

# **GE1303 – Urban Life and Development**

## Topic for Week 9

Local Urban Composition – Hong Kong  
historical/geographical background. Urban structure  
and city layout. Town planning/development schemes  
to cater the needs of modern city

Before 1840, Hong Kong was an un-noticed area on the outlet of the Pearl River with few population concentrated in a few fishing villages scattered near the seafront of Hong Kong Island and other outlying islands. While near to the mainland like Yuen Long and Tai Po, there were also some clan families engaged in agriculture and farming. Hong Kong became a port with gradual increasing of population only after 1842 under the Nanjing Treaty.

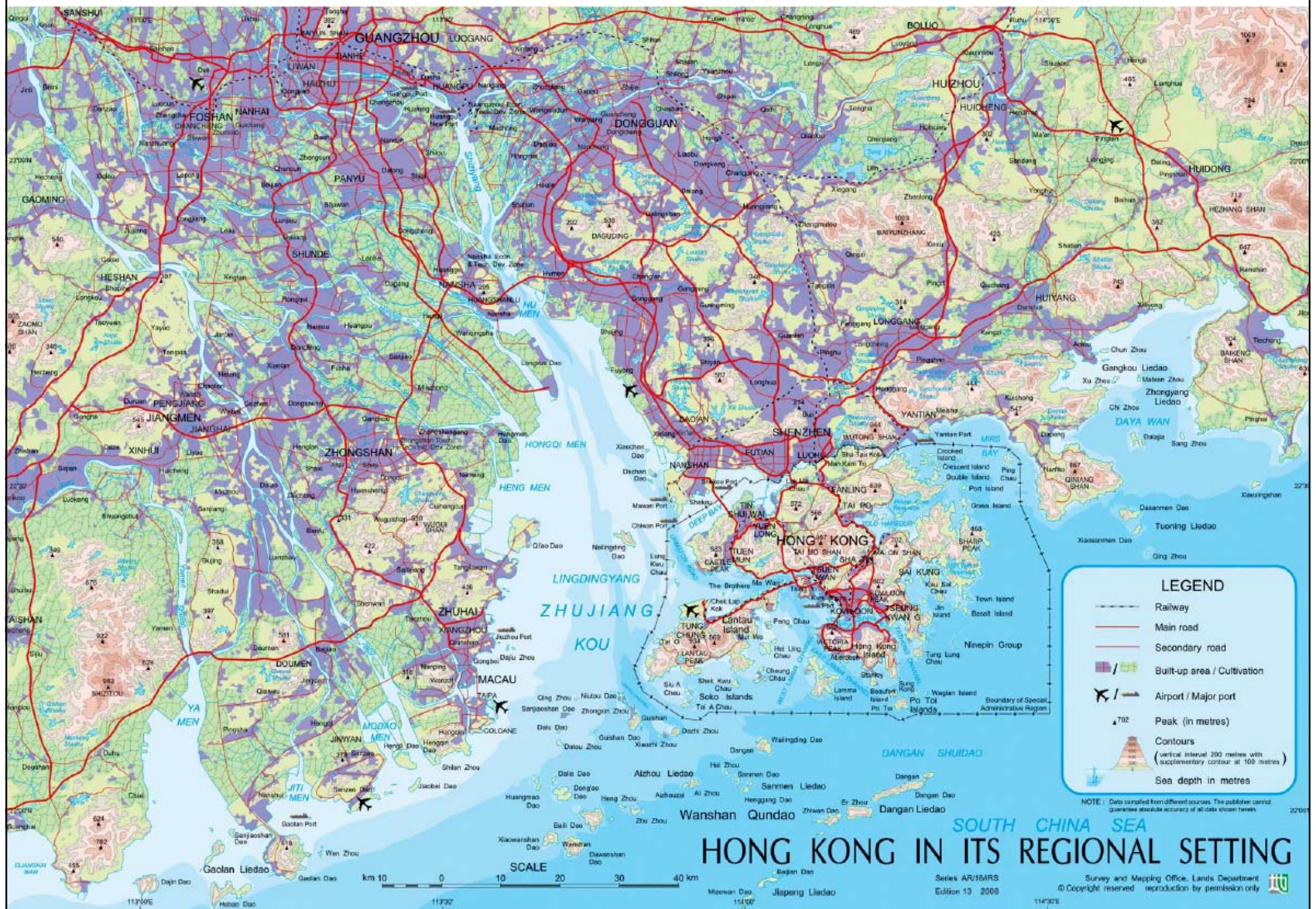
Colonization process of Hong Kong in the late Qing Dynasty

Date	Treaty	Result
20 January 1841	Convention of Chuenpee (穿鼻草約)	Preliminary cession of Hong Kong Island to the United Kingdom
29 August 1842	Treaty of Nanjing	Cession of Hong Kong Island, founded as a crown colony of the United Kingdom
18 October 1860	Convention of Beijing	Cession of Kowloon (south of Boundary Street)
1 July 1898	Second Convention of Beijing	Lease of the New Territories (including New Kowloon)

## Population growth in the early stage of colonial development

year	population	Event / Remarks
1841	7,500	Only counting the HK Island
1865	125,000	Outbreak of civil instability including the Taiping Rebellion
1915	530,000	
1925	725,000	
1940	1.6 million	Pre-Japanese Occupation period
1945	600,000	Post-Japanese Occupation period
1955*	2.2 million	Drain from mainland due to change of China governance
1965*	3.1 million	Baby boom period



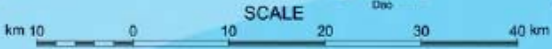


**LEGEND**

- Railway
- Main road
- Secondary road
- Built-up area / Cultivation
- Airport / Major port
- Peak (in metres)
- Contours  
(vertical interval 200 metres with supplementary contour at 100 metres)
- Sea depth in metres

NOTE: Data compiled from different sources. The publisher cannot guarantee absolute accuracy of all data shown herein.

# HONG KONG IN ITS REGIONAL SETTING



Series AR/16ARS  
Edition 13 2008

Survey and Mapping Office, Lands Department  
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**Tai Fu Tai Mansion  
(大夫第) in San Tin,  
Yuen Long**



Villages belonged to a few clan families scattered within  
the Yuen Long Plain, Tai Po and Shatin





Village Mansion houses in various locations in New Territory





Cha Kwo Ling Village









Sha Po Kong Village,  
Castle Peak

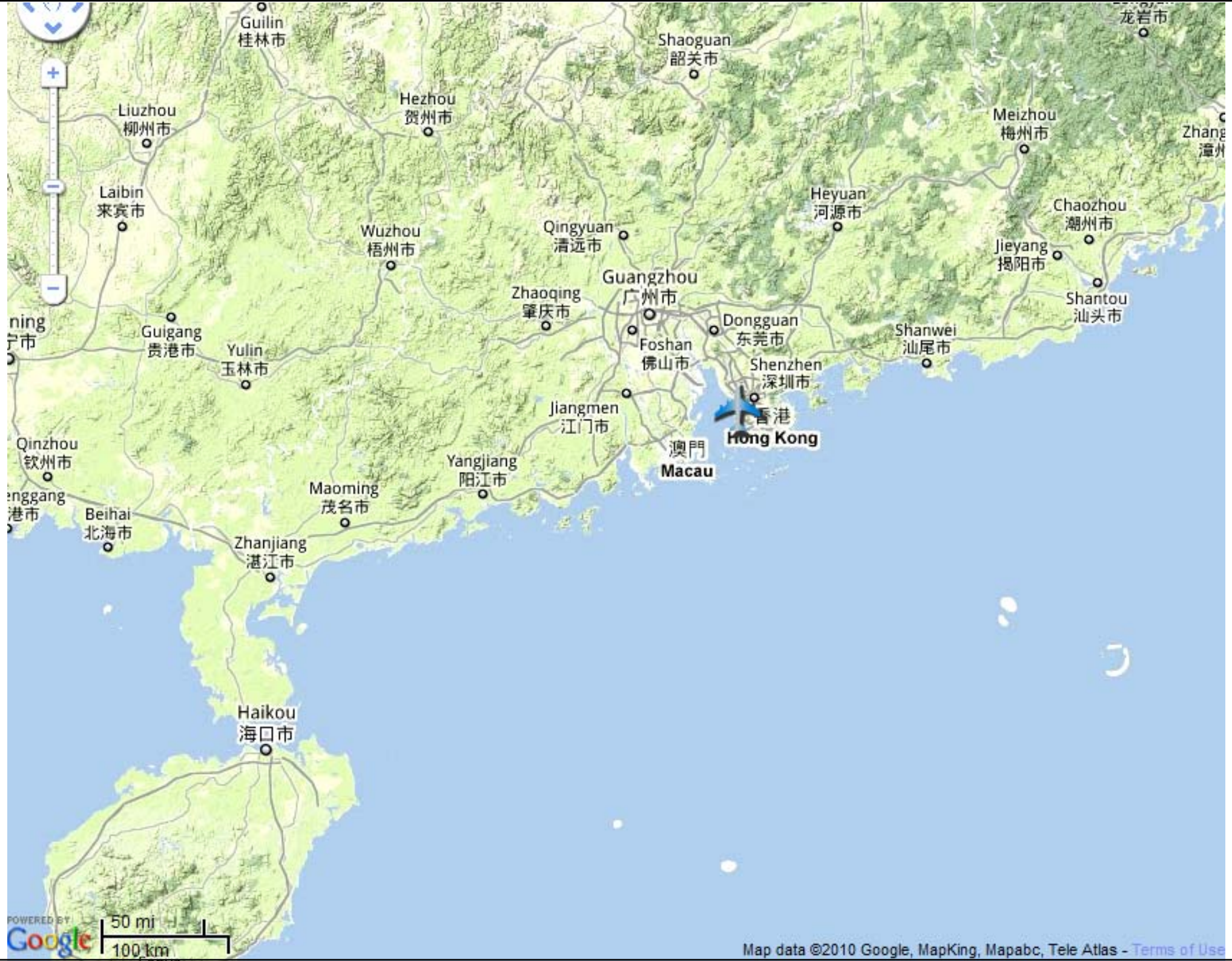
The position of Tai O and Yuen Long before the mid 1840s.

- Tai O is close to Macau. By the 17<sup>th</sup> Century, by the time Macau was already quite a very busy port linking European countries with China. The coast on the west side of Macau was rich in fishing products that made Tai O as a more prosperous middle market.
- Yuen Long is closer to Canton (Guangzhou) and Po On, by the time they were already a big city with active trading and farming activities.
- When compares to the western coast, coastline on the eastern side of Hong Kong was relatively with fewer population due to the hilly rocky shore relief along the area almost stretching up to Fujing.
- There is almost without any land or islands with inhabitants on the south of Hong Kong.



