香港政府新聞處 HKGIS

Sunday, April 4, 1976

DAILY INFORMATION BULLETIN

TUEN MUN NEW TOWN RECLAMATION

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The Public Works Department is to reclaim some 60 hectares (148 acres) of land from Castle Peak Bay to provide additional residential and industrial sites for the development of Tuen Mun New Town.

Work on the reclamation, which covers the central and eastern parts of the Bay, is due to begin in early June and should take about 27 months to complete.

Tenders for the contract, the largest engineering contract so far for Tuen Mun New Town, are now being invited. The closing date for tenders is April 30, 1976.

Mr. Chan Nai-keong, Project Manager of the P.W.D.'s Tuen Mun New Town Development Office, said today the reclamation represented another important phase in the overall development of the new town which will house about 480,000 people by 1985.

"About half of the new town will in fact be located on reclaimed land," he said. "The surrounding hillslopes will either be preserved in their natural state or landscaped to enhance the living environment."

Already, he said, a total of 93 hectares (230 acres) of land had been formed and serviced and were in various stages of development.

"Among the many projects currently underway," he said, "are the construction by the Architectural Office of the Public Works Department of Tai Hing Estate (Stage One) for 28,000 people, the $300 million Tuen Mun Road which by late 1977 will provide a direct link between Tuen Mun and Kowloon, the widening of San Hui Bridge, and various other road and drainage works.

"In addition, work is progressing on a number of residential, commercial and industrial buildings by private interests, including a fabrics printing plant using the most up-to-date technology.

Mr. Chan explained that, like Sha Tin, Tuen Mun New Town was being developed in a series of compact, balanced packages. These were designed to be self-supporting with all necessary facilities such as schools, clinics, open spaces and public utility services.

"These facilities and services will come into operation progressively so that at each stage of its development the new town is an integrated and self-contained unit."

The further reclamation of Castle Peak Bay, he said, would yield an additional 9.5 hectares (23.5 acres) of land for private residential and various government uses, 36.7 hectares (91 acres) for public housing and about 13.8 hectares (34 acres) for industrial development.

"To enable the public housing programme to proceed as quickly as possible, the new land required for public housing will be formed first with the rest of the reclamation following closely thereafter," said Mr. Chan.

"For instance, the reclamation at the eastern part of the Bay near the Tuen Mun Wholesale Fish Market will be completed by the end of this year so that work can begin on a public housing estate for 7,500 people as well as a primary school.

"The larger public housing sites on the central part of the reclamation should be ready late next year, and the main industrial site the following year."

Mr. Chan said two public housing estates would be built on the central part of the reclamation. These would house a total population of nearly 80,000, and would have a full range of community facilities, including schools, open space, community halls, shops and markets.

P.W.D. planners also intended to provide a network of pedestrian footpaths and cycle tracks linking the residential areas with the commercial, cultural and recreational centres in the town.

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An important feature on the reclamation, said Mr. Chan, would be a large Town Centre which would provide a focus for the new town's economic, social and civic activities.

"This will consist of a series of buildings housing a public lending library, a study centre, a theatre, an art gallery and studio, exhibition hall and meeting rooms.

"It will also provide the main commercial area with shops, banks, restaurants and offices fronting a central pedestrian precinct. Above the shops will be residential buildings," he said.

Next to the Town Centre would be a 10.7-hectare (26.4 acres) town park, similar to Victoria Park on Hong Kong Island, with a swimming pool complex.

Illustrating the scope of the reclamation, Mr. Chan said that some four million cubic metres (5.2 million cubic yards) of fill would be required to form the 60 hectares (148 acres) of new land.

Nearly half of this volume, he said, would be obtained from the seabed near Lung Kwu Chau and Sha Chau -- two outlying islands to the west of Tuen Mun -- while other fill material would be excavated mostly from the south-western foothills of the Castle Peak promontory.

"When fully completed, the reclamation will provide residential, work and play facilities for some 96,000 people -- about one-fifth of the new town's eventual population of 480,000," he said.

As part of the reclamation project, he added, a temporary breakwater would be constructed between the central and eastern parts of the reclamation to form a sheltered area of about 11 hectares (27 acres) for use as a temporary typhoon shelter for boats plying in the area.

