people in private housing. The first public housing residents will move to this area in early 1987.

Hang Hau District

Hang Hau District is planned to incorporate a similar mix of development to that proposed for the Head of the Bay. The district will house 95 000 people - 60 000 in public housing and the remainder in private accommodation. Its development will incorporate the new Town Centre.

Jobs close to home

It is intended that the major proportion of Junk Bay's 39 000 workers will be able to find employment close to home. The Junk Bay plan proposes 40 ha of industrial land in the south-eastern part of the New Town and in the Head of the Bay District for the development of high-density flatted factories which will be within easy reach of residential areas and well-served by the main road network. Land will also be made available for the development of large-scale, low density industries. To complement this development, a public cargo handling area will be provided in the south-eastern industrial area which will also benefit from direct access to the town's major roads.
Town Centre

Situated in Hang Hau District, the Town Centre will be the main focus for Junk Bay's commercial, civic and cultural activities. Its development is planned to incorporate major commercial and shopping area together with a civic square, cultural complex, library, main post office and government offices, and other community facilities.

Linked by a series of landscaped malls and plazas, the Town Centre is to be designed as a traffic-free shopping and commercial complex. Proposed bus routes will provide for quick and convenient access to the Town Centre from within Junk Bay and its hinterland. In addition, the potential to serve the Town Centre by a Mass Transit Railway link is being safeguarded.

Town Park

The town park is intended to form a link between the two main districts in Phase I of the New Town. Its central location and high level of accessibility will enable it to become an important outlet for recreation and leisure.

The park will be designed to incorporate active and passive recreation facilities to serve different interests. Facilities to be provided include soccer, handball, tennis, basketball, and volley-ball courts, athletics tracks, jogging tracks, as well as 'quieter' areas such as water gardens, children's playground and landscape gardens.

Urban Fringe Parks

To supplement the more centrally-located recreation areas and to conserve important landscape features, it is proposed to establish several rural parks on the fringe of the New Town.

These parks, with their picnic and barbecue facilities, nature trails and sitting-out areas, will give Junk Bay residents the chance to gain access to the countryside within a few minutes of leaving home.
Pak Shek Kok Park

The disposal of refuse at the Junk Bay controlled tip (Stage 1) will be completed by the end of this decade. It will then be landscaped and laid-out with playing fields and other recreation facilities. As a landscaped feature, the area will help screen Junk Bay's major industrial zone from the Town Centre.

A second controlled tip (Stage 2), located further south, will be completed by the middle of the 1990s. Once again it will be prepared for recreation uses capable of providing for a wide range of leisure pursuits.

FOR FURTHER INFORMATION PLEASE CONTACT:
New Territories/South Development Office,
17/f, Murray Building, Garden Road,
Central, Hong Kong Tel. 5-8482756

May 1987
### New Town Area (Hectares)

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Land Area</th>
<th>Phase I Development Area</th>
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<tbody>
<tr>
<td><strong>Total Land Area</strong></td>
<td>1328</td>
<td>422</td>
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### Population

- **Design Population**
  - 9,200
  - Ultimate: 223,390

- **% of Design Population by Housing Type**
  - Private Residential: 33%
  - HOS/PSPS: 20%
  - Public Rental Housing:
  - Village Housing: 2%
  - Temporary and Institutional Quarters and Others: 4%

### Education

- **Primary School**: 0
- **Secondary School**: 0

### Community Facilities

- **Youth Camp**: 1
- **Hospital**: 1
- **Fire Station**: 1
- **Ambulance Depot**: 1
- **Divisional Police Station**: 1
- **Library**: 1
- **Post Office**: 2
- **Neighbourhood Community Centre**: 2
- **Area Community Centre**: 1
- **District Community Centre**: 1
- **Swimming Pool**: 1
- **Indoor Recreation Centre**: 5
- **Market**: 1
- **Clinics**: 2

### Open Space (Hectares)

- **Local Open Space**: 0
- **District Open Space**: 0
  - (including Controlled Tip): 85

### Land Production (Hectares)

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<th>Description</th>
<th>Total Land Formed (Gross Area)</th>
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<tbody>
<tr>
<td><strong>Total Land Formed (Gross Area)</strong></td>
<td>146</td>
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### Expenditure (in HK$ Millions)

- **Engineering & Other Works**: 800
- **Public Housing**: 140
- **Community Facilities**: 4

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<th>Total Expenditure</th>
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<td><strong>Engineering &amp; Other Works</strong></td>
<td>3,600</td>
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<tr>
<td><strong>Public Housing</strong></td>
<td>2,800</td>
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<tr>
<td><strong>Community Facilities</strong></td>
<td>800</td>
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May 1987
Junk Bay New Town (Phase I) — Facts and Figures*

**FORECAST GROWTH IN SERVICED LAND PROVISION**

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<tbody>
<tr>
<td>Area in Hectares</td>
<td>0</td>
<td>100</td>
<td>200</td>
<td>300</td>
<td>400</td>
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**LAND USE**

- Recreation & Leisure 85 ha
- Public Housing 45 ha
- Public Services & Roads 142 ha
- Home Ownership & PSPS Schemes 17 ha
- Private Housing 19 ha
- Village Development Area 14 ha
- Industry 40 ha

A Further 61 ha of land is devoted to Countryside Conservation Area & Urban Fringe Park.

**HOUSING PROVISION**

- Home Ownership & PSPS Schemes: 44,600 People (20%)
- Private Residential Housing: 73,600 People (33%)
- Public Housing: 91,400 People (41%)
- Village Housing and Others: 13,400 People (6%)

**POPULATION GROWTH**

- 1984: 81,300 People
- 1985: 101,300 People
- 1986: 120,800 People
- 1987: 140,300 People
- 1988: 164,300 People
- 1989: 192,600 People
- 1990: 225,900 People
- 1991: 264,400 People
- 1992: 308,000 People
- 1993: 355,800 People
- 1994: 410,400 People
- After 1994: 500,000 People

**DEVELOPMENT PROGRAMME EXPENDITURE**

- Engineering & Other Works HK$ 3,600 M, 55%
- Public Housing HK$ 2,800 M, 39%
- Community Facilities HK$ 800 M, 11%

* Data are compiled from Junk Bay and Sai Kung Development Programme 1986 Edition.
YMCA Youth Camp

Haven of Hope Hospital
Rennie's Mill Cottage Area

Existing Factories on the Western Side of Junk Bay which are to be relocated to new industrial areas of the New Town
Public Rental Housing — Po Lam Estate
(under construction 1986)

Home Ownership Scheme — King Ming Court
(under construction 1986)
JUNK BAY NEW TOWN
(PHASE I)
With the Compliments of the PROJECT MANAGER NT/South Development Office