顺治十八年（**1661**）秋，清政府厉行迁海政策，为配合消灭海上的抗清势力，拿出了“坚壁清野”式的绝招：清庭命令滨海居民迁移内地，还派出大量的官员到各地监督迁移，结果从辽东至广东的万里海疆，沿海居民被强行内迁三十里。

对于航运贸易的禁与行，清庭也有多次反复，在他们的心里，虽然贸易能带来不少税银，但大海和帆船总是带来一些“不安定因素”，甚至就连国内范围内的海运实行与否，直到**1811**年的嘉庆十六年还在争论，一些大臣甚至一口气说了海运的十多项“弊端”。直到十五年后的道光六年，国内海运一事才有转机。最終南京條約簽署後，海禁才大致廢止。





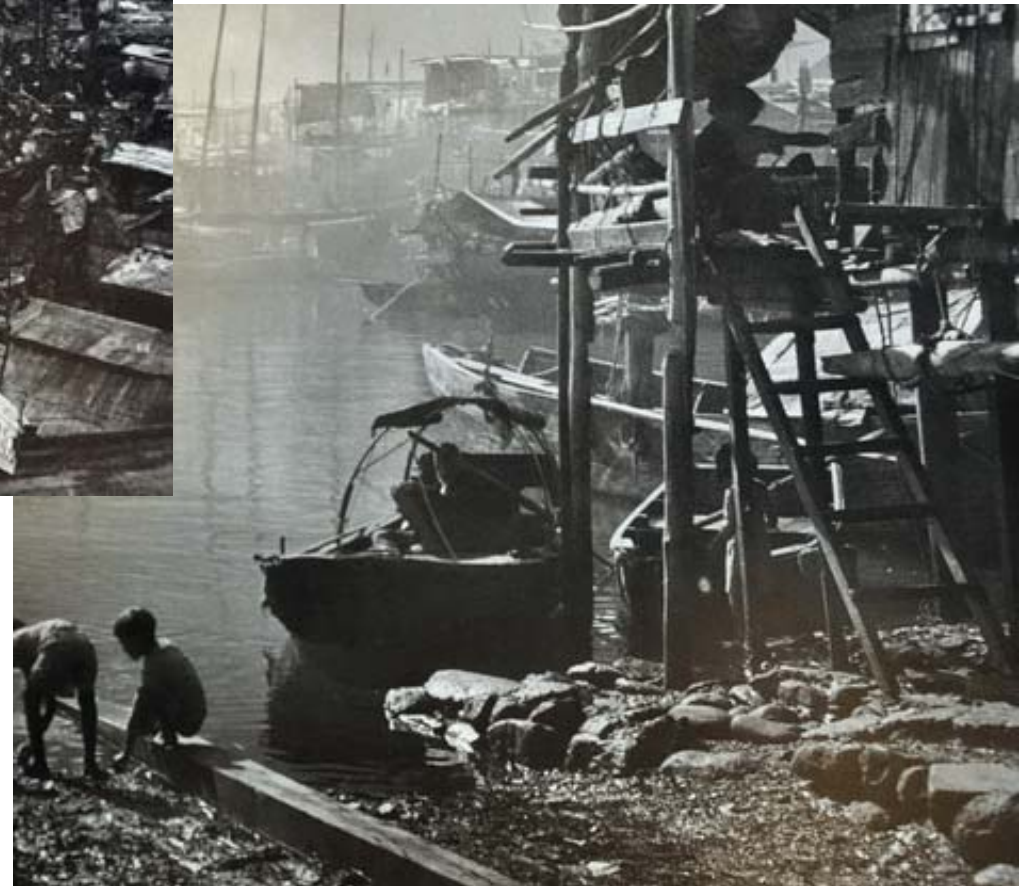


Geographical feature linking Guangdong with other part of China





An un-noticed group of residence of Hong Kong – the boat people





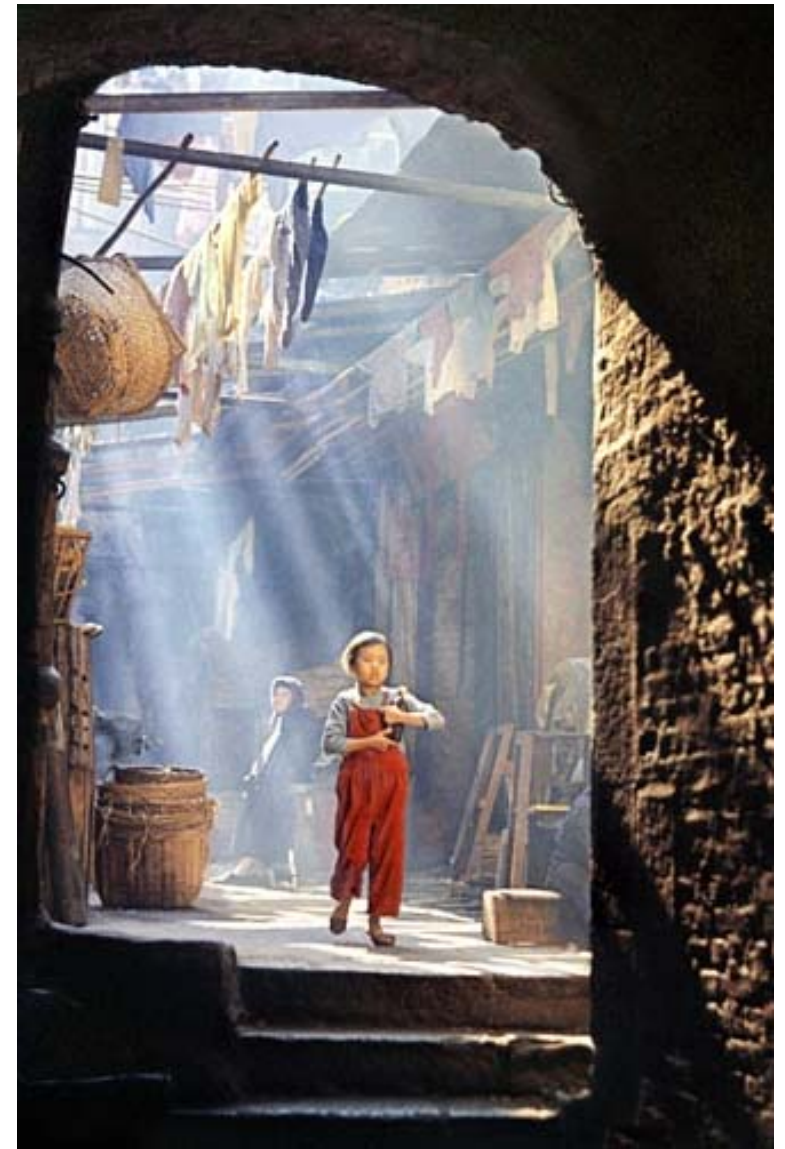


Places like Cheung Chau, Ma Wan, Tai O, Stanley, Lei Yu Mun, Castle Peak, Shau Kei Wan, Tsing Yi, ..., were traditional fishing villages in the early history of Hong Kong.♥3









Daily life of common people  
before and after the War





Daily life of common people  
before and after the War



## Geographic condition of Hong Kong

Area: 960 sq km (before WW2)

1050 sq km (2010)

### Physical condition:

- with less than 120 sq km flat land or slightly undulated ground
- The north and south shore of the island of Hong Kong is fenced off by a series of mountain range.
- The Kowloon Peaks formed a similar barrier ranging from east to west to fence off the crossing from Kowloon to the New Territory.
- The only passageway from Kowloon to NT is through the western coastline from Tsuen Wan, via Castle Peak to Yuen Long. From there going further north to Canton.
- Yuen Long is the only flat land that once a rich place for paddy cultivation.