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TRAFFIC DIVERSIONS IN CENTRAL TO BE IMPLEMENTED ON WEDNESDAY

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A number of traffic diversions will be implemented in Central District on Wednesday, April 7, to facilitate the construction of the Mass Transit Railway stations.

Jackson Road will be closed to traffic between Des Voeux Road Central and Chater Road, and will become part of the MTR works area.

To compensate for the loss of Jackson Road, a right turn from Garden Road into Queensway will be provided. The right turn from Murray Road into Queensway will be prohibited.

The width of the carriageway in Chater Road will be reduced to seven metres, that is, two lanes of traffic, over most of its length to facilitate the construction of Chater Station.

All traffic, except franchised buses, will be prohibited from travelling westbound along Des Voeux Road Central between Bank Lane and Queen Victoria Street. Diverted traffic will use Queen's Road Central.

Similarly, present traffic restrictions, except franchised buses, on the section of Des Voeux Road Central eastbound between Pedder Street and Queensway will be maintained.

Eastbound and westbound trams and buses will be maintained through the works area at the Doe Voeux Road Central/Pedder Street junction by means of temporary ramps and decking to a height of about 0.8 metre.

The tram tracks and temporary decking will be realigned from time to time to facilitate the construction of Pedder Station.

Pedder Street traffic will be maintained by ramping up at the junction to the elevated tram decking.

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The eastbound traffic movement from Des Voeux Road Central, through the Pedder Station works area, into Chater Road will be maintained if possible although this will depend on the contractor's method of construction.

However, if necessary, this traffic will be diverted into Connaught Road Central via Rumsey Street, Queen Victoria Street and Douglas Street.

It is anticipated that Pedder Street between Queen's Road Central and Des Voeux Road Central will be reduced to two lanes for a limited period of time, as yet unknown, to facilitate construction.

It may be necessary to close this section of Pedder Street to traffic at a few weekends for periods of 36 hours to allow the erection and realignment of the tram tracks and temporary decking.

All pedestrian routes and crossing facilities or equivalents in the affected areas are to be maintained throughout the MTR construction period.

After the traffic diversions are implemented, the various sites in Central will be handed over to the contractors who will continue preliminary tests on the soil under the roads.

Construction work will not start in earnest until several weeks after the preliminary tests are completed. This the same case along the length of Nathan Road in Kowloon where preliminary tests are still continuing.

Commenting on the traffic diversions in Central and in Kowloon, a Police spokesman said: "Public understanding, cooperation and assistance is important, having regard to the extent road usage will be limited during the period of construction of the MTR. Wherever possible, members of the public should make use of public transport."

The spokesman urged people living in areas not served by public transport to form car pools wherever possible and especially when they travel regularly into MTR construction areas.

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He also urged owners of chauffeur driven cars to arrange with their drivers to be picked up outside congested areas and not allow their cars to add unnecessarily to the congestion by circulating in the vicinity of their offices.

In view of the many parking restrictions in and around the MTR construction areas, the spokesman advised motorists to park only in authorised places.

He said that Police officers and Traffic Wardens would be on hand to advise as to where parking spaces were available.

"It is particularly important that the closest cooperation is maintained between these officers and the public," he added.

Note to Editors: Copies of a sketch map showing the traffic diversions in Central District are now available for collection from the Duty Officer, G.I.S. Press Room.

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INTERRUPTION OF SALT WATER SUPPLY

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Salt water supply to parts of Kwun Tong and Ngau Tau Kok areas will be turned off from 10 a.m. on Tuesday (April 6) until 4 p.m. the following day.

This is to enable the Waterworks Office to connect salt water pipes along Kwun Tong Road between How Ming Lane and Tsui Ping Road.

The affected areas are bounded by Ngau Tau Kok Road, Kung Lok Road, Wan Hon Street, Tsui Ping Road, King Yip Street, Hoi Bun Road and Kwun Tong Road.

These areas embrace the Jordan Valley Estate, Lower and Upper Ngau Tau Kok Estate, and Kwun Tong Estate.

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