CAVERN MASTER PLAN – INFORMATION NOTE

STRATEGIC CAVERN AREA NO. 33 – BRAEMAR HILL

This Information Note describes the characteristics, key development opportunities and constraints of Strategic Cavern Area No. 33 - Braemar Hill (the SCVA). It indicates the potential land uses suitable for cavern development within the area but would not pre-empt other possible land uses put forward by the project proponents with justifications. 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): 
- Approved North Point OZP No. S/H8/26
- Approved Quarry Bay OZP No. S/H21/28
- Approved Jardine’s Lookout & Wong Nai Chung Gap OZP No. S/H13/12

Area: 161.4 ha
Maximum elevation in the SCVA: +313 mPD
Minimum elevation in the SCVA: +5 mPD

3. **District Context**

**Location**

The SCVA is located in the northeastern part of Hong Kong Island. It occupies the area of Braemar Hill and Lin Fa Kung Hill in North Point. Quarry Bay is located to the east of the SCVA, Tai Tam Country Park (Quarry Bay Extension) is to the southeast, Tai Hang and Causeway Bay are to the west and North Point is to the north.

The SCVA is generally hilly with a maximum elevation of about +313 mPD. A majority of eastern portion of the SCVA encroaches onto Tai Tam Country Park (Quarry Bay Extension). The MTR Quarry Bay Station and Braemar Hill Fresh Water Service Reservoir are located at the northeastern and northern portions of the SCVA respectively.

There are several developed communities around the SCVA. To the east is a major residential and commercial area in Quarry Bay with high-rise and high-density developments including Taikoo Shing (about 350 m to the east of the SCVA) and Taikoo Place (about 50 m to the east of the SCVA). To the west are Tai Hang and Causeway Bay. Tai Hang is mainly a residential area with medium- to high-rise housing developments including Lai Tak Tsuen (at the western boundary of the SCVA), while Causeway Bay is a major commercial and shopping area. To the north is North Point which is another major commercial and residential area with high-rise and high-density developments clustering along Java Road and King’s Road (both to the north of the SCVA).
There are various Government, Institution and Community (GIC) facilities serving the local areas as well as the territory, such as Victoria Park (about 350 m to the west of the SCVA), Hong Kong Stadium (about 750 m to the southwest of the SCVA), Hong Kong Shue Yan University (about 250 m to the northwest of the SCVA), Quarry Bay Salt Water Service Reservoir (abutting eastern boundary of the SCVA), North Point High Level Fresh & Salt Water Service Reservoirs (about 20 m to the north of the SCVA), North Point West Fresh Water Service Reservoir (about 30 m to the northwest of the SCVA). Also, a number of schools including Chinese International School, Hong Kong Japanese School, St. Joan of Arc Secondary School, Pui Kiu Middle School, etc. are located to the immediate north of the SCVA.

Access

The SCVA is accessed from its northeastern edges via Pak Fuk Road, Tin Hau Temple Road and Tsat Tsz Mui Road; from its eastern edge via an access road to Parker Terrace off Mount Parker Road; from its northwestern edge via Yee King Road; and from its northern edge within Braemar Hill Road Playground adjacent to Braemar Hill Road. Regional connections could be routed through the nearby Island Eastern Corridor, Eastern Harbour Crossing and Central – Wan Chai Bypass (under construction).

The MTR Island Line and Tseung Kwan O Line serve the neighbouring areas of the SCVA. The closest stations include Island Line’s Tai Koo Station (about 400 m to the east of the SCVA), Quarry Bay Station (at north-eastern corner of the SCVA; interchange station of Island Line and Tseung Kwan O Line), North Point Station (about 730 m to the north of the SCVA; interchange station of Island Line and Tseung Kwan O Line), Fortress Hill Station (about 350 m to the northwest of the SCVA) and Tin Hau Station (about 200 m to the northwest of the SCVA).

The proposed MTR North Island Line, with a planned implementation schedule from 2021 to 2026, will serve the northern part of the Hong Kong Island by extending the Tung Chung Line eastward and the Tseung Kwan O Line westward. The North Point Station at the northern side of the SCVA will serve as an interchange station of the proposed North Island Line and the existing Island Line and Tseung Kwan O Line.