Geographical feature linking Guangdong with other part of China

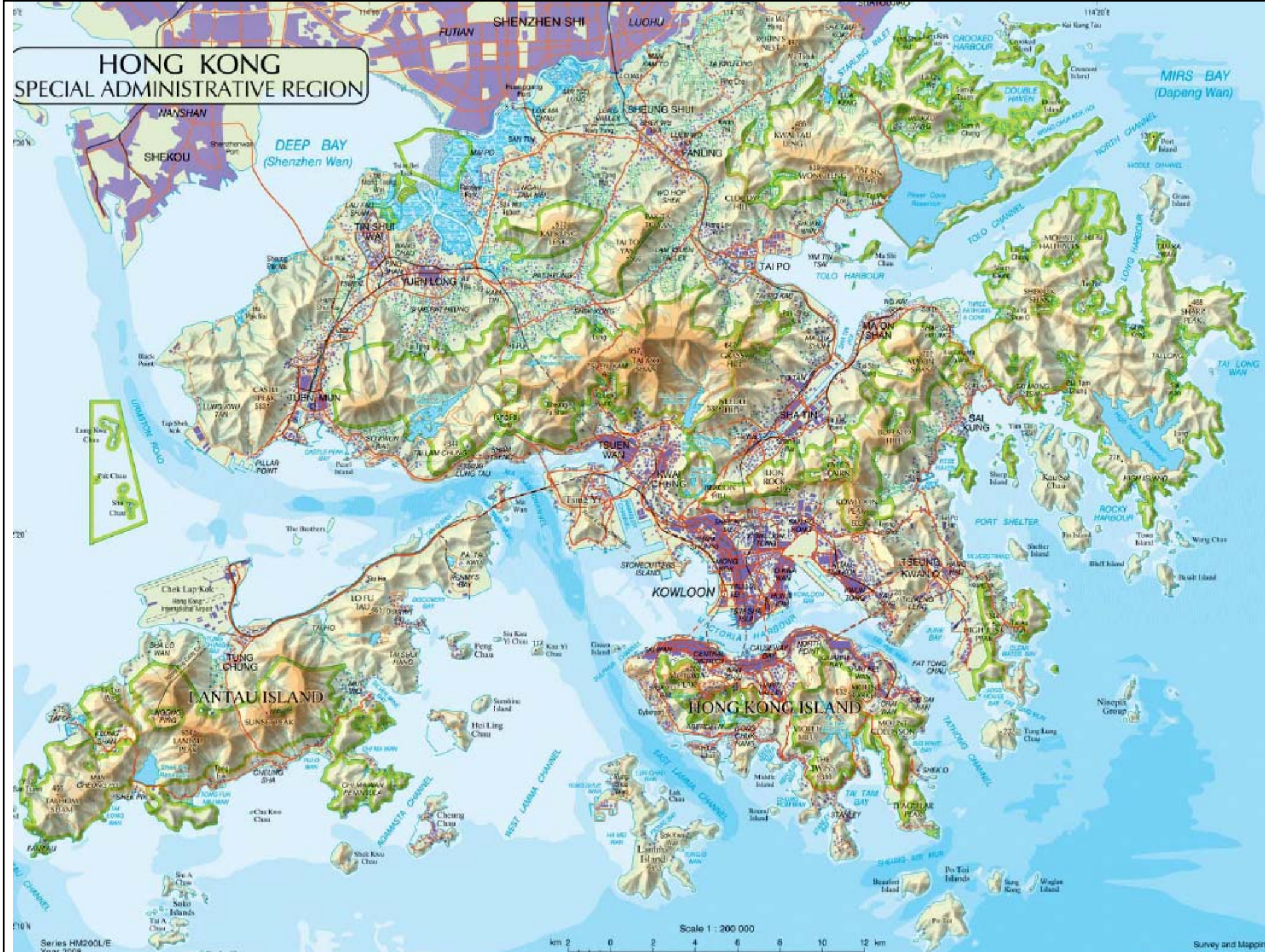




HK Territory  
in 2000

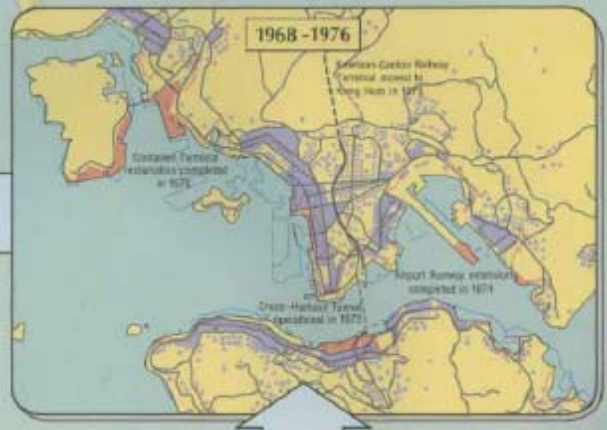
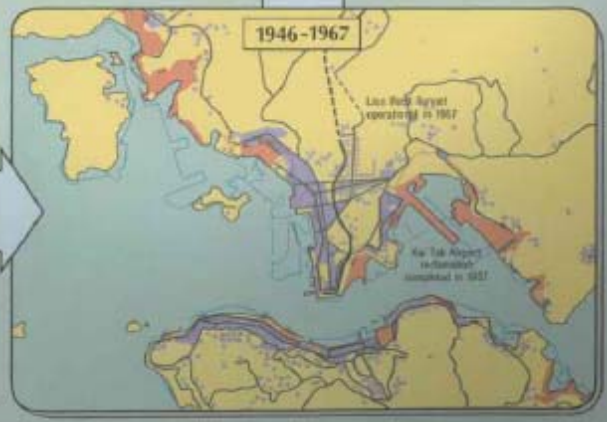
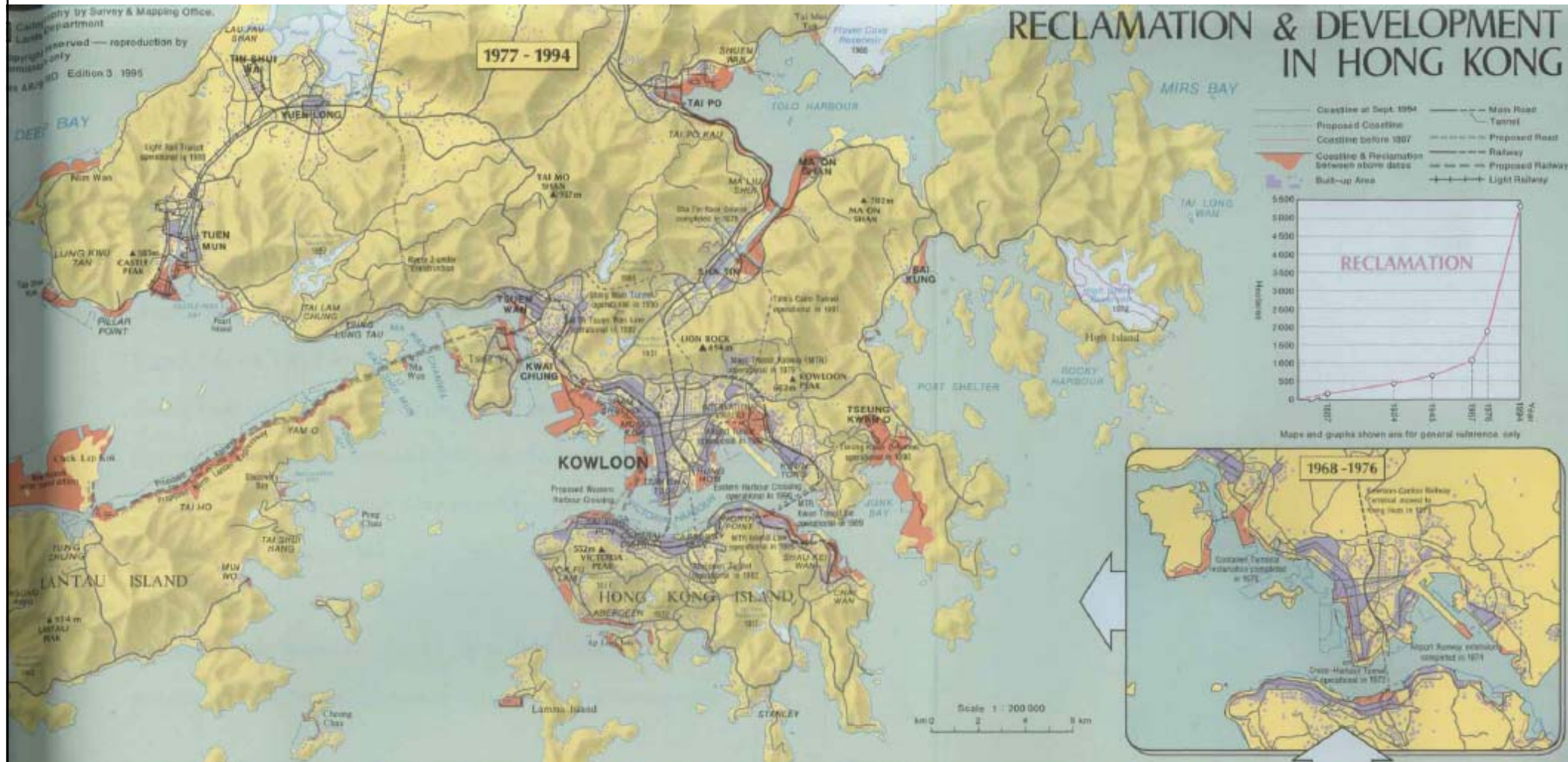


# HONG KONG SPECIAL ADMINISTRATIVE REGION





# RECLAMATION & DEVELOPMENT IN HONG KONG





up to 1887










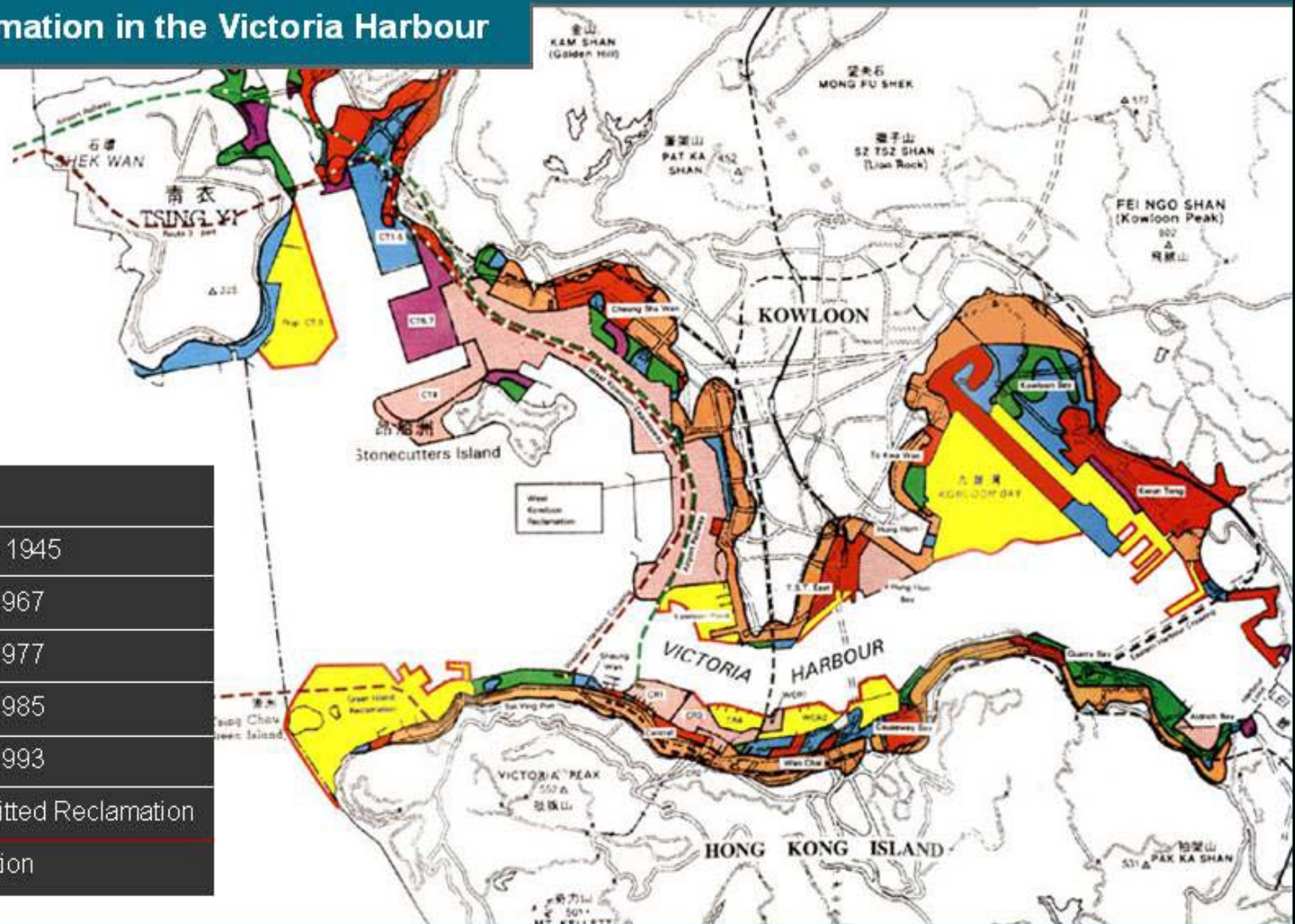


## Proposed Reclamation in the Victoria Harbour

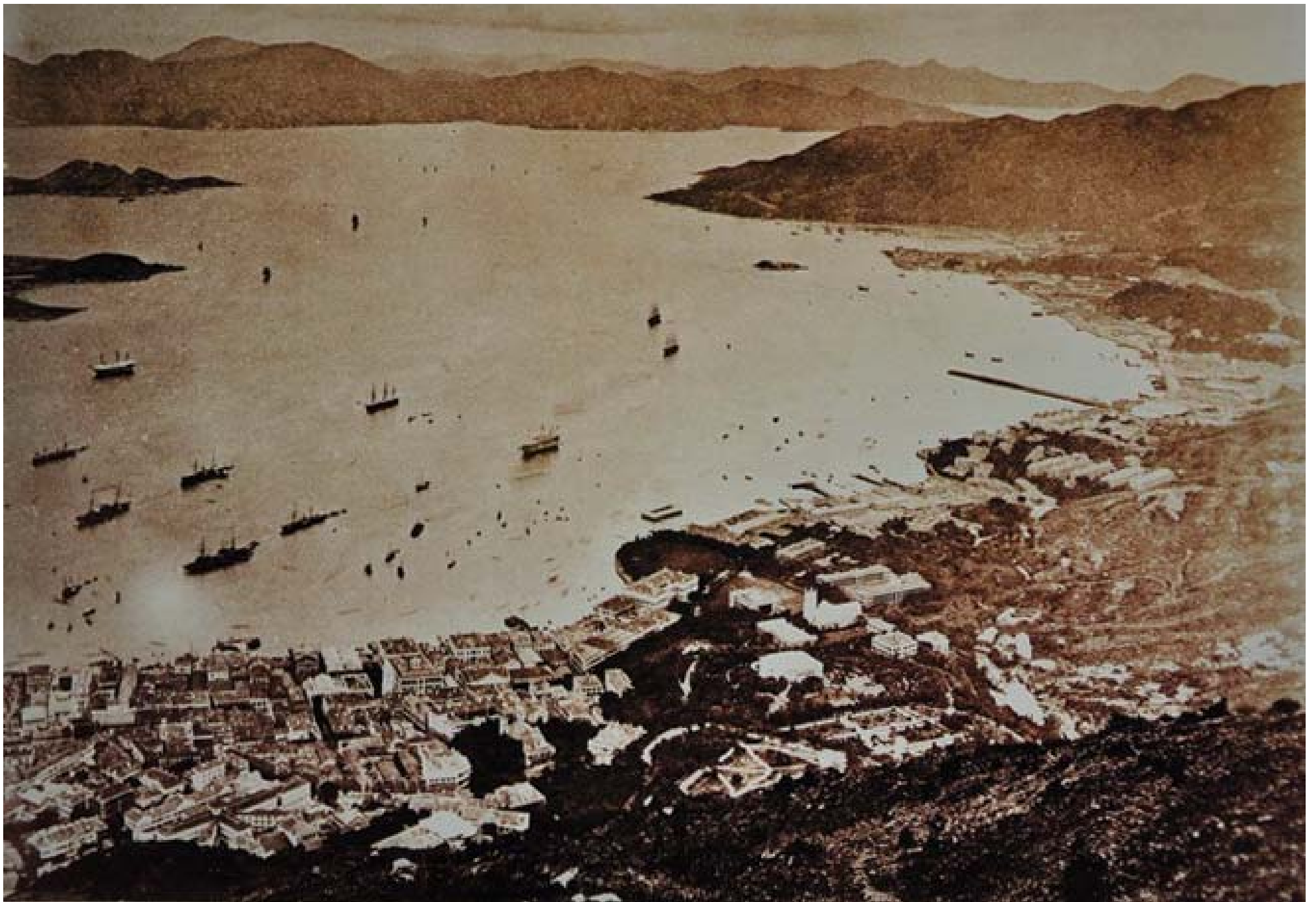
Scheme under  
2000 proposal

### LEGEND

	Reclamation before 1945
	Reclamation up to 1967
	Reclamation up to 1977
	Reclamation up to 1985
	Reclamation up to 1993
	Existing and Committed Reclamation
	Proposed Reclamation







