

**For discussion
on 26 February 2013**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Planning Study on Future Land Use at Anderson Road Quarry –
Final Recommended Outline Development Plan**

INTRODUCTION

The Planning Department (PlanD) carried out the Stage 2 Community Engagement (CE) on the draft Recommended Outline Development Plan (RODP) for the Planning Study on Future Land Use at Anderson Road Quarry – Feasibility Study (the Study) from June to September 2012. Taking into account the public views collected, the Final RODP has been formulated for the future development of the Anderson Road Quarry (the Study Site). This paper briefs Members on the public views collected during the Stage 2 CE and the Final RODP formulated.

**STAGE 2 COMMUNITY ENGAGEMENT AND MAJOR VIEWS
COLLECTED**

2. Apart from our consultation with the Town Planning Board (TPB), the Planning Sub-committee of the Land and Development Advisory Committee, Kwun Tong District Council (DC), Sai Kung DC and the Area Committees of Kwun Tong and Sai Kung districts, a paper on the draft RODP (No. CB(1)2207/11-12(12)) was submitted to the Legislative Council (LegCo) Panel on Development in June 2012. Moreover, we organised a public forum on 28 July 2012, which was attended by about 40 participants, and a Design Ideas Competition on the proposed Quarry Park and the future treatment of the

existing rock face from late July to late September 2012 with a total of 23 entries received¹. Roving exhibitions were also staged at various locations in Kwun Tong, Sau Mau Ping, Tseung Kwan O, as well as the North Point Government Offices. In addition, we conducted two site visits with the Kwun Tong DC Members on the proposed road/junction improvement measures and pedestrian connections between the Study Site and the Kwun Tong town centre.

3. The public's written comments were also invited. A total of 307 submissions were received during the Stage 2 CE, among which 304 were from individuals and three were from organizations². 287 of the submissions were in the form of a standard letter, which were mostly from the residents of the nearby Po Tat Estate. A report on the Stage 2 CE summarising the public views collected has been uploaded onto the Study's website for public reference.

4. Overall speaking, the consultees generally accepted the proposed planned population of 23,000 and private-to-subsidised housing ratio of 80:20 in order to achieve a balanced housing mix since Kwun Tong and Sau Mau Ping are already dominated by the public rental housing (PRH) and Development at Anderson Road (DAR) to the immediate southwest of the Study Site will be wholly for developing PRH (about 18,000 units to cater for a planned population of about 48,300)³. Also, no objection to the proposed use of the subsidised housing site for the Home Ownership Scheme (HOS) development had been received. Whilst some consultees suggested reducing the scale of the proposed development to lessen the future traffic demand, there was also a view

¹ A seven-member Jury Panel was formed to select the three winning and five merit prizes among the 23 entries received. The seven members are Prof. Patrick S.S. Lau (Ex-Legislative Councillor), Mr. Bunny C.B. Chan (Chairman, Kwun Tong DC), Mr. George S.F. Ng (Chairman, Sai Kung DC), Mr. Bosco C.K. Fung (Fellow, Hong Kong Institute of Planners), Mr. Leslie H.C. Chen (Associate Professor, Division of Landscape Architecture, University of Hong Kong), Ar. Dominic K.K. Lam (President, Hong Kong Institute of Architects) and Prof. L.G. Tham (Associate Dean, Faculty of Engineering, University of Hong Kong).

² The three organizations were the Residents' Association of Po Tat Estate, Designing Hong Kong and the Association for Geoconservation, Hong Kong.

³ The DAR is located in an area below Anderson Road. Site formation works and construction of associated infrastructure for the project are in progress. This development will provide about 20 hectares of land for public rental housing to cater for a planned population of about 48,300, as well as the associated government, institution or community facilities and public open space.

proposing to further increase the development intensity so as to help address the current tight housing supply situation. As regards the other land uses, some consultees considered that more commercial and tourism facilities should be provided at the Study Site.

5. In terms of urban design and landscape, the low-rise Civic Core to preserve the existing visual corridor, and the concept of “living in the park” were generally agreed and supported. The proposed Quarry Park, hiking trails, lookouts and vertical transportation system on the rock face were also well received. Moreover, the Design Ideas Competition was welcomed with a number of creative and innovative proposals received for the Quarry Park and rock face.

