

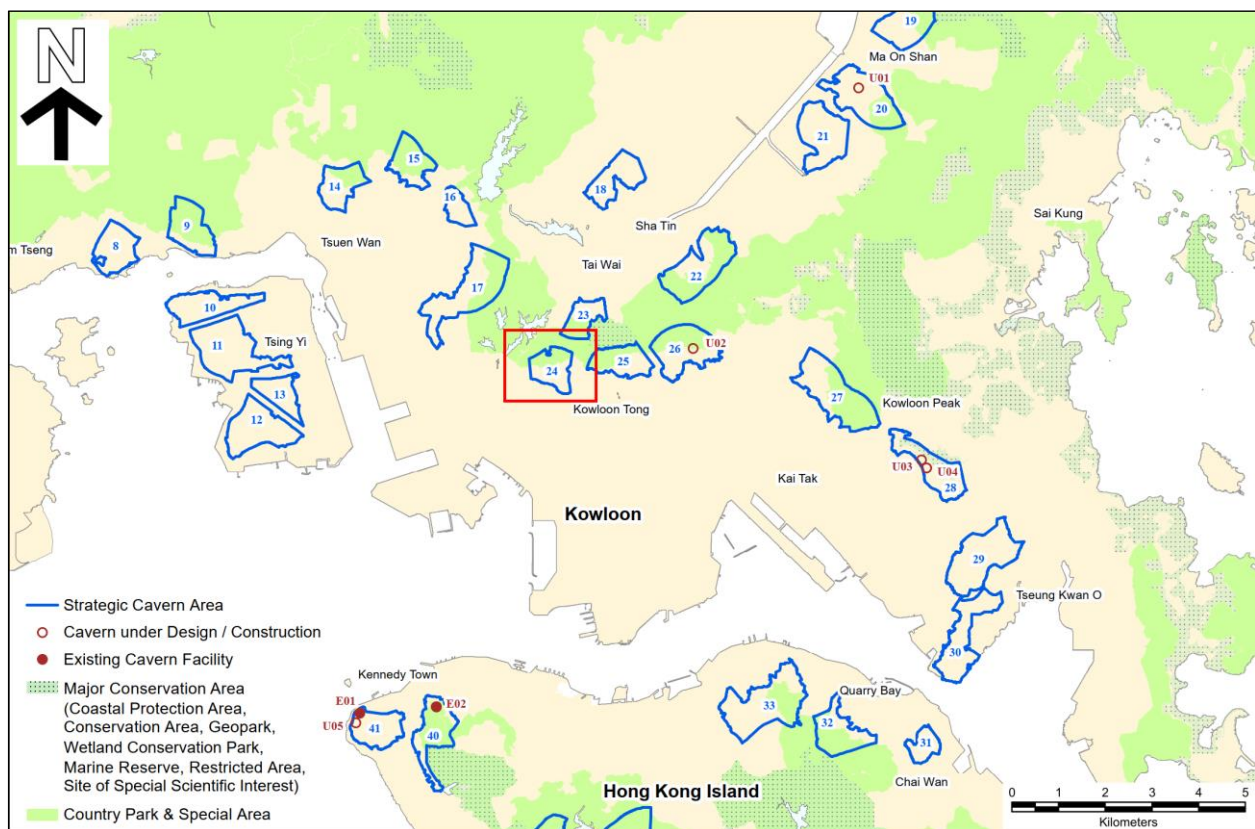
## **CAVERN MASTER PLAN – INFORMATION NOTE**

### **STRATEGIC CAVERN AREA NO. 24 – EAGLE’S NEST**

*This Information Note describes the characteristics and development constraints of Strategic Cavern Area No. 24 - Eagle’s Nest (the SCVA). It also denotes the extent of potential portal locations. The spatial context of the SCVA is illustrated in the Reference Drawing appended to this Information Note.*

*Reference should be made to the Explanatory Statement of the Cavern Master Plan for its background and purposes, as well as the definition and delineation criteria of SCVAs.*

#### **1. Location Plan**



## 2. Strategic Cavern Area Details

Outline Zoning Plans (OZPs) <sup>1</sup> :	Cheung Sha Wan OZP Shek Kip Mei OZP
Area:	62.6 ha
Maximum elevation in the SCVA:	+311 mPD
Minimum elevation in the SCVA:	+62 mPD

## 3. District Context

### Location

The SCVA is located at Eagle's Nest, which is situated partly in West Kowloon and partly in Lion Rock Country Park. Lion Rock Country Park is to the north of the SCVA, Beacon Hill is to the east, Shek Kip Mei is to the southeast and Cheung Sha Wan is to the southwest.