Victoria Harbour in 1920s





Kowloon Peninsula  
in 1945





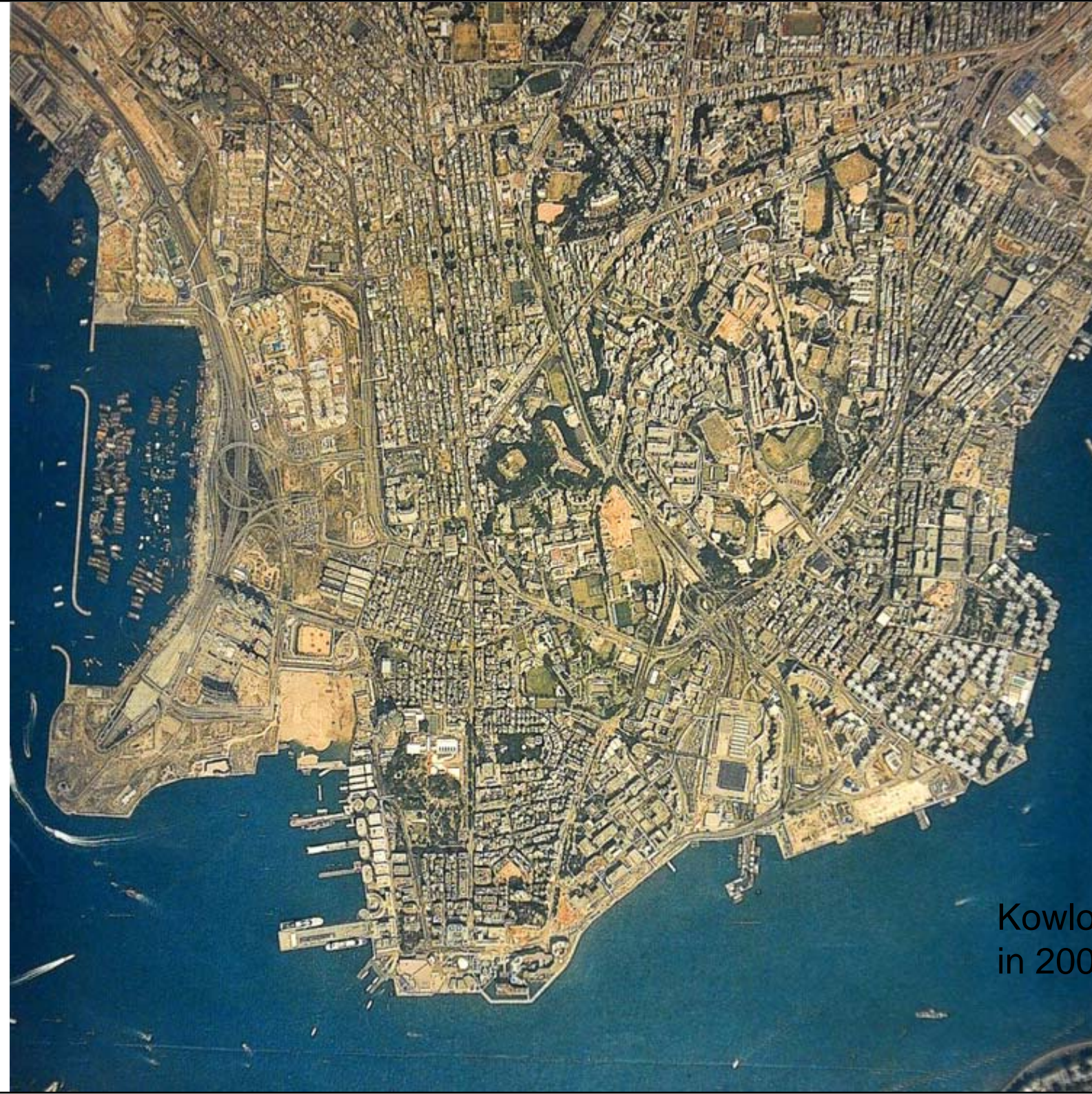
Kowloon Peninsula  
in 1980





Kowloon Peninsula  
in 1995





Kowloon Peninsula  
in 2005





Victoria Harbour in 1990



Feb 2009

Hong Kong metro  
area in 2009

4.00 km

Image © 2010 GeoEye  
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1900s

Hong Kong Central District

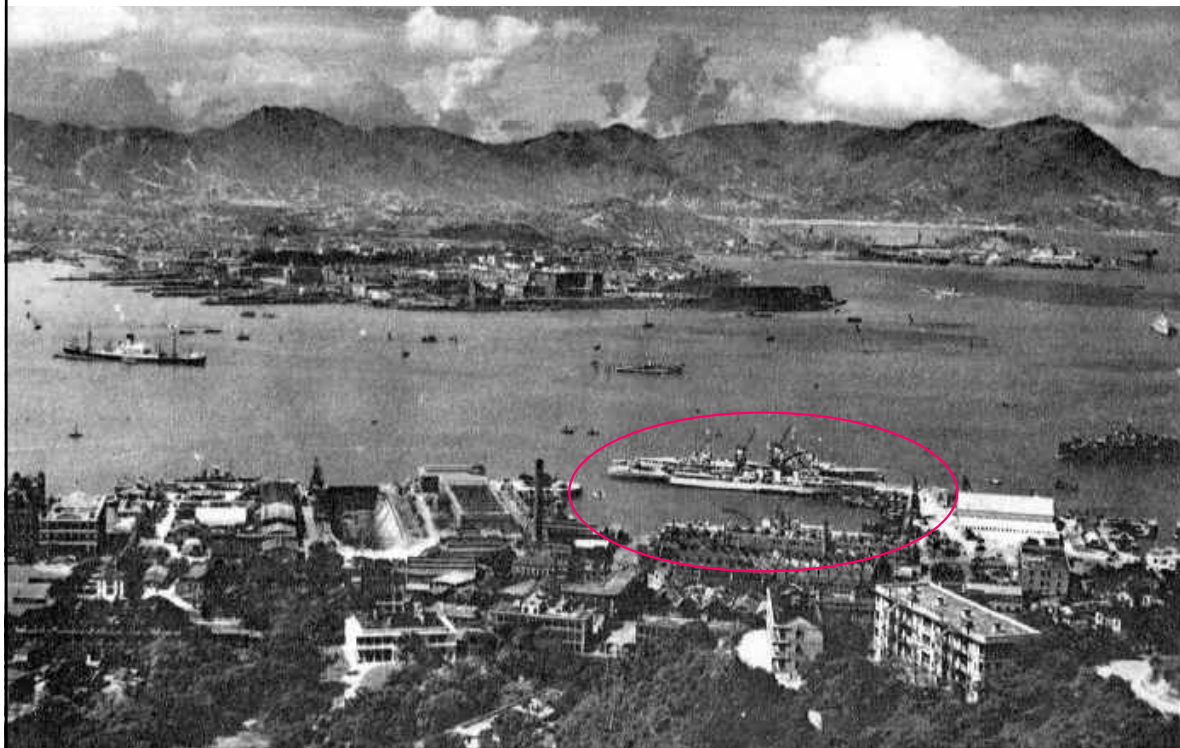
1970s





Hong Kong  
Central District in 2008

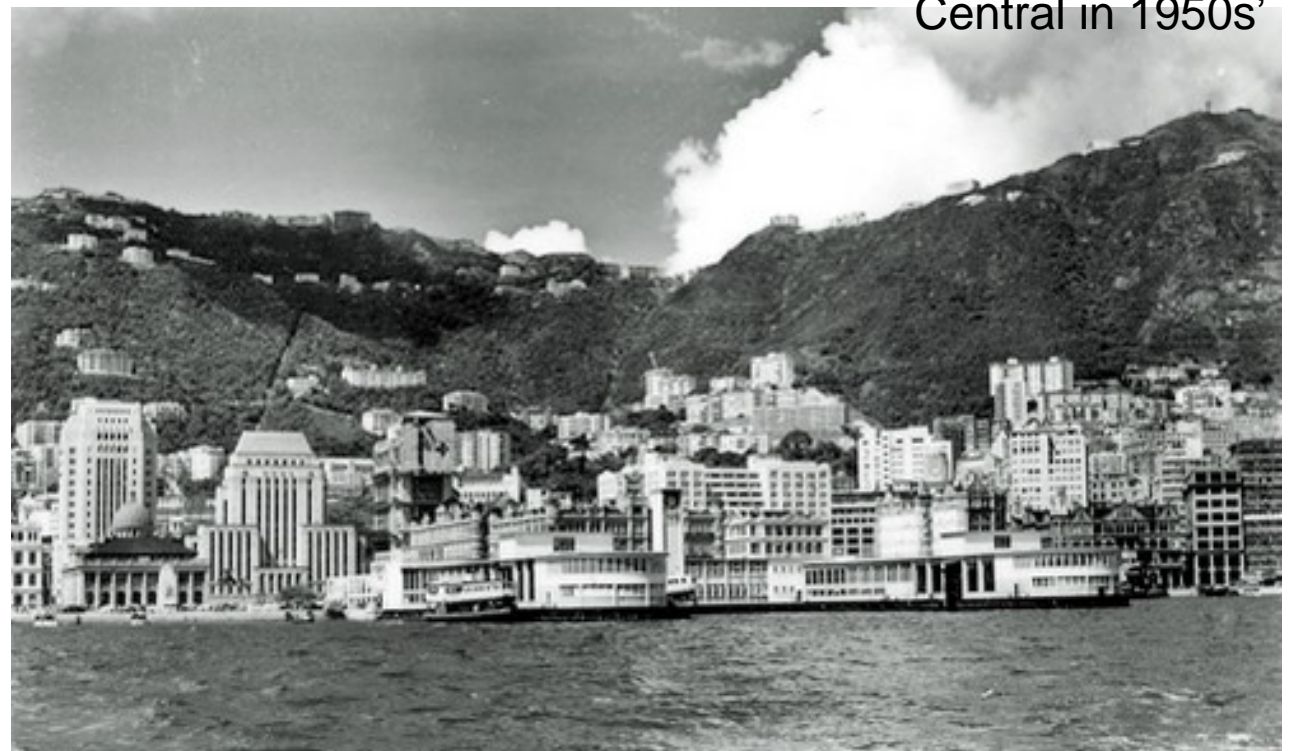




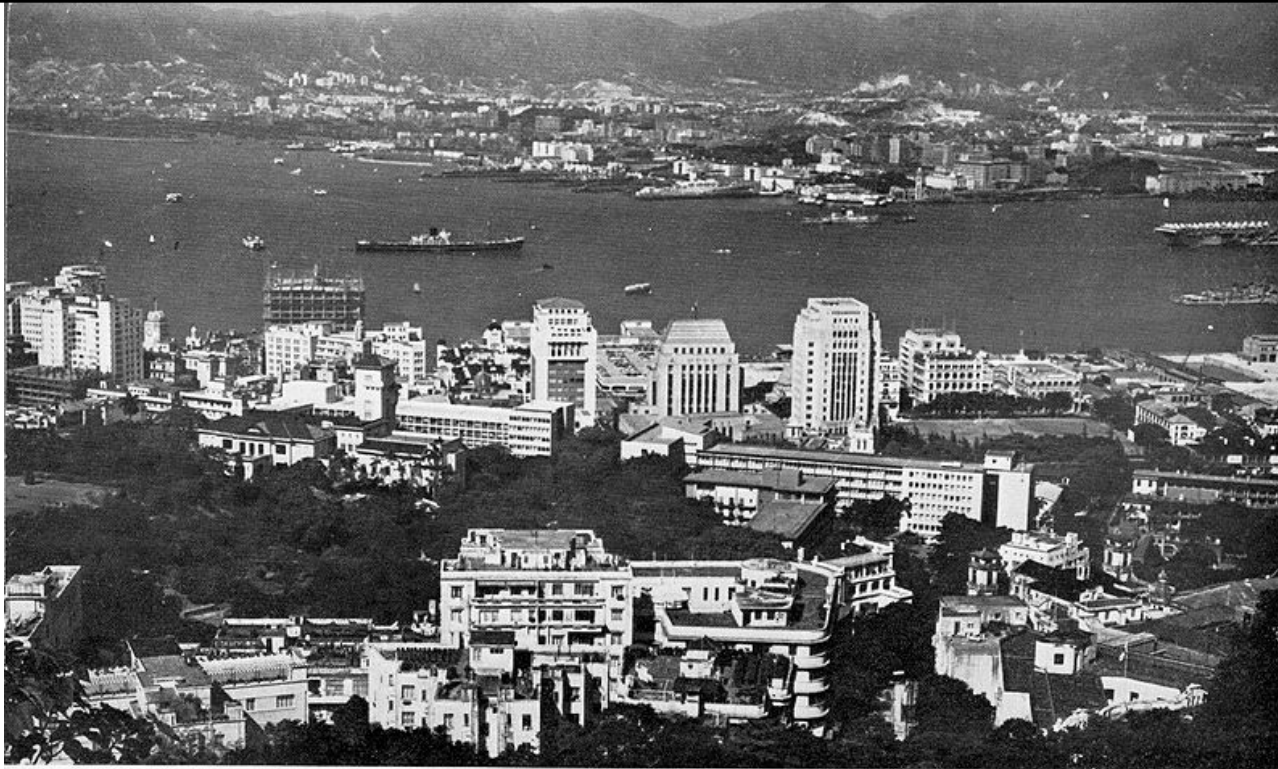
Central in 1930s'



Central in 1950s'







Hong Kong in 1960s'



Hong Kong in 1970s'





Hong Kong in late 1960s'













Hong Kong in mid 1980s'



Hong Kong in early 1990s'



