Planning Study on Future Land Use at 
Anderson Road Quarry

Stage 1 Community Engagement

PURPOSES

1. The purposes of this paper is to seek Sai Kung District Council’s comments on the initial land use options formulated under the Planning Study on Future Land Use at Anderson Road Quarry (the Study).

BACKGROUND

2. In January 2011, the Planning Department (PlanD) commissioned a consultancy firm to conduct the Study which will last for 18 months. The overall objective is to examine the future land use of the Study Site and the possible impacts of the proposed development on the surrounding areas.

3. PlanD consulted the Housing and Environmental Hygiene Committee of the Sai Kung District Council (SKDC) in May 2010 prior to the commencement of the Study. The Committee considered that large-scale residential developments at the Study Site would bring direct traffic impacts to the Sai Kung residents. As such, Members considered that the Study should also take into account any impacts of the proposed traffic measures on the Sai King district, and PlanD should submit the detailed traffic measures to SKDC for discussion once they are available.
STUDY SITE AND STUDY AREA

4. The Study Site is located on the southwestern slopes of the Tai Sheung Tok Hill in East Kowloon. It covers an area of about 86 hectares (Plan 1). The quarry on the Study Site is still in operation. According to the Civil Engineering and Development Department’s programme, a platform of about 40 hectares will be formed for future developments upon the completion of rehabilitation works in June 2016.

5. The Study Area has a total area of about 298 hectares, covering the Study Site, the Development at Anderson Road (DAR)\(^1\) to the southwest, and the residential estates nearby in the Sau Mau Ping area, including Shun Chi Court, Shun Lee Estate, Shun On Estate, Shun Tin Estate, Sau Mau Ping Estate, Sau Mau Ping (South) Estate, Po Tat Estate, Ma Yau Tong Village, etc. (Plan 1).

VISION AND PLANNING PRINCIPLES

6. The overall vision is to reshape the Study Site into a green and livable community that meets the territorial, district and local needs by providing land for residential, commercial, recreational and community uses. The Study will also take advantage of the distinct landform of the Study Site and fully consider the arrangements for pedestrian connections, traffic and other supporting infrastructures.

DEVELOPMENT CONSTRIANTS

7. The Study Site is subject to the following development constraints (Plan 2):

(i) Road – there is a lack of road capacity in the area. Some effective road improvement measures are required for any large-scale developments proposed at the Study Site.

\(^1\) Site formation works and construction of the associated infrastructure for the project are in progress for DAR. The proposed development will provide about 20 hectares of land for public rental housing with a planned population of about 48,300 as well as associated Government, institution and community facilities and public open space.
(ii) **Sewerage** – the existing and planned sewerage system in the area could only support a maximum population of about 30,000 at the Study Site.

(iii) **Protection of the ridgeline** – in accordance with the Hong Kong Planning Standards and Guidelines, the highest 20% of the Tai Sheung Tok ridgeline will be designated as “non-building area” so as to protect the landscape of that ridgeline.

(iv) **Drainage** – there are two underground water storage tanks on the platform of the Study Site. No building would be allowed in the areas of these two tanks.

(v) **Geology** – there are drop-cut areas\(^2\) and fault zones on the platform of the Study Site. Deeper foundation works incurring higher construction cost may be required for any high-rise developments in these areas and zones.

**DEVELOPMENT OPPORTUNITIES**

8. There are development opportunities at the Study Site (**Plan 3**):

(i) Located at the fringe of the urban area in Kowloon and with a platform of about 40 hectares, the Study Site is highly suitable for residential development to help address the territorial housing shortage problem. At the same time, the Study Site could provide commercial and community facilities to meet the residents’ needs and increase employment opportunities.

(ii) The Anderson Road Quarry has been operating since 1956. Its existing landform is formed by more than 50 years of quarrying. In the planning of the future land uses, we will respect the history of the Study Site and take advantage of its distinct landform for recreational and rock cavern developments.

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\(^2\) Drop-cuts were 30m to 60m deep and were formed due to mining of rock during quarry operation. They were subsequently backfilled with compacted general fill materials to the planned levels.
(iii) Tai Sheung Tok is one of the important ridgelines in Kowloon East, and there is a visual corridor between its summit and Jordan Valley. The benches of the rock faces are good locations for enjoying the grand views of Kowloon East and the Victoria Harbour.

(iv) In the planning and design of the future developments, the existing landform of the Study Site could be enhanced through greening so as to create a green and liveable community.

INITIAL LAND USE OPTIONS

Planned Population

9. The Consultants have undertaken various preliminary technical assessments including those for the traffic and sewerage aspects. It is estimated that with the implementation of appropriate road improvement measures, the Study Site could accommodate a maximum population of approximately 30,000. If more land has to be reserved for non-domestic uses (such as commercial, Government, Institution and Community (GIC), recreational, leisure and/or open space, etc.), both the land area for residential developments and the population would have to be reduced accordingly so as to reserve sufficient infrastructural capacities for the non-domestic uses. As such, we propose to adopt a planned population between 22,000 and 30,000 for the Study Site.

Housing Mix

10. As the adjacent developments in DAR would be wholly for public rental housing, a private-to-subsidized housing ratio of 80:20 is proposed in order to improve the housing mix of the area.