The SCVA is generally hilly with a maximum elevation of about +311 mPD. About half of the SCVA encroaches onto Lion Rock Country Park. To the southeast and southwest of the SCVA, at lower elevations, are Shek Kip Mei and Cheung Sha Wan which are mainly comprised of residential communities with medium- to high-rise developments, including Chak On Estate (about 100 m to the southeast of the SCVA), Lei Cheng Uk Estate (about 200 m to the south of the SCVA), So Uk Estate (about 150 m to the south of the SCVA) and planned public housing development at Chak On Road South (about 500 m to the southeast of the SCVA), planned student hostel developments at Tat Hong Avenue (about 700 m to the southeast of the SCVA) and industrial/business developments. There are a number of low-rise residential developments to the north of Ching Cheung Road and Lung Cheung Road, including Dynasty Heights (at the eastern boundary of the SCVA), Beacon Heights (about 300 m to the east of the SCVA), Monte Carlton and Villa Carlton (both at the southern boundary of the SCVA), Mont Verra (about 600 m to the east of the SCVA) and Mont Rouge (about 800 m to the east of the SCVA). In addition, there is also one planned low-density residential developments to the east of the SCVA (at Yin Ping Road) to the north of Lung Cheung Road.

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<sup>1</sup> For details of the latest land use zonings on the OZPs, please refer to the Town Planning Board Statutory Planning Portal 3 (<https://www.ozp.tpb.gov.hk/>).

In the proximity of the SCVA, there are a number of key Government, Institution or Community (GIC) facilities supporting the development of Shek Kip Mei and Cheung Sha Wan, including Caritas Medical Centre (about 250 m to the southwest of the SCVA), Tai Po Road Water Treatment Works (about 600 m to the west of the SCVA), Cheung Sha Wan Playground (about 1 km to the south of the SCVA) and clusters of service reservoirs, including Tai Wo Ping Salt Water Service Reservoir (at the southeastern boundary of the SCVA), Shek Kip Mei Fresh Water Service Reservoir, Shek Kip Mei No. 2 Fresh Water Service Reservoir and Shek Kip Mei No. 3 Fresh Water Service Reservoir (all about 450 m to the southeast of the SCVA), as well as Piper's Hill High Level Fresh Water Service Reservoir, Piper's Hill Salt Water Service Reservoir and Piper's Hill Low Level Fresh Water Service Reservoir (all about 500 m to the west of the SCVA).

#### Access

The SCVA is accessible from its southern edge via Tai Po Road and Lung Cheung Road. Regional connections could be routed through these two major roads.

The MTR Tsuen Wan Line and Kwun Tong Line serve the locality of Cheung Sha Wan and Shek Kip Mei. The nearest stations include Cheung Sha Wan Station and Lai Chi Kok Station of Tsuen Wan Line (about 800 m to the south and 900 m to the southwest of the SCVA respectively), and Shek Kip Mei Station of Kwun Tong Line (about 1,100 m to the southeast of the SCVA). Given these railway stations are at elevations of about 70 m lower than the SCVA, the SCVA would not be easily accessed by the public using the railway transit.

#### Existing / Planned Facility in SCVA

There is no existing or planned cavern facility within the SCVA.

## **4. Summary of Characteristics of Strategic Cavern Area**

### **4.1. Boundary**

The northern boundary of the SCVA is defined by Eagle's Nest Tunnel and the Beacon Hill Site of Special Scientific Interest (SSSI). The eastern boundary of the SCVA is defined by a geological feature (i.e. a photolineament) as well as the existing and proposed residential developments. The western boundary of the SCVA is defined by the Eagle's Nest Tunnel Ventilation Adit Tunnel. The southern boundary of the SCVA is defined by Tai Po Road and Lung Cheung Road.

## **4.2. Geology**

The solid geology of the SCVA is primarily medium-grained granite, which belongs to Kowloon Granite; coarse-grained granite, which belongs to Sha Tin Granite; and fine-grained granite, which belongs to Kowloon Granite. The SCVA is with the rock types that are suitable for the uses of rock caverns. A number of geological features, such as faults, photolineaments and isolated dykes, are identified within and in the areas surrounding the SCVA. The excavated fine-grained granite and medium-grained granite within the SCVA are suitable for reuse as construction aggregate. Other excavated rock can be used as road base material and for asphalt production, etc.

Further geological information of the SCVA can be found on the 1:20,000-scale Geological Map Sheet 11 (Hong Kong & Kowloon) published by the Geotechnical Engineering Office, Civil Engineering and Development Department.