Shatin in  
1975

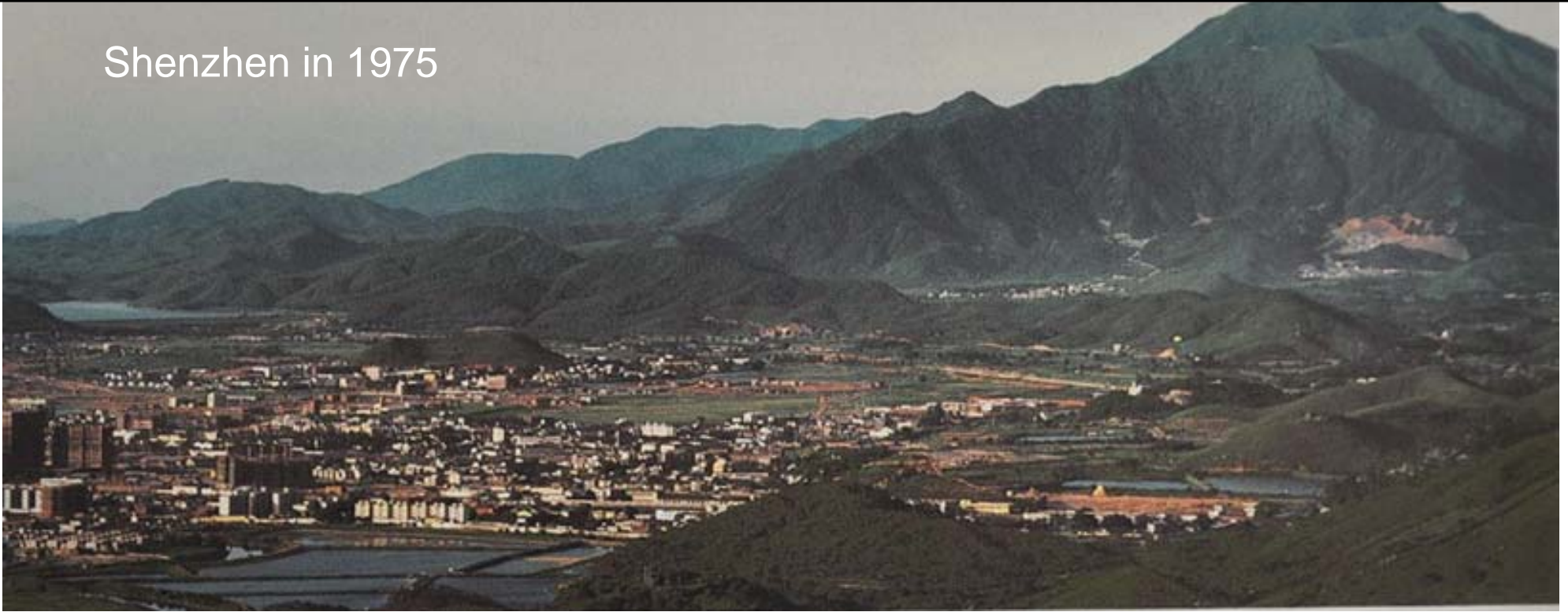


Shatin in 2008





Shenzhen in 1975



Shenzhen in 2008





Forming of new land by  
reclamation





Tai Koo Shipyard before World War Two



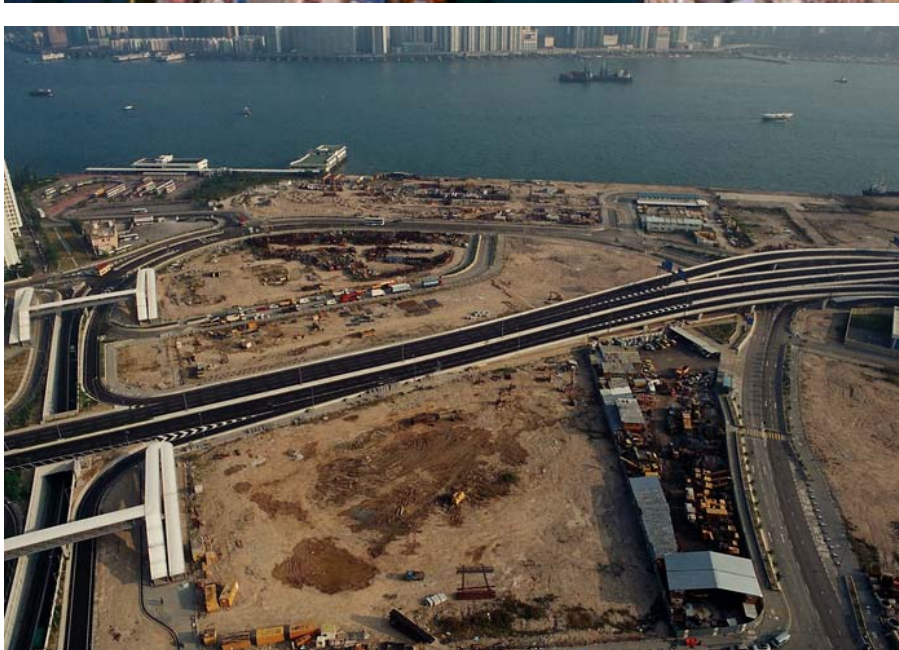


Change of Shau Kei Wan  
from 1960s to 2010





Change of Hung Hom  
from early 1970 to 2000

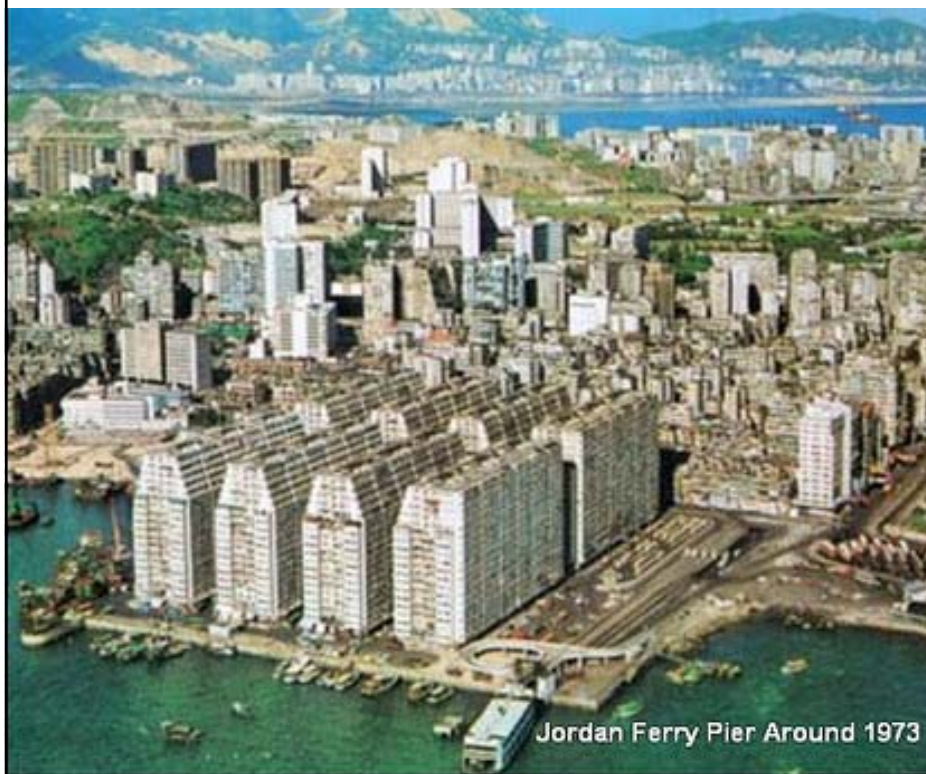






Reclamation in Wanchai in early 1970s





Jordan Ferry Pier Around 1973



3rd September 2009

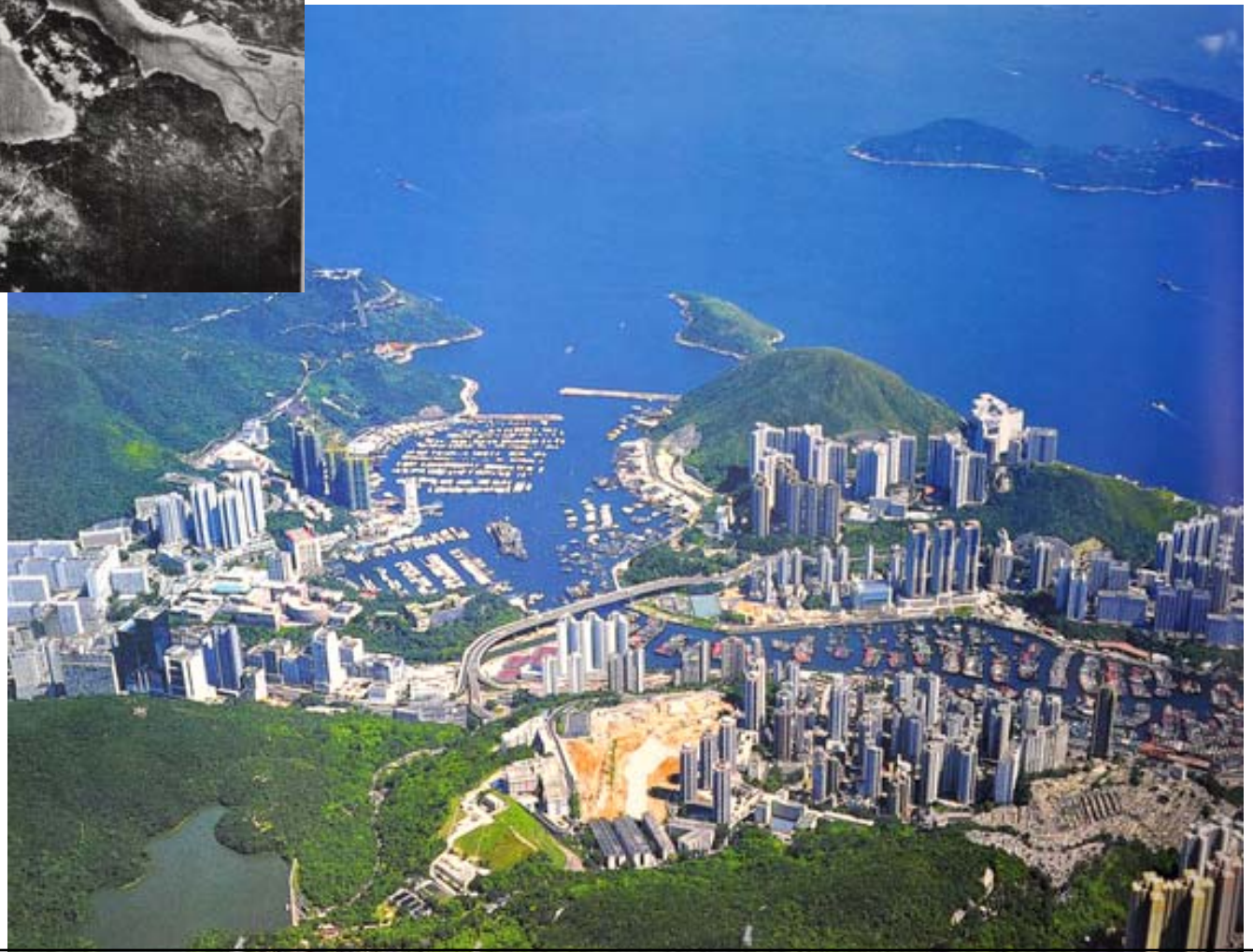


Water-front of Yau Mei Tei and Lai Chi Kok from 1960s to 1990s





Aberdeen and Ap Lei Chau





Formation of the Shatin New Town by reclamation in the early 1970s





## Formation of Tuen Mun New Town by reclamation in the mid 1970s







Formation of Tseung  
Kwan O New Town  
by reclamation from late  
1970s to 2005





## Formation of Tung Chung New Town by reclamation in mid 1990s





Formation of West Kowloon by reclamation as part of the associated works for the construction of the new airport in mid 1990s









## West Kowloon in 2008





Tsuen Wan West before and after the reclamation to form new land for the West Rail station from 1997 to 2000











Reclamation to form the Container Terminal 9





Penny Bay reclamation  
in 2000 to become the  
Disneyland Theme Park  
afterward





Chance in a century along  
the harbour-front of Central



Late 1800s





Early 1950s



Chance in a century along  
the harbour-front of Central

Mid 1960s





Early 1970s





Central Phase One  
reclamation as part of the  
associated works for the  
construction of the new  
airport in mid 1990s

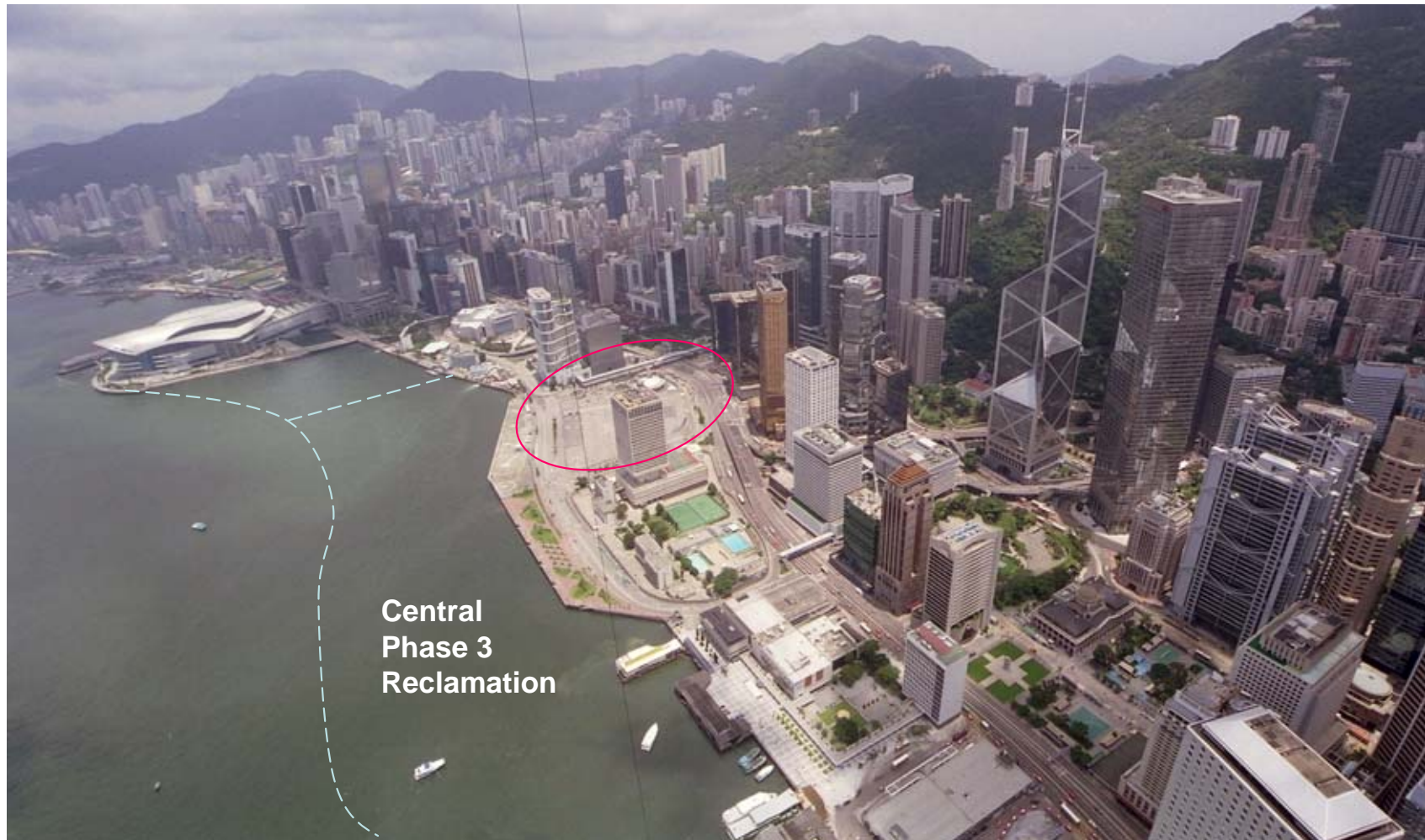




Central Phase One reclamation  
as viewed from top of IFC