6. Same as for the Stage 1 CE, the cumulative traffic impacts of the future developments at the Study Site and the DAR nearby remained the focus of concerns. There was no objection to the proposal of diverting more future traffic to Tseung Kwan O Road, subject to the completion of the planned Tseung Kwan O-Lam Tin Tunnel to free up part of the capacity of Tseung Kwan O Road. There was also general support for the proposed road/junction improvement measures and pedestrian connections between the Subject Site and the Kwun Tong town centre, while additional and alternative pedestrian routes have been proposed by the Kwun Tong DC Members and local residents.

FINAL RODP

Major Refinements to the Draft RODP

7. Taking into account the public views received during the Stage 2 CE and the pressing need to increase housing land supply, PlanD undertook a review to examine the possibility of further increasing the planned population of the Study Site, without compromising the planning and design principles of the draft RODP that were generally welcomed and supported by the public and stakeholders. Having regard to various development constraints identified at the earlier stages of the Study, different land use requirements, urban design considerations, as well as findings of the supplementary technical assessments conducted, an increase of the planned population by 2,000 from 23,000 to 25,000 is considered technically feasible and sustainable in terms of traffic,

environment and infrastructure provision.

Revised Planned Population and Planning Parameters

8. The planned population increase is achieved through slightly higher proposed plot ratios (PRs) and/or building heights of the eight residential sites (four each in the Northern Community and Southern Community), and a change of the use of a Government, Institution or Community (G/IC) site without designated use in the Northern Community to residential use.

9. A comparison of the major planning parameters between the planned population of 23,000 and 25,000 is summarised in the table below -

	Planned Population		Difference
	23,000	25,000	+2,000
No. of Residential Sites	10	11	+1
Total No. of Flats (approx.)*	8,650	9,410	+760
Subsidised Housing Population (No. of Flats (approx.))*	4,600 (1,730 flats)	5,000 (1,880 flats)	+400 (+150 flats)
Private Housing Population (No. of Flats (approx.))*	18,400 (6,920 flats)	20,000 (7,530 flats)	+1,600 (+610 flats)
Private-to-subsidised Housing Ratio	80:20		-
Plot Ratio (PR)			
Subsidised Housing	6.0	6.3	+0.3
Private Housing	3.5 to 5.5	3.0 to 5.5	-
Average Domestic	4.2	4.5	+0.3
Assumed Average Flat Size			
Subsidised Housing	50m ²		-
Private Housing	60m ²		-

* The numbers of flats are estimated based on an assumed person-per-flat of 2.66 for both private and subsidised housing, which was also the assumption adopted in the planning studies for DAR and the new development areas in Kai Tak.

10. The proposed private-to-subsidised housing ratio of 80:20 will be retained, considering that Kwun Tong and Sau Mau Ping are already dominated by PRH, that DAR to the immediate southwest of the Study Site will be wholly for developing PRH (about 18,000 units to cater for a planned population of about 48,300), and that no strong objection to the ratio was received during the Stage 2 CE. The subsidised housing site is thus considered suitable for HOS development.

11. There are slight increases in both the land area and PR for the proposed subsidised housing site from 1.44 to 1.49 hectares and from 6.0 to 6.3 respectively. For private housing, PRs of five sites are slightly increased by 0.2 to 1.0, mostly through the increase of maximum building heights by 5 m. Moreover, the proposed primary school in the Northern Community is relocated southward to an undesignated G/IC site, such that the original school site could be changed to private residential use with a PR of 3.0. Overall, the average domestic PR of the Study Site is increased from 4.2 to 4.5.

12. Based on the planned population of 25,000, it is estimated that about 7,530 private housing and 1,880 subsidised housing flats accommodating a population of 20,000 and 5,000 respectively could be provided. The estimated total number of flats is now 9,410, which is 760 flats more than that for the originally planned population of 23,000.

13. Supplementary technical assessments of the planned population increase on the traffic, sewerage, drainage, environmental, geotechnical, visual, landscape, air ventilation, water supply, utilities and sustainability aspects have been undertaken. All the assessments conclude that the proposed developments and infrastructures for the planned population of 25,000 are still broadly feasible and sustainable, without any insurmountable problem and subject to appropriate improvement and mitigation measures.