Further to the north of the SCVA is the North Point Ferry Pier (about 1 km to the north of the SCVA) which provides passenger ferry services to Hung Hom, Kowloon City and Kwun Tong. Ferry services for Dangerous Goods Vehicles to Kwun Tong, Mui Wo and Discovery Bay are also provided at the North Point Vehicular Ferry Pier (about 800 m to the north of the SCVA).
Land Use Zoning

Under the Approved North Point OZP No. S/H8/26, the Approved Quarry Bay OZP No. S/H21/28 and the Approved Jardine’s Lookout & Wong Nai Chung Gap OZP No. S/H13/12, the northeastern, northern and western parts of the SCVA are mainly zoned “Green Belt” (“GB”). There is a “Government, Institution or Community” (“G/IC”) zone reserved for a service reservoir at the hilltop above Yee King Road in the western portion of the SCVA. A small part of the SCVA near Braemar Hill Road is zoned “Open Space”. A portion of the SCVA is zoned “Country Park” (“CP”) which is part of Tai Tam Country Park (Quarry Bay Extension). The remaining area of the SCVA is not covered by any Statutory Plan. The surrounding areas of the SCVA are mainly zoned “CP”, “GB”, “G/IC”, “Residential (Group A)”, “Residential (Group B)”, “Open Space”, “Commercial” and “Other Specified Uses” annotated “Radio Communication Station”, with the area to the southeast of the SCVA not covered by any Statutory Plan.

For details of the latest land use zonings on OZPs, please refer to the Town Planning Board website (http://www.tpb.gov.hk).

There is currently 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 mainly defined by Cloud View Road, Pak Fuk Road, Po Luen Path, private residential developments including Braemar Hill Mansions, and schools. The eastern boundary of the SCVA is defined by Mount Parker Road, King’s Road, some private lots and residential developments of Parker Terrace. The western boundary of the SCVA is defined by Yee King Road and residential developments including Lai Tak Tsuen. The southern boundary of the SCVA is defined by an extent of 800 m from the potential portal locations.

4.2. Geology

The solid geology of the SCVA is primarily fine-grained granite and fine- to medium-grained granite, which belong to Mount Butler Granite. The SCVA is with the rock types that are suitable for cavern development. Some geological features, such as photolineaments, are identified within and in areas surrounding the SCVA. The excavated rock within the SCVA will be suitable for reuse as construction aggregate.
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 surrounded by long-established urban developments in Quarry Bay, Tai Hang, Causeway Bay and North Point along the northern coast of Hong Kong Island. They are the major commercial and residential communities in the northern part of Hong Kong Island. There is potential for the SCVA to support these communities with a view to addressing some of the existing urban problems, given the SCVA and the surrounding areas are well connected by highways and railways to the rest of the territory.

The abovementioned areas consist of various medium- to high-rise residential developments (e.g. Taikoo Shing, Lai Tak Tsuen and Braemar Hill Mansions) which are supported by a number of GIC facilities (e.g. sports ground, service reservoir, school, etc.). In view of the existing compact and high density built environment and large population in the areas, there is opportunity for the SCVA to provide solution space to improve the living environment, for example, by providing GIC uses (e.g. sports and recreational facilities) in caverns and relocating existing infrastructure facilities (e.g. service reservoir) and utility installations (e.g. electricity substation) to cavern with a view to releasing surface land for other beneficial uses (e.g. community facilities). This could maximise community benefits and enable more effective utilisation of land resources in the district while preserving the natural landscape of Braemar Hill and Lin Fa Kung Hill as a green backdrop to the surrounding communities.

Quarry Bay, Causeway Bay and North Point are major commercial areas in the northern part of Hong Kong Island, with key commercial developments such as Taikoo Place and a number of shopping centres. The remaining industrial areas in the proximity to Shipyard Lane, Westlands Road and Tong Chong Street are intended to be phased out through redevelopment for commercial use. Given that the areas are well served by roads and railways, and the connectivity will be further enhanced by the proposed MTR North Island Line, the SCVA has the potential to support expansion of commercial activities by providing new space for suitable land uses, such as retail, food/wine storage and warehousing (such as mini-storage). As the MTR Quarry Bay Station is located on the eastern portion of the SCVA, cavern development may be integrated with the railway station to provide better connectivity to the district.
Several data centres have been developed in the Eastern District, such as those in the industrial areas in Chai Wan and Taikoo Place in Quarry Bay. Given that there are commercial related uses in the vicinity, there is potential for the SCVA to provide additional space to support future expansion of the industry by housing more data centres and related facilities in caverns, which is in line with the Government’s policy objective to promote Hong Kong as a data centre hub.