Central Reclamation Phase Two to replace the old Tamar Shipyard belonged to the British Navy



Central Phase Three  
reclamation as viewed in 2008









Since 1840s, Hong Kong has experienced a few critical historical milestones that influence the development of the city. These included:

1. Establishment of the colonial governance (1842-1860)
2. Enhance the position of HK as a military and political base to get further entrance into China in various areas. (1860-1910)
3. Collaborate with the Qing's government to tackle various social, economical and internal security matters for mutual benefited reasons. (1880-1910)
4. Relatively stagnant period just to maintain the basic maintenance of the city in public facilities and internal security (1910-1935, due to the outbreak of World War I and the recovery afterward)
5. Occupation by Japanese Imperial Army (1941-1945)



## Critical historical milestones, continued .....

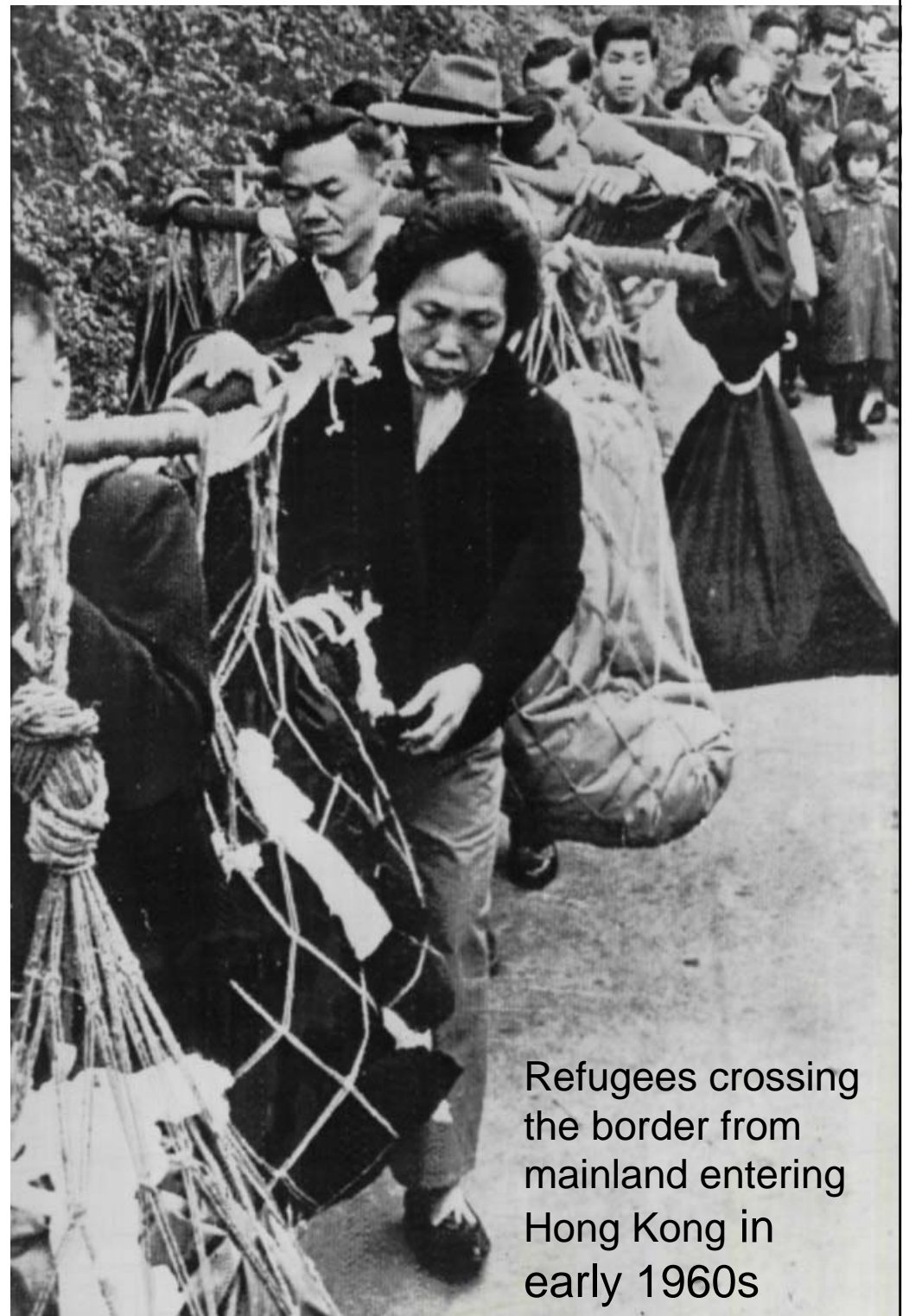
6. Recovery from World War II and the rushing in of immigrants and capitals from Mainland China due to the changing over of the governance by the Communist Party in 1949. (1945-1950)
7. Growing up of Hong Kong economical stand-ground based on light industry using capital and experience of immigrants/refugees coming from China. (early 1950-late 1960s)
8. Opening of the TVB - Hong Kong Television Broadcast that triggered the influence of mass media in shaping the value and mindset of the community (1967)
9. Cultural revolution in China and the period of Riots in Hong Kong. (1965-1972)
10. Opening of the Cross Harbour Tunnel linking HK & Kowloon (1972)
11. Economic take-off based on trading & finance. (early 1970s onward) – Heng Sang Index escalated to 1700 in 1972 and the collapse afterward that led to the drastic reform of the finance structure



