

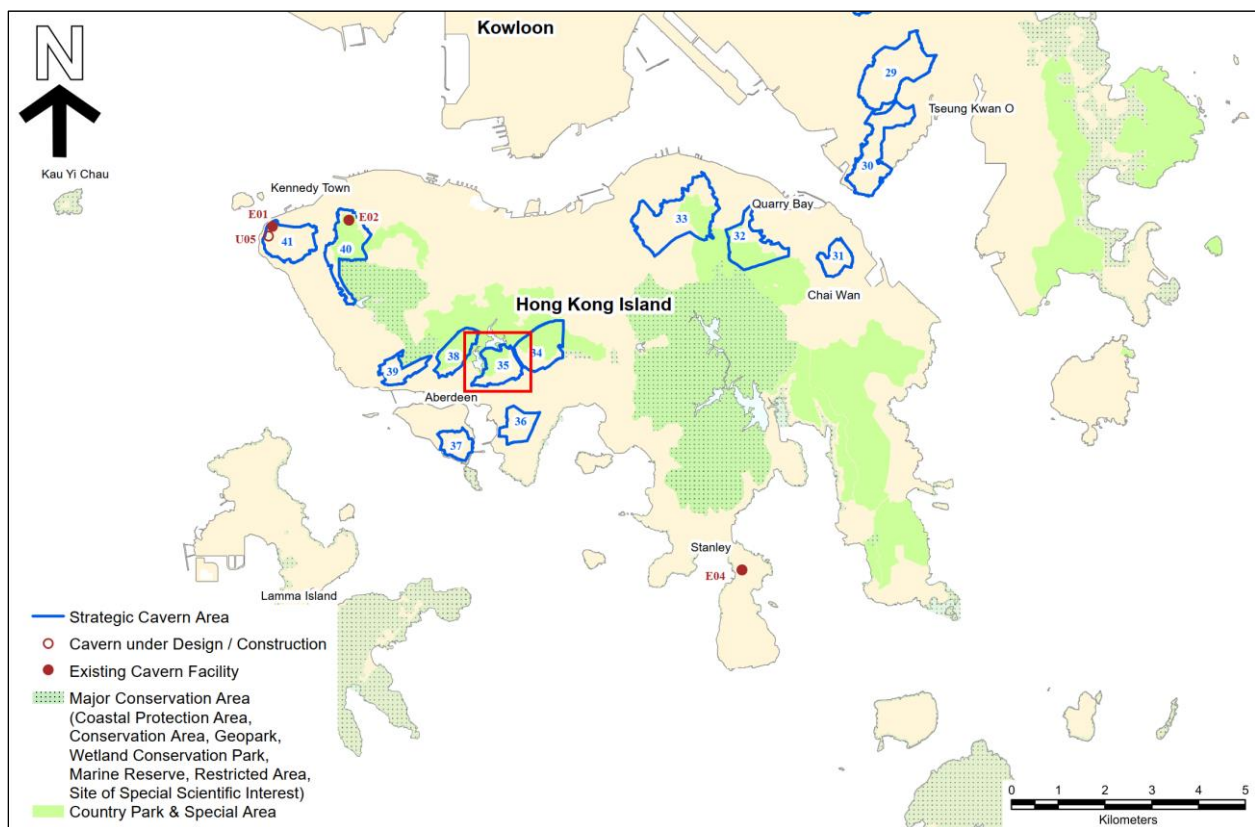
CAVERN MASTER PLAN – INFORMATION NOTE

STRATEGIC CAVERN AREA NO. 35 – BENNET’S HILL

This Information Note describes the characteristics and development constraints of Strategic Cavern Area No. 35 - Bennet’s Hill (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 Plan (OZP) ¹ :	Aberdeen and Ap Lei Chau OZP
Area:	57.6 ha
Maximum elevation in SCVA:	+214 mPD
Minimum elevation in SCVA:	+5 mPD

3. District Context

Location

The SCVA is located in the southern part of Hong Kong Island. It occupies the foothill area of Bennet's Hill in Wong Chuk Hang. Aberdeen Country Park is to the north of the SCVA, Shouson Hill is to the east, Wong Chuk Hang is to the south, and Shek Pai Wan and Aberdeen are to the west.