Planning Concept

11. Based on the above considerations, the proposed planning and design concepts for the future land uses should include the following basic components:
(i) to have the residential developments in the northwestern and southeastern portions of the Study Site;

(ii) to provide sufficient GIC facilities to meet the needs of the new developments, and to coordinate the provisions of the facilities with those planned for DAR;

(iii) to have low- to medium-rise non-domestic uses in the central part of the Study Site so as to avoid expensive deep foundation works in the drop-cut areas and preserve the visual corridor between the Tai Sheung Tok summit and Jordan Valley;

(iv) to construct a green promenade along the southwestern edge of the Study Site to serve the local residents while at the same time to provide visual relief to mitigate the visual impacts of DAR on the Study Site;

(v) to have rock cavern developments at the rock faces in the northeastern part of the Study Site and to make use of the benches on the rock faces for hiking and other recreational uses. Further study will be undertaken to examine the feasibility of connecting the proposed hiking trails to Section 3 of the Wilson Trail in Sai Kung; and

(vi) to enhance the accessibility of the Study Site, in particular the pedestrian connections to DAR.

12. Apart from the above basic components, the following two initial options are proposed by including different design concepts:

**Initial Option 1 (Plan 4)**

(i) the central part of the Study Site will be developed into a leisure and entertainment centre, providing retail, dining and entertainment facilities. A pedestrian area is proposed to avoid the conflicts between the pedestrian and vehicular traffic;
(ii) an elevated viewing deck with dining services will be constructed on the bench at the level of 250mPD to allow the visitors to enjoy the grand views of Kowloon East and the Victoria Harbour;

(iii) to extend the green promenade along the southwestern edge of the Study Site to a Quarry Park of more than 15 hectares with different recreational and sports facilities. The Park will provide a good destination for the residents in Sai Kung, Kwun Tong or even the whole Territory in holidays; and

(iv) part of the residential development in the northwestern part of the Study Site will be medium-rise to complement the open environment of the adjacent Quarry Park.

**Initial Option 2 (Plan 5)**

(i) the central part of the Study Site will be mainly for community facilities and open space, within which an open-air civic/event plaza will be provided as a meeting place for the residents;

(ii) to facilitate the local residents, the day-to-day shopping facilities will be incorporated within the residential developments while only two small sites are reserved for commercial developments; and

(iii) to reserve more land for GIC facilities to cater the needs of the residents and meet the shortfalls in the district.

**Rock Cavern**

13. In view of the history and landform of the quarry, it is considered that part of the Study Site has potential for rock cavern developments. As such, a rock face of no less than 300m frontage has been reserved for the possibility of future rock cavern developments. Based on the overseas experience, possible uses in rock caverns include wine cellar, restaurant, spa, etc.
Vehicular and Pedestrian Connections (Plan 6)

14. Two vehicular accesses to the Study Site are proposed. The primary access will be at the southeastern end to connect Po Lam Road while the secondary access will be in the southwest to connect DAR.

15. To address the issue of insufficient capacity of the road infrastructure, we have been working closely with the Transport Department. Based on the preliminary assessment, it is considered that apart from the traffic improvement measures proposed in the Study on DAR, the following junction and road improvement measures would be necessary:

(i) to add free flow lanes to the signal junctions at Tseung Kwan O Road/Lin Tak Road and New Clear Water Bay Road/Lung Cheung Road; and

(ii) to widen part of the carriageway of New Clear Water Bay Road from three to four traffic lanes.

Transport Department has no in-principle objection to the above road and junction improvement proposals. Before finalizing the details for implementation, a detailed traffic impact assessment will be undertaken and the District Councils will be consulted.

16. As for pedestrian connections, we propose to construct pedestrian facilities to connect the Kwun Tong town centre downhill via the planned facilities for DAR and the existing pedestrian network in Sau Mau Ping. The feasibility of including mechanical-assisted vertical circulation installations such as lifts and escalators will also be explored at the next stage of the Study.

STAGE 1 COMMUNITY ENGAGEMENT

17. There will be 2 stages of community engagement throughout the Study process to solicit the public views on the planning and related design of the future land uses at the Study Site. We are now conducting the Stage 1 Community Engagement to mainly collect the public views on the planning concepts and the initial land use options. The views collected will provide
important inputs to the formulation of the preferred option at the next stage of the Study.

18. A three-month Community Engagement program will be conducted till the end of November. Briefing sessions to relevant organizations and bodies (including District Councils, Area Committees, Town Planning Board and relevant professional institutes) will be arranged. A roving exhibition will be staged at different locations in Sai Kung and Kwun Tong, and a public forum will also be organized.

19. We hope that through this briefing session, Members could have better understanding of the initial options and could provide valuable views to us.

ATTACHMENTS

| Plan 1 | Study Area and Study Site |
| Plan 2 | Development Constraints |
| Plan 3 | Development Potentials |
| Plan 4 | Initial Land Use Options : Option 1 |
| Plan 5 | Initial Land Use Options : Option 2 |
| Plan 6 | Vehicular and Pedestrian Accesses |

PLANNING DEPARTMENT
August 2011
THE PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY

STUDY SITE AND STUDY AREA
THE PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY

DEVELOPMENT CONSTRAINTS
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INITIAL LAND USE OPTION : OPTION 1
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INITIAL LAND USE OPTION: OPTION 2
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VEHICULAR AND PEDESTRIAN ACCESSES