## Population figure that reflects the social development of Hong Kong

year	population	Event / Remarks
1841	7,500	Only counting the HK Island
1865	125,000	Outbreak of civil instability including the Taiping Rebellion
1915	530,000	
1925	725,000	
1940	1.6 million	Pre-Japanese Occupation period
1945	600,000	Post-Japanese Occupation period
1955*	2.2 million	Drain from mainland due to change of China governance
1965*	3.1 million	Baby boom period
1975*	4.4 million	
1985*	5.5 million	
1995*	6.2 million	
2005	6.9 million	
2010	7.1 million	<i>* Steady population growing period with about 1 million growth every decade</i>





Refugees crossing  
the border from  
mainland entering  
Hong Kong in  
early 1960s





Squatter area on hillside of Tai Hang, Causeway Bay





Squatter areas in the 1950s





The last remaining squatter areas in the early 1990s – Tai Hom Village (大磡村)





Hong Kong Riots in 1966 and 67 as a side-influence by the Cultural Revolution of China





Life in 1950s/60s





Life in 1950s/60s, as reflected from "Cage-house" still exist in many old districts in Hong Kong up to 2000s





The first generation of resettlement estate in Shek Kip Mei that came into being after a great fire in the nearby area in 1954 to resettle the victims from the fire





Resettlement estate  
built in the late 1950s







Resettlement estate  
built in the late 1950s



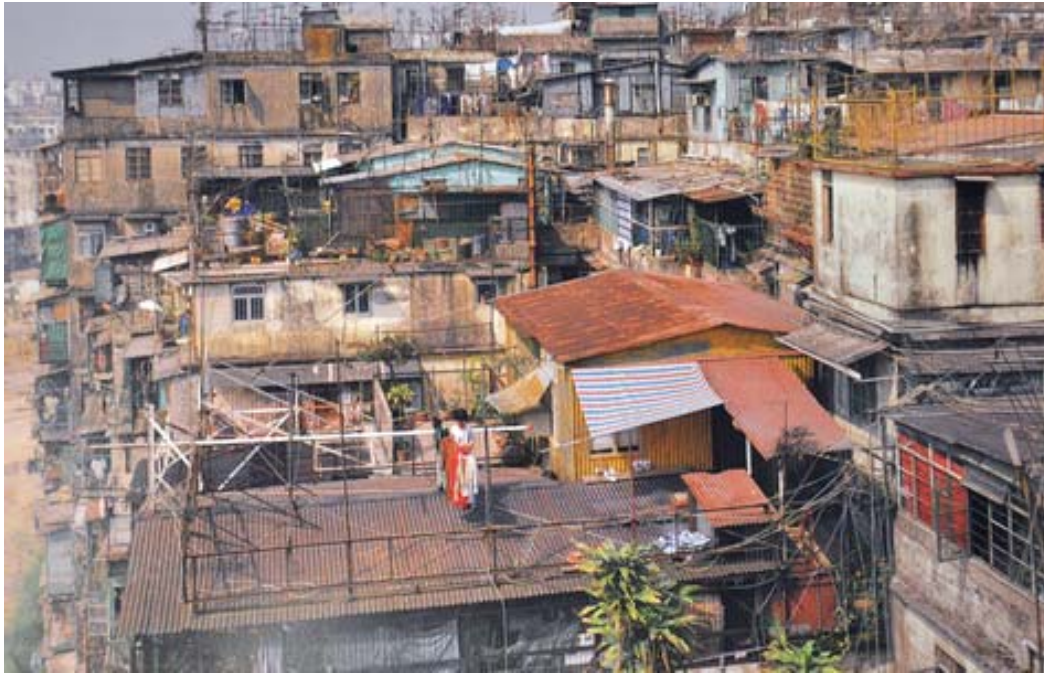




Living on roof top  
was common from  
1950s to 1970s











One of the earliest public housing estate, the North Point Estate, constructed by the Hong Kong Housing Authority in 1958







One of the earliest public housing estate, the Choi Hung Estate, constructed by the Hong Kong Housing Authority in 1963





Various types of public houses from the early 1970s to 2010s







Various types of public houses from the early 1970s to 2010s







Various types of public houses from the early 1970s to 2010s





Living environment is much improved in public housing estates in the late 2000s





Daily life inside public housing estate before 2000s







A recent view from the top of Kwun Tong with the aged industrial buildings that reflects her manufacturing high-peak in the 1970s





Resettlement estate buildings for light industries







The first harbour-crossing tunnel that linked Hong Kong Island and Kowloon





The first container terminal constructed in 1972 and the ongoing development from CT 1 to CT9 up till 2006 makes Hong Kong becomes the leading container port for almost 15 years.





Kwai Chung Container Port in 2009



## Critical historical milestones, continued .....

### 12. Setting up of the Independence Commission Against Corruption (ICAC) in 1974

- Major revisions to the Building Ordinance that made building control towards a more professional and high-quality process both in building design and administration. (1976)
- Enhancement of the position of Hong Kong as an international port by her finance business and other logistic supporting services. (mid 1970s, including her container industry)
- Opening and operation of the mass transit railway (1979)
- Input of resources to develop more infrastructure and public facilities to cater for the rapid increase of economy and population. (early 1970s onward, incl. new towns, highways, container port & public housings)





Buildings in  
the 60s under  
the old  
Building  
Ordinance



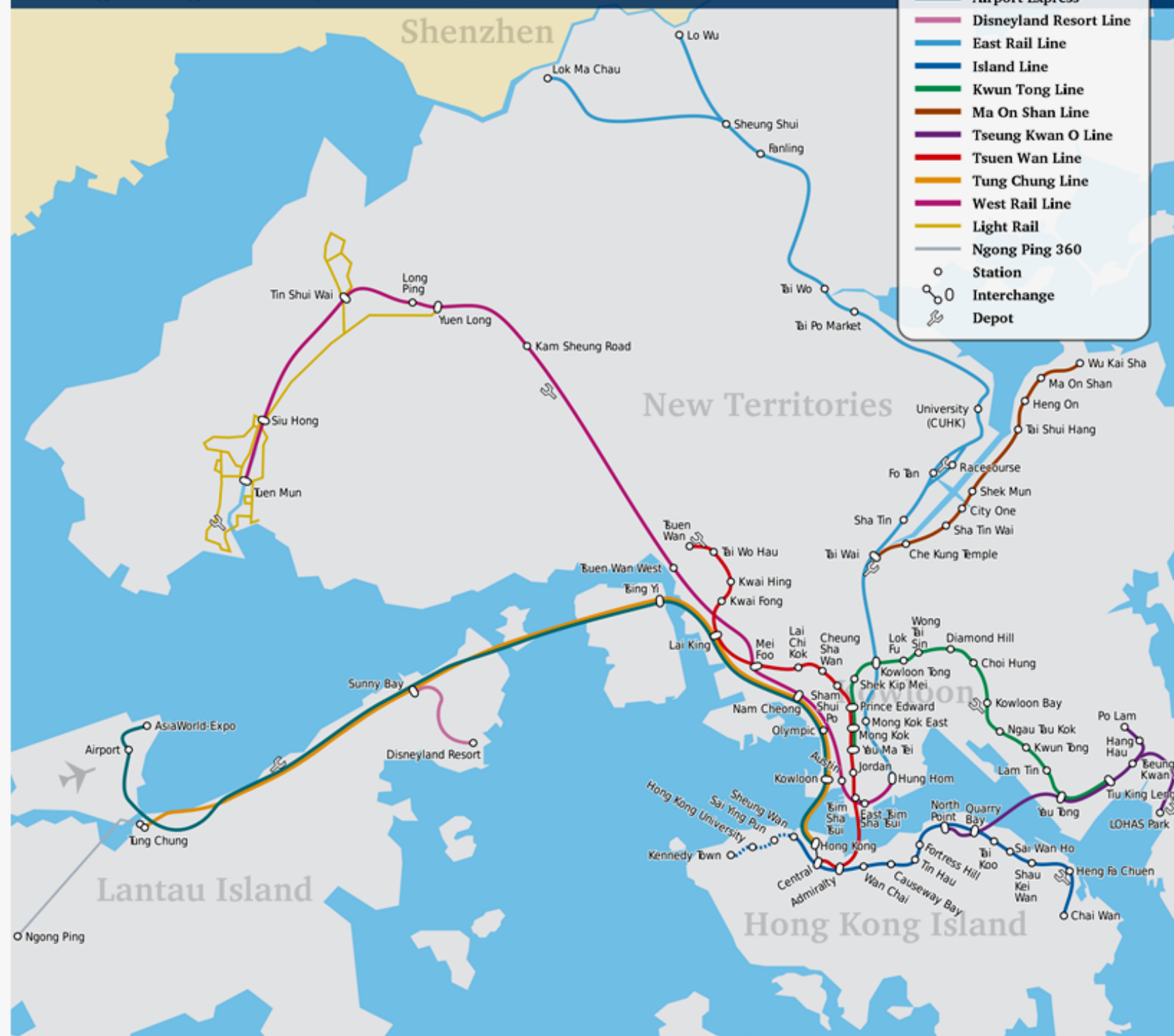


1970 "Hong Kong Mass Transit: Further Studies"  
Mass Transit Railway  
"Preferred System" Route Map  
(Stage 1 - 9, the "Initial System" included)





## Hong Kong MTR system map (2009)





## Critical historical milestones, continued .....

17. Accompanying with the opening policy adopted by Mainland China, Hong Kong-based light industry in the form of manufacturing start migrating into the mainland. (early 1980s onward)
18. Shifting of Hong Kong's business strategy by taking China as a major development target for various kinds of core businesses and services. (early 1980s onward)
19. Provision for the handing back of Hong Kong to PRC being confirmed that triggered a series of emigration current. (1883-1997)
20. Formation of long-term development strategies by the government including the "Rose Garden Plan", "Port and Airport Development Strategy (PADS)", "Territorial Development Strategy (TDS)", "Hong Kong 2030, Planning Vision and Strategy", "Railway Development Strategy", "Protection of Harbour Ordinance", "Green Master Plan", "Urban Renewal Strategy", Harbour Area Treatment Scheme (HATS) ..... (since early 1980s)