The SCVA is generally hilly with a maximum elevation of about +214 mPD. About half of the SCVA encroaches onto Aberdeen Country Park. To the east of the SCVA, the area of Shouson Hill is predominantly residential communities with low-to-high-rise developments such as Shouson Peak (about 800 m to the southeast of the SCVA). To the south of the SCVA, the industrial area in Wong Chuk Hang has been rezoned to "Other Specified Uses" annotated "Business" and gradually transformed into a new business area for information technology and telecommunications industries, non-polluting industries, office and other commercial uses, with high-rise developments clustering along Wong Chuk Hang Road and Heung Yip Road. To the west of the SCVA, Shek Pai Wan and Aberdeen are other residential areas with high-rise developments, including Shek Pai Wan Estate (about 250 m to the west of the SCVA), Yue Kwong Chuen (about 350 m to the west of the SCVA) and Aberdeen Centre (about 600 m to the west of the SCVA). The industrial related uses in Aberdeen are intended to be phased out gradually through redevelopment for residential uses.

In the proximity of the SCVA, there are a number of key Government, Institution or Community (GIC) facilities supporting the development of surrounding areas and the territory, including a cluster of hospitals and related facilities (such as Grantham Hospital at the southeastern boundary of the SCVA), Aberdeen Fresh Water Service Reservoir (about 400 m to the west of the SCVA) and Hong Kong Police College (about 300 m to the southeast of the SCVA). Ocean Park, one of the major recreational theme parks in Hong Kong, is located at about 500 m to the southeast

¹ 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/>).

of the SCVA. Aberdeen Upper Reservoir and Aberdeen Lower Reservoir are located to the north and west of the SCVA respectively.

Access

The SCVA is accessible from its southern edge via Yip Hing Street, Tong Bin Lane and Yip Kan Street. Regional connections could be routed through the nearby Wong Chuk Hang Road and Aberdeen Tunnel.

The MTR South Island Line serves the neighbouring areas of the SCVA. The nearest stations including Ocean Park Station (about 450 m to the southeast of the SCVA) and Wong Chuk Hang Station (about 200 m to the south of the SCVA). The MTR South Island Line (West) is proposed to serve the western and southern parts of Hong Kong Island. The South Island Line (West), together with the South Island Line and the Island Line, will form a railway loop covering the central and western parts of Hong Kong Island. The South Island Line (West) will comprise a proposed station in Aberdeen (exact location to be confirmed) which will serve the locality of the SCVA in future.

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 Aberdeen Upper Reservoir and its access road. The eastern boundary of the SCVA is defined by the valley topography. The western boundary of the SCVA is defined by Aberdeen Lower Reservoir. The southern boundary of the SCVA is defined by Yip Hing Street, Tong Bin Lane, Yip Kan Street, Wong Chuk Hang Road, and private lots in the “Other Specified Uses” annotated “Buisiness” zone at Wong Chuk Hang.

4.2. Geology

The solid geology of the SCVA is primarily fine ash vitric tuff, which belongs to Ap Lei Chau Formation. The SCVA is with a rock type that is suitable for the uses of rock caverns. A number of geological features, such as faults, photolineaments and isolated dykes, are identified within and in areas surrounding the SCVA. The excavated rocks within the SCVA 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 adjacent to various residential and commercial areas in Wong Chuk Hang, Shek Pai Wan, Aberdeen and Shouson Hill, and is also well connected to the rest of the territory by roads and railways.

Wong Chuk Hang has been transformed gradually into a business area with information technology and telecommunications industries, non-polluting industries, office and other commercial uses. In particular, various wine storage facilities have been developed, making use of the spacious industrial buildings and good connectivity available in this area.

The areas of Shek Pai Wan, Aberdeen and Shouson Hill are major residential communities consisted of low- to high-rise developments (e.g. Shek Pai Wan Estate, Yue Kwong Chuen and Aberdeen Centre) supported by various GIC facilities (e.g. sports hall, school, hospital, service reservoir, etc.). There is also a plan to redevelop the aged Yue Kwong Chuen for improvement of the living environment and provision of more residential flats.