## **4.3. Planning**

The SCVA is located in the fringe of the existing urban development in Shek Kip Mei and Cheung Sha Wan. The SCVA is not easily accessed by the public due to the difference in elevation from the railway stations. The southeastern and southwestern sides of the SCVA are the major residential development areas in Shek Kip Mei and Cheung Sha Wan. These areas consist of various low- to high-rise residential developments (e.g. Chak On Estate, Lei Cheng Uk Estate, So Uk Estate, planned public housing development at Chak On Road South, planned student hostel developments at Tat Hong Avenue, Dynasty Heights, Beacon Heights, Monte Carlton, Villa Carlton, Mont Verra, Mont Rouge and the one planned low-density residential developments at Yin Ping Road) supported by a number of GIC facilities (e.g. sports ground, hospital, school, water treatment plant and service reservoir, etc.).

#### **4.4. Environmental**

Environmental sensitive receivers to the potential caverns in the SCVA are the nearby existing and planned residential developments (e.g. Chak On Estate, Lei Cheng Uk Estate, So Uk Estate, planned public housing development at Chak On Road South, planned student hostel developments at Tat Hong Avenue, Dynasty Heights, Beacon Heights, Monte Carlton, Villa Carlton, Mont Verra, Mont Rouge and the one planned low-density residential developments at Yin Ping Road). The SCVA comprises wooded areas and shrubby hillsides, and encroaches onto Lion Rock Country Park and Water Gathering Grounds. Beacon Hill SSSI located at the northern boundary of the SCVA. A number of built heritages are located in the locality, including the declared monuments of Kowloon Reservoir Main Dam, Main Dam Valve House, Spillway Dam and Spillway Dam Recorder House to the northwest of the SCVA, the declared monument of Lei Cheng Uk Han Tomb to the south of the SCVA, and Dam of Kowloon Byewash Reservoir (Grade 2 historic building) to the west of the SCVA. In addition, an identified old footpath, namely “Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section)”, is located to the west of the SCVA. There are also natural or modified surface water courses within the SCVA.

All potential environmental constraints, which may impose restrictions on the potential caverns, should be identified and taken into account under the Environmental Impact Assessment Ordinance (EIAO) and other relevant ordinances, such as the Country Parks Ordinance. Project proponents are required to take into account the potential environmental constraints when planning each project and undertaking the environmental impact assessment under the EIAO to determine its environmental acceptability, potential environmental impacts and environmental mitigation measures required.

#### **4.5. Traffic**

The SCVA can be accessed from its southern edge via Tai Po Road and Lung Cheung Road. The potential portal locations are easily accessible from the primary road network given that Tai Po Road and Lung Cheung Road are Urban Primary Distributor Road and Urban Trunk Road respectively. Future development proposal considering cavern options shall carry out traffic impact assessment for the proposed uses in the SCVA.

#### **4.6. Other Key Issues / Constraints on Cavern Development**

The Eagle's Nest Tunnel, a vehicle tunnel, is about 50 m to the northwest of the SCVA. A Drainage Services Department's tunnel, namely the Lai Chi Kok Transfer Tunnel, is located to the south of the SCVA. Owing to the horizontal separation and difference in elevation, these tunnels would not pose any insurmountable constraint to the potential uses of rock caverns in the SCVA.

As the eastern boundary of the SCVA adjoins to the existing and proposed residential developments, the project proponents should take into account and to avoid adverse impact induced to the residential developments when pursuing cavern project in the vicinity in future.

Eagle's Nest Nature Trail and MacLehose Trail Section 5 are located within the SCVA. Project proponents shall take into account when considering cavern options.

## **5. Extent of Potential Portal Locations**

The extent of the potential portal locations is shown on the Reference Drawing.

The potential portal locations are at the slopes alongside the carriageways. The connections to portals may require adequate merging and diverging arrangements. The construction of portals and/or the merging and diverging arrangement for these accesses would likely involve slope excavation and construction of retaining structures.