Key Land Use Proposals of the Final RODP

14. The Final RODP for the Subject Site is shown on **Plan 1**. It comprises four key land use proposals - the Residential Communities, Quarry Park, Rock Face and Civic Core.

Residential Communities (Plan 2a)

15. Two residential communities are proposed in the southern and northern parts of the Study Site, which are linked by green pedestrian corridors running in the north-south direction.

16. The Southern Community comprises four residential sites and six G/IC sites. Three of the residential sites are zoned “Residential Zone - 2”

("R2") for private housing (PRs of 4.0 to 5.0), while the remaining site is zoned "Residential (Subsidised Housing)" for HOS development (PR of 6.3). The six G/IC sites are proposed for a primary school, a secondary school, a fire station, a police station, a community hall cum social welfare facilities and a refuse collection point. On the other hand, the Northern Community comprises seven "R2" sites for private housing (PRs of 3.0 to 5.5), one "Commercial" ("C") site to mainly serve the local needs, and one G/IC site for a primary school.

Quarry Park (Plan 2b)

17. The Quarry Park is zoned "Regional Open Space" on the Final RODP and covers a total area of about 17 hectares, including about 11 hectares on the platform and 6 hectares on the rock face. The platform portion comprises a core part near the northern end of the Study Site, a green promenade along the south-western edge and a recreational ground in the southern portion. The Quarry Park is intended to be a regional park with an array of sports and recreational facilities such as an amphitheatre, a rock climbing centre and some sports facilities. Subject to funding availability, the Park will be constructed, managed and maintained by the Leisure and Cultural Services Department (LCSD). If a suitable implementation agent could be identified, the Quarry Park will also include an exhibition area/resource centre for displaying materials and information on the quarrying history of Hong Kong, Hong Kong's geology or similar subjects. The Civil and Engineering Development Department (CEDD) will further undertake a geotechnical assessment to examine the feasibility of locating the quarry exhibition area/resource centre into a rock cavern. If possible, an internal pedestrian connection will be provided within the cavern to link up the hiking trails on the rock face via lifts and staircases.

18. Furthermore, the design of the Quarry Park will incorporate some of the good ideas from the 23 entries submitted to the Design Ideas Competition, particularly those from the winning and merit entries as appropriate.

Rock Face (Plan 2c)

19. The rock face is mainly zoned "Green Belt" (about 38 hectares) with a network of hiking trails on the rock benches and connections to the Wilson Trail

Stage 3 in Sai Kung. Lookouts will also be provided at different levels for public enjoyment. Some of them could provide spectacular views of East Kowloon and the Victoria Harbour, while one will be zoned “C” for commercial facilities such as restaurants or cafes in rock caverns. In order to enhance the accessibility of the rock face (particularly for the elderly and disabled), the feasibility of establishing a vertical transport system linking up the rock face and the platform (such as a funicular or an inclined lift) will be further explored. Similar to the Quarry Park, the future treatment of the rock face will take into account some of the good design ideas of the 23 entries submitted to the Design Ideas Competition, particularly those from the winning and merit entries.

Civic Core (Plan 2d)

20. The Civic Core is mainly for low-rise commercial and government facilities, open space and a plaza serving the residents and visitors, so as to preserve the existing visual corridor between Tai Sheung Tok and Jordan Valley. The area comprises three “C” sites (about 1.3 hectares in total), one “Government” (“G”) site (about 0.8 hectare) and three “District Open Space” (“DOS”) sites (about 1.7 hectares in total). Two of the “C” sites will be on the platform while the remaining one will be on the rock bench for uses like wine cellars and spa facilities in rock caverns. The “G” site is proposed for an indoor sports complex to mainly serve the local residents and the wider Sau Mau Ping area.

TRAFFIC AND TRANSPORT

Supplementary Traffic Assessment

21. A Supplementary Traffic Assessment (STA) based on the increased planned population of 25,000 has been undertaken and uploaded onto the Study’s website. The STA’s conclusions are that the proposed developments under the Final RODP with a planned population of 25,000 will generate a traffic flow increase of about 9.1%, as compared with those under the draft RODP with a planned population of 23,000. Subject to appropriate mitigation measures, the increased planned population will not significantly affect the traffic conditions in the area, and hence the following major recommendations of the original Traffic Assessment should still be valid -

- (a) encourage future residents of the Study Site to use the southern vehicular access to relieve the traffic burdens on Kwun Tong town centre and Choi Hung Interchange;
- (b) undertake improvement measures for some major roads and junctions in the area;
- (c) encourage residents in the area to use more public transport;
- (d) encourage future residents of the Study Site to use Lam Tin and Yau Tong MTR Stations so as not to further overload the already congested Kwun Tong MTR Station at peak hours; and
- (e) enhance the pedestrian connectivity between the Study Site and the Kwun Tong town centre.