## Critical historical milestones, continued .....

21. Construction of the new Hong Kong International Airport at Chek Lap Kok and its associated core projects. (1992-1997, including West Kowloon Reclamation, Lantau Link, Western Harbour Crossing etc.)
22. Handing over of the sovereign back to PRC. (1997)
23. Germination and maturity of the council culture and public participations (mid 1990s and onward)
24. Out-break of the economic crisis in 1997/98.
25. Input of capitals for large-scale infrastructure development including railway, highway, cross-border facilities and formation of new land (1995 onward)





Chek Lap Kok Island in 1990









Chek Lap Kok Airport and Tung Chung in 2001



Oct 2004

Chek Lap Kok  
Airport and Tung  
Chung in 2006

Image © 2010 DigitalGlobe

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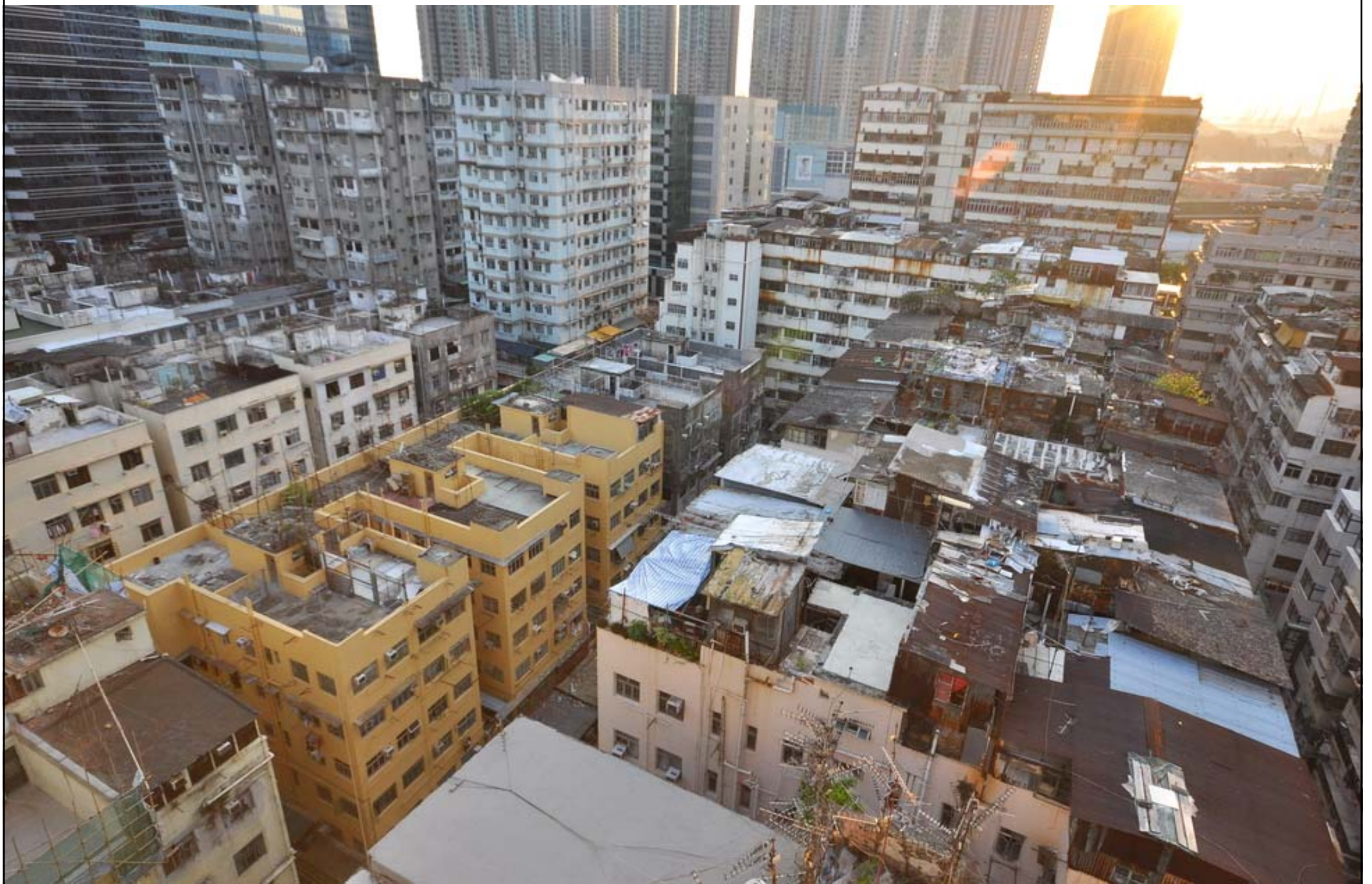
Tung Chung New Town



## Critical historical milestones, continued .....

26. Urban renewal, sustainable development, city quality upgrading and heritage preservation form a major part of city development strategy (late 1990s onward)
27. Orientation and substantiation of major business cores to drive Hong Kong into a regional hub/international city (since mid 1990s, including banking and finance, logistic services, tourism, convention and exhibition centre, cyber port, education/medical centres....
28. Further integrating into China's social and economical systems, such as population flow, business networks, professional services – the Closer Economic Partnership Arrangement CEPA, official and unofficial exchanges on all aspects..... China issues become an agenda forming a major strategy by all sectors.
29. What else?





Old district with urgent need for upgrading or redevelopment – Tai Kok Tsui





Old district with urgent need for upgrading or redevelopment – Yau Ma Tei





Old district with urgent need for upgrading or redevelopment – Sham Shui Po





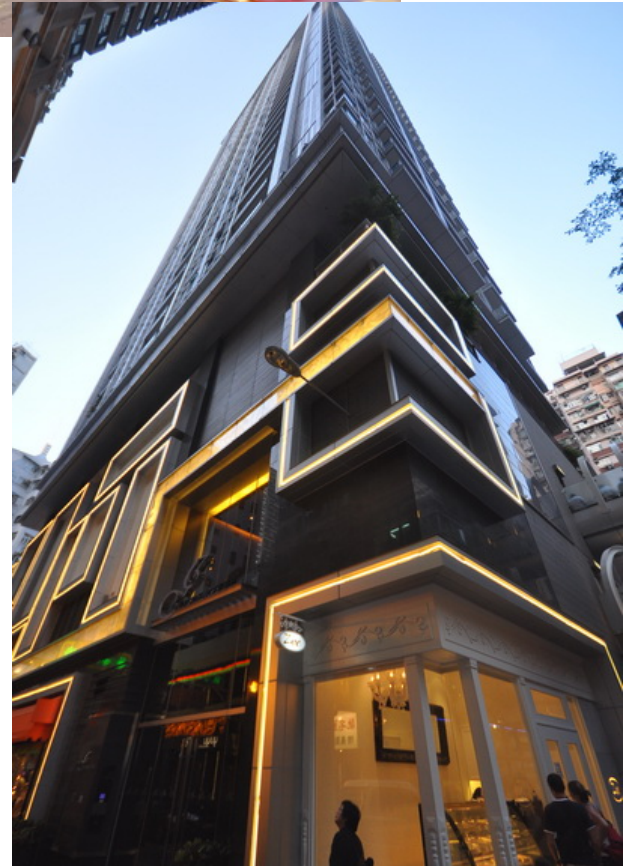




Redevelopment of pre-war row houses in Wan Chai  
by the Urban Renewal Authority

– Ship street and Woo Cheong Pawn Shop project









Convention and exhibition is one of Hong Kong's strategic business cores







The Asian World Expo  
in Chek Lap Kok







The International Trade and Exhibition Centre in Kowloon Bay



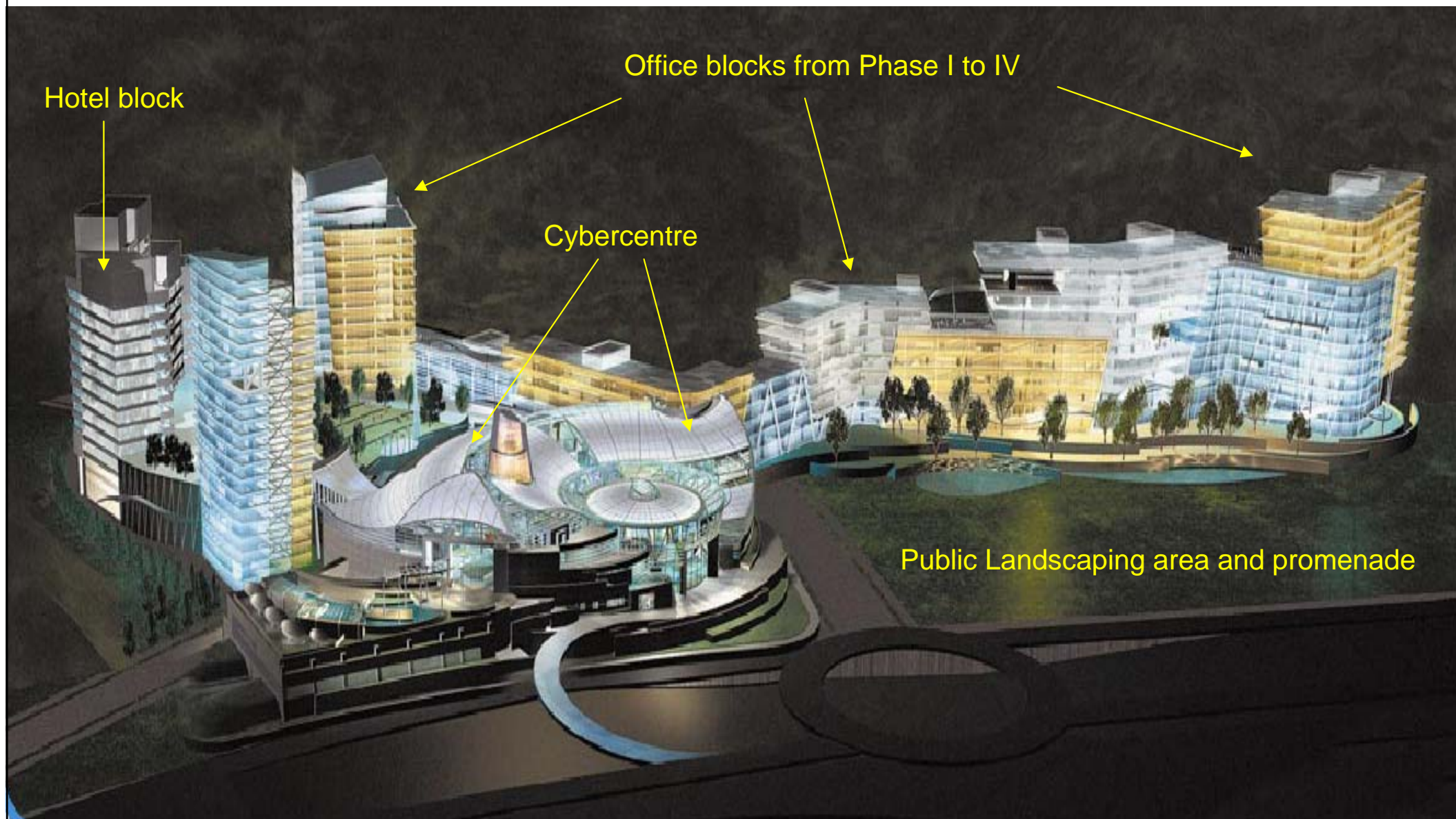
2002

Cyberport development



2009





Artistic view of the Cyberport development





Public  
open space  
in Cyberport





**Concluding this part of lecture:**

*Our fore-fathers have done a lot to create what we have today. Let's continue their effort with our sincerity and heart to make Hong Kong to be a nice place to live in for our coming generations.*



Recent Infrastructure Development  
that supports Hong Kong to be a  
highly efficient international city

*to be continued ....*