4.4. Environmental

Environmental sensitive receiver to the potential caverns in the SCVA is the nearby existing school, namely Aberdeen Technical School. The Main Building and Annex of which are also Grade 3 historic buildings. About half of the SCVA encroaches onto Aberdeen Country Park, Water Gathering Grounds and wooded areas. There are natural and modified water courses within the SCVA. A number of historic structures, including the Valve House, Bridge and Dam of the Aberdeen Upper Reservoir (all are declared monuments), the Dam of the Aberdeen Lower Reservoir (declared monuments), the Valve House and Pump house of the Aberdeen Lower Reservoir (both are Grade 2 historic buildings), the Aberdeen Management Centre, Chemical House and Air Vents of the Aberdeen Lower Reservoir (all are Grade 3 historic buildings), are located in the proximity to the north-western boundary of the SCVA. Some other graded historic buildings such as Tin Hau Temple (Aberdeen) (Grade 3 historic building), Holy Spirit Seminary Chapel (Grade 3 historic building) and its Old Block (Grade 1 historic building) are also located near 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 Yip Hing Street, Tong Bin Lane and Yip Kan Street. Regional connections could be routed through the nearby Wong Chuk Hang Road and Aberdeen Tunnel.

The extent of potential portal locations is easily accessible from the primary road network via the eastbound lower carriageway of Wong Chuk Hang Road, and from other areas of Hong Kong via the Aberdeen Tunnel, of which both accesses are with high capacity.

There are existing roadside carparking spaces along Yip Hing Street. The project proponent should take into account the existing roadside car parking spaces along Yip Hing Street when considering cavern options in the SCVA.

There are local concerns on the traffic capacity of the local roads in the Southern District, particularly for Aberdeen Tunnel and Ap Lei Chau Bridge Road. Project proponents should take account of the concerns in considering cavern options and review and assess any potential traffic impact on both local and district bases.

The project proponent would be required to assess the traffic impacts to the road networks in the vicinity and carry out traffic improvement measures so as to ensure that the traffic infrastructure could cope with the additional traffic flow brought by the project when considering cavern options in the SCVA.

4.6. Other Key Issues / Constraints on Cavern Development

A proposed railway tunnel for the South Island Line (West) will be located to the south of the SCVA. Several abandoned tunnels are approximately 50 m and 400 m to the southwest of the SCVA. Owing to the difference in elevation with respect to the potential portal locations, these tunnels would not pose any insurmountable constraint on the potential uses of rock caverns within the SCVA.

Aberdeen Nature Trail and Hong Kong Trail Section 4 are also 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.