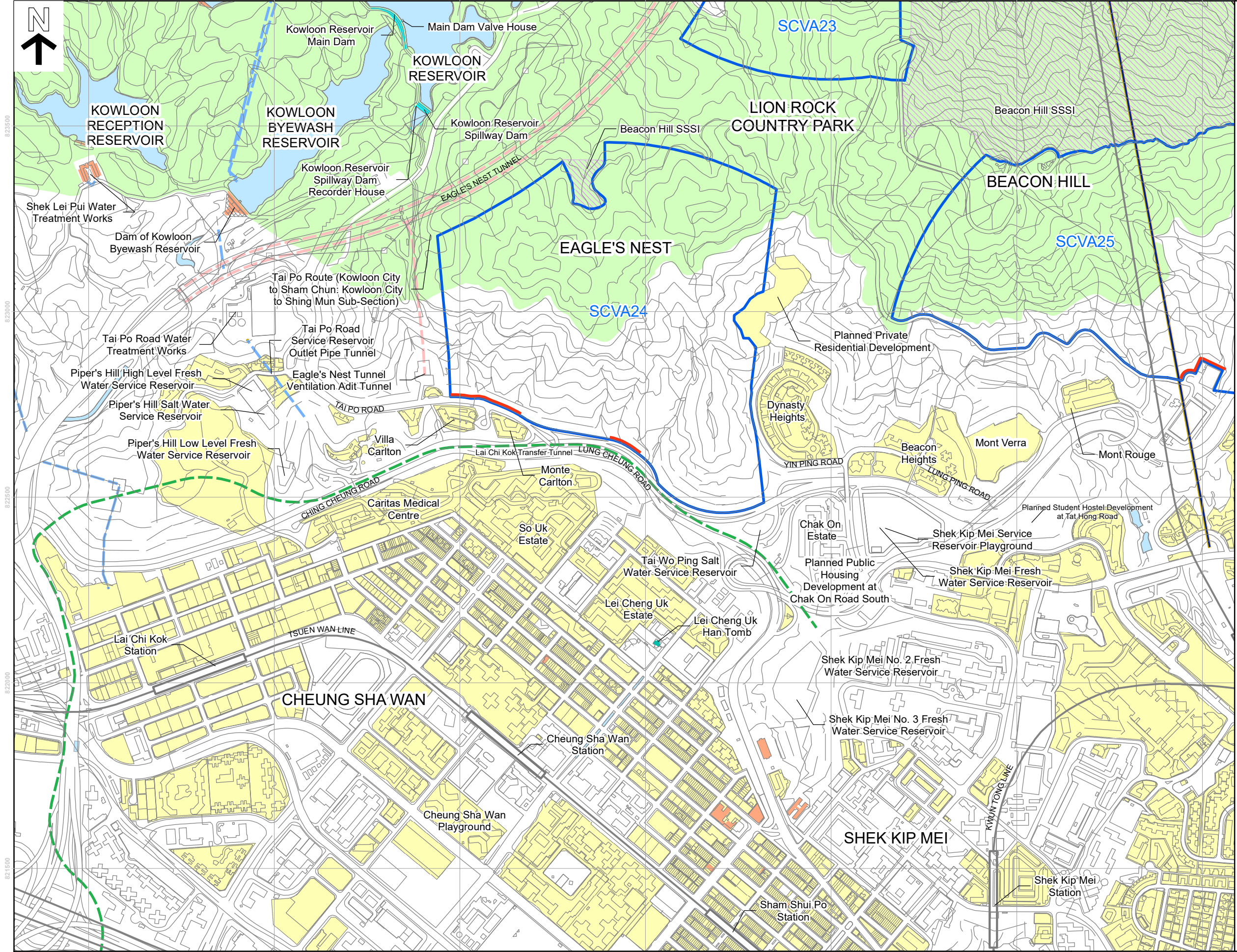
There are natural slopes above the extent of potential portal locations. There may be potential natural terrain hazards in the vicinity which may require further study by the project proponents.

Project proponents should carry out further studies on identifying specific locations of portals for projects considering cavern options.

## **6. Remarks to Information Note**

The Cavern Master Plan and all supporting documents do not exempt project proponents for cavern projects from following the relevant statutory procedures. Information including the extent of potential portal locations indicated in this Information Note should serve as reference materials only. In formulation of development proposals, project proponents should conduct the necessary studies and assessments relevant to each project stage. Reference should be made to the “Implementation” section of the Explanatory Statement of the Cavern Master Plan for further details.





**Legend**

- Strategic Cavern Area
- Extent of Potential Portal Locations
- Existing Railway Line / Light Rail / Tram
- Vehicle Tunnel
- Drainage Services Department Tunnel
- Water Supplies Department Tunnel
- Reservoir / River / Nullah
- Graded Historic Building
- Declared Monument (Site of Archaeological Interest)
- Declared Monument (Historic Building)
- Government Historic Site Identified by AMO
- Private Lot
- Country Park
- Abandoned Tunnel
- Site of Special Scientific Interest

Note: All private lots located inside the boundary of the Strategic Cavern Area have been excised. Project proponents shall check the latest land status with the Lands Department. Reference should be made to the Explanatory Statement of the Cavern Master Plan for the delineation criteria of Strategic Cavern Area.