4.4. Environmental

Environmental sensitive receivers to cavern development in the SCVA are the nearby residential developments (e.g. Parker Terrace, Braemar Hill Mansions and Lai Tak Tsuen) and schools (e.g. St Joan of Arc Secondary School, Chinese International School and Hong Kong Japanese School). The SCVA encroaches onto Tai Tam Country Park (Quarry Bay Extension). There are wooded areas, natural and modified water courses within the SCVA. A number of built heritages are identified in the vicinity of the SCVA. Former Quarry Bay School (Grade 3 historic building), Woodside, Mansion and Garage (both Grade 2 historic buildings) are located close to the eastern boundary of the SCVA. Hong Kong Red Swastika Society Building (Grade 2 historic building), Scout Den, Queen's College (Grade 2 historic building), No. 12 School Street (Grade 3 historic building), No. 4 Second Lane in Tai Hang (Grade 3 historic building), No. 2 Li Kwan Avenue (Grade 3 historic building) and Haw Par Mansion (Grade 1 historic building) are identified in the area to the west of the SCVA. Tin Hau Temple (Causeway Bay) and Lin Fa Temple are declared monuments located in the proximity to the western boundary of the SCVA.

All potential environmental constraints, which may impose restrictions on cavern development, should be identified and taken into account in cavern development proposals 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 cavern development 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 northeastern edges via Pak Fuk Road, Tin Hau Temple Road and Tsat Tsui Road; from its eastern edge via an access road to Parker Terrace off Mount Parker Road; from its northwestern edge via Yee King Road; and from its northern edge within Braemar Hill Road Playground adjacent to Braemar Hill Road. Regional connections could be routed through the nearby Island Eastern Corridor, which is located to the north of the SCVA.
King’s Road, which is the main connection road between the SCVA and Island Eastern Corridor and the rest of the territory, is anticipated to have sufficient capacity for various traffic generating activities. The project proponents would be required to review the traffic impact on a project specific basis. The access at Yee King Road to the northwest of the SCVA is well connected to the rest of the territory via Lai Tak Tsuen Road and Tai Hang Road. There are traffic congestion issues at Braemar Hill Road during school peak hours which should be taken into account by the project proponents when identifying suitable access for cavern development proposals. The potential portal location at Braemar Hill Road Playground shall be suitable for pedestrian emergency exit from caverns only. The trams service along King’s Road should be taken into account as a whole by the project proponents when developing cavern proposals.

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

Two railway tunnels of the MTR Island Line and Tseung Kwan O Line and Quarry Bay Station are located in the northeastern portion of the SCVA. Towngas Braemar Hill Gas Main Tunnel is located in the western portion of the SCVA. The Water Supplies Department’s Kornhill Tunnel is about 500 m to the east of the SCVA. There are also Drainage Services Department’s tunnels located in the vicinity of the SCVA namely the Hong Kong West Drainage Tunnel (approximately 50 m to the southwest of the SCVA) and the Wan Chai East and North Point Trunk Sewer Tunnels (200 m or above to the north of the SCVA). Vehicle tunnel of the Eastern Harbour Crossing is located approximately 250 m to the northeast of the SCVA. Based on the latest available information, the two tunnels of the proposed North Island Line will be about 200 m to 500 m to the north of the SCVA.

Although there are a number of underground structures within and surrounding the SCVA, they are not likely to pose insurmountable constraint on cavern development within the SCVA. Project proponents should take into account such existing and future underground infrastructure when pursuing cavern development projects.
5. Potential Land Uses

The potential land uses for the SCVA are as follows:

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<thead>
<tr>
<th>Land use</th>
<th>Description</th>
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<tbody>
<tr>
<td>Data Centre</td>
<td>The SCVA is in the Eastern District which has been developed with several data centres, such as those in the industrial areas in Chai Wan and Taikoo Place in Quarry Bay. There are also commercial related developments in the areas. There is potential for the SCVA to provide additional space to support the industry by housing data centres and related facilities in caverns. This would be in line with the Government’s policy to promote Hong Kong as a data centre hub.</td>
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<tr>
<td>Leisure centre / sports centre</td>
<td>The SCVA is located adjacent to a large population catchment as it is close to the existing major residential communities in Quarry Bay, Tai Hang and North Point. There is potential for the SCVA to support these neighbouring communities and to improve the living environment by providing additional supporting community facilities, such as leisure centre/sports centre and/or indoor swimming pool/complex, to meet the rising demand.</td>
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<tr>
<td>Indoor swimming pool / complex</td>
<td>The extent of potential portal locations is in close proximity to the existing residential developments (e.g. Braemar Hill Mansions and Lai Tak Tsuen) and railway stations (including Quarry Bay Station which is within the SCVA, Fortress Hill Station and Tin Hau Station which are about 350 m and about 200 m from the SCVA respectively). The ease of access by local residents enhances the potential for housing such facilities in the SCVA.</td>
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<tr>
<td>Land use</td>
<td>Description</td>
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<tr>
<td>Retail</td>
<td>The SCVA is adjacent to the existing major commercial and residential areas (e.g. Causeway Bay, Quarry Bay, Tai Hang and North Point) and railway stations (including Quarry Bay Station within the SCVA, Fortress Hill Station and Tin Hau Station which are about 350 m and about 200 m from the SCVA respectively). It has good connectivity and is easily accessible by the general public. The SCVA has potential to support the possible expansion of the commercial activities, such as retail establishments, by providing additional space for commercial/retail uses. The provision of retailing services in the SCVA could help meet the increasing demand from the residential communities nearby.</td>
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<tr>
<td>Service Reservoir</td>
<td>Given that the SCVA is adjacent to various residential communities in Quarry Bay, Tai Hang and North Point, there is opportunity for the SCVA to provide alternative space for relocating the existing infrastructure facilities (e.g. service reservoir) and utility installations (e.g. electricity substation) in the vicinity, so as to release the surface land for other uses to support the neighbouring communities.</td>
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<tr>
<td>Public Utility Installation</td>
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<tr>
<td>Warehousing</td>
<td>Given the proximity to the existing major commercial and residential communities as well as the good connectivity of the SCVA as described above, there is potential for the SCVA to provide space for warehousing (such as mini-storage) and food/wine storage related land uses to support the commercial and residential developments in these areas. This can meet the demand from both local communities and the territory.</td>
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<tr>
<td>Food/Wine storage</td>
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Note: Zoning amendment/planning application may be required to facilitate the pursuit of the above potential land uses.

6. **Extent of Potential Portal Locations**

The extent of the potential portal locations is shown on the Reference Drawing.
The SCVA is accessed from Yee King Road and Braemar Hill Road Playground to the northwest and north; Pak Fuk Road, Tin Hau Temple Road and Tsat Tsz Mui Road to the northeast; and an access road to Parker Terrace off Mount Parker Road to the east of the SCVA.

The potential portal locations along these roads are generally adjacent to existing slopes which provide relatively easy access to the SCVA. The extent of potential portal locations along Yee King Road and Pak Fuk Road may be suitable for developing multiple portals. The potential portal location at the end of Tin Hau Temple Road may be suitable for developing single portal given the limited space. Project proponents should take account the gradient and alignment of the access road and the proximity to private lots when considering portal locations.

The access road to Parker Terrace off Mount Parker Road is restricted for use by the residents only. Further liaison with the local residents is required when considering potential portal at this location. Given that the access road is narrow and restricted in nature, it may be only suitable for low-traffic generating activities only. The extent of potential portal location at Braemar Hill Road Playground shall be suitable for emergency pedestrian exit from caverns only. In deriving the development proposal in the SCVA, the project proponents should take into account the traffic conditions of Braemar Hill Road in particular during school peak hours and is required to conduct necessary studies and assessments relevant to each project stage and review and assess any potential traffic impact on both local and district basis.

As the MTR Quarry Bay Station is located within the SCVA, additional pedestrian access to the cavern development may be considered if appropriate.

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

Project proponents should carry out further studies on identifying specific locations of portals for the proposed cavern development.

7. **Concluding Remarks**

The SCVA presents an opportunity for rock cavern developments to serve the neighbouring residential communities (e.g. by housing leisure centre/sports centre, indoor swimming pool/complex, service reservoir or public utility installation), provide space for potential commercial uses (e.g. by housing retail, food/wine storage or warehousing) and facilitate the growth of the data centre industry (i.e. by housing data centres and related facilities). Project proponents for cavern development should take due consideration of the existing and proposed residential developments, environmental sensitive receivers, and the accessibility for cavern development, to minimise the interfacing issues and bring about greater synergy and opportunities.

Information Note (SCVA33 – Braemar Hill)
8. Notes

The Cavern Master Plan and all supporting documents do not exempt project proponents for cavern development from following the relevant statutory and planning procedures. Information including the potential land uses and 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.