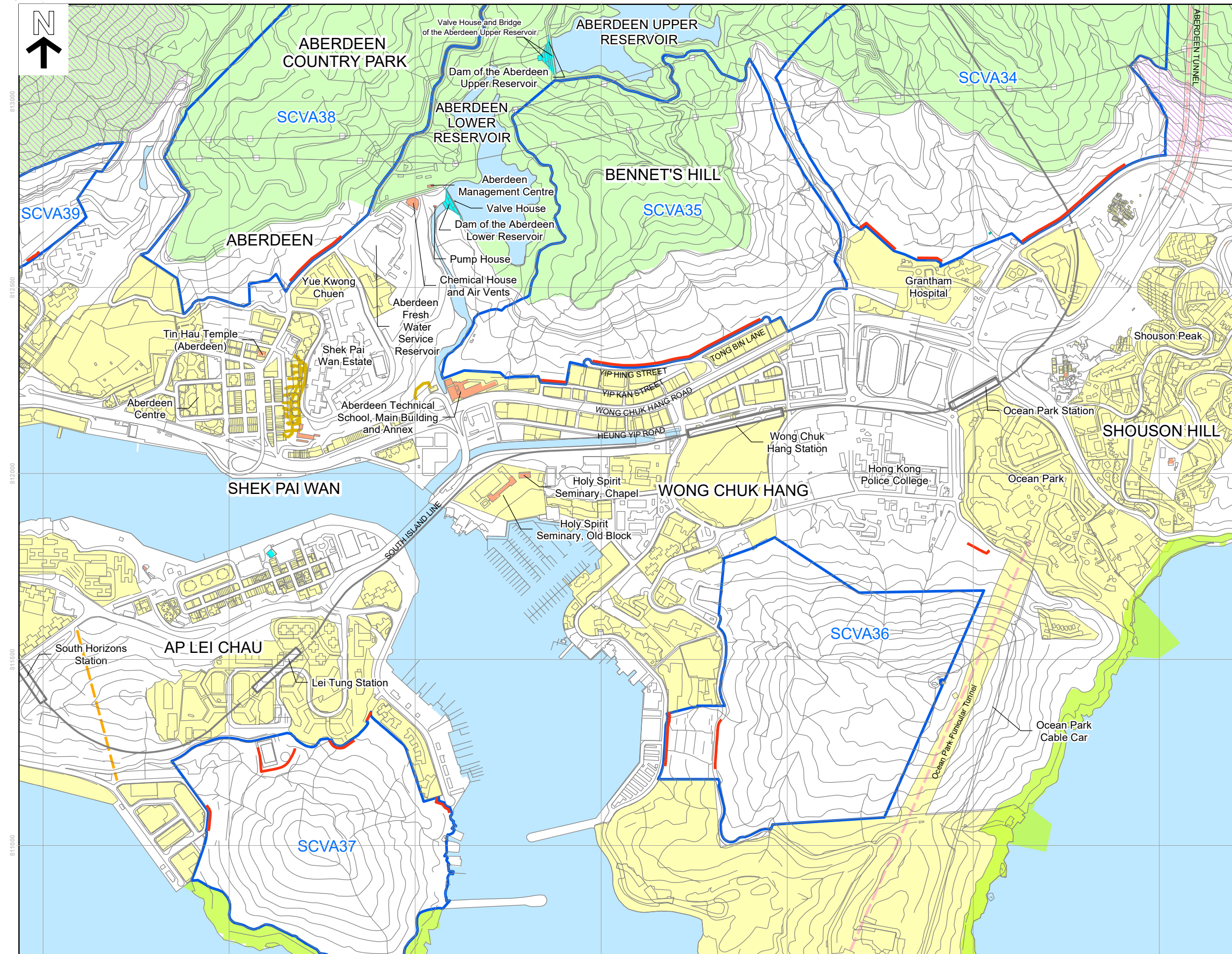
The SCVA is accessible from Yip Hing Street, Tong Bin Lane and Yip Kan Street to the south of the SCVA. Yip Hing Street and Tong Bin Lane are relatively steep and may pose constraint to uses that require frequently access by heavy vehicles. Given the existing setting, the potential portal locations in these two roads would be suitable to accommodate low traffic-generating activities. As they are located at the slopes adjacent to the carriageways, portal access could be made by provision of suitable run-in/out or priority controlled junction, depending on the proposed use. For the extent of potential portal location on Yip Kan Street, it is easily accessible from the primary road network via Wong Chuk Hang Road and hence could support a wide range of traffic-generating activities. It is on the slope adjacent to the carriageway and portal access could be made by provision of suitable run-in/out or priority controlled junction, depending on the proposed use.

There are natural slopes above the potential portal locations. There may be potential natural terrain hazards in the vicinity which will 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

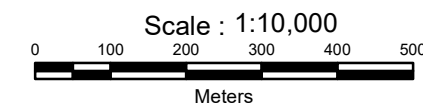
The Cavern Master Plan and all supporting documents do not exempt project proponents for cavern projects from following the relevant statutory procedures. Information including the extent of potential portal locations indicated in this Information Note should serve as reference materials only. In formulation 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
- Cable Tunnel / Gas Tunnel
- Vehicle Tunnel
- Reservoir / River / Nullah / Sea
- Graded Historic Building
- Declared Monument (Site of Archaeological Interest)
- Declared Monument (Historic Building)
- Private Lot
- Country Park
- Abandoned Tunnel
- Site of Special Scientific Interest
- Coastal Protection Area (CPA)

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.



REFERENCE DRAWING OF STRATEGIC CAVERN AREA NO. 35 - BENNET'S HILL

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
PLANNING DEPARTMENT



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