Strategic Road Network

22. Route 6, comprising Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel (TKO-LT Tunnel), is under planning (**Plan 3**). The TKO-LT Tunnel will provide an alternative route to the existing Tseung Kwan O Tunnel, so that part of the capacity of Tseung Kwan O Road in Kwun Tong could be freed up for meeting the traffic demand to be generated by the future developments at the Study Site and DAR.

Proposed Road/Junction Improvement Measures

23. According to the STA undertaken, the following four large-scale road/junction improvement measures proposed in the Stage 2 CE (**Plan 3**) in addition to the five road junction improvement works already identified for DAR are considered capable of handling the cumulative traffic to be generated by DAR and the proposed developments at the Study Site with an increased planned population of 25,000 -

- (a) eliminate the existing traffic queue of right-turn movement at the signal junction of Lin Tak Road and Sau Mau Ping Road by constructing new slip roads to make the future junction operate in a free-flow movement;
- (b) widen Lin Tak Road near Hong Wah Court and Hing Tin Estate in

Lam Tin to incorporate new bus bays with a passing lane for accommodating the on-street loading/unloading activities currently blocking the passing vehicles;

- (c) further improve the junction of Clear Water Bay Road and Anderson Road in addition to those measures for DAR, such as providing a U-turn facility to the east of the junction to increase the weaving distance; and
- (d) widen the portion of New Clear Water Bay Road near Shun Lee Tsuen Road by increasing the Kowloon-bound lane from one to two to eliminate the existing traffic queue at this bottleneck location.

Internal Road System and Public Transport Facilities

24. The proposed vehicular access points to/from the Study Site will be at the central and southern portions to match the key land use proposals (**Plan 3**). The main internal road is designed in a single-four lane configuration.

25. A public transport terminus is proposed at the northern end adjacent to the Quarry Park, while a public transport lay-by is proposed near the central access to mainly serve the residents in DAR (**Plan 3**). Apart from the Kwun Tong MTR Station, feeder services will be provided to the Lam Tin and Yau Tong MTR Stations, as well as the MTR Stations in Tseung Kwan O.

Pedestrian Connectivity

26. Internally, pedestrian linkages connecting different parts of the Study Site will be provided, largely through the pedestrian corridors and Quarry Park. Externally, four footbridges with lift towers have already been planned to connect the Study Site with Shun Lee Estate, Shun Tin Estate, Sau Mau Ping Estate and Po Tat Estate via DAR. New routes of footbridges with lift towers and/or escalators were also proposed in the Stage 2 CE to further extend the planned network from the Study Site to the Kwun Tong town centre. Taking into account the public views collected during the Stage 2 CE, some of the proposals have been refined with a few additional and alternative routes incorporated, including a proposed bus interchange near the toll plaza of Tseung Kwan O Tunnel (Kowloon exit) with a pedestrian connection to Po Tat Estate (**Plan 4**). All these pedestrian connectivity proposals will be further examined in the engineering feasibility study being undertaken by CEDD.

VISUAL

27. The “building free zone” at the highest 20% of the Tai Sheung Tok ridgeline will still be protected under the Final RODP, while the existing visual corridor between the Tai Sheung Tok summit and Jordan Valley will be preserved as viewed from the Hong Kong Convention and Exhibition Centre and Jordan Valley (**Plans 5a and 5b**).

IMPLEMENTATION

28. The proposed developments under the Final RODP will be implemented in two phases. Phase I development will cover the Southern Community and part of the Civic Core. Individual sites are expected to be made available for development starting from 2019/20. A temporary public transport terminus will also be provided to tie in with the population in-take. Phase II development will cover the Northern Community and the remaining part of the Civic Core. Its implementation will follow the Phase I development, subject to the prevailing market condition at that time. Separately, the timing for the Quarry Park will be subject to the availability of funding for LCSD.

NEXT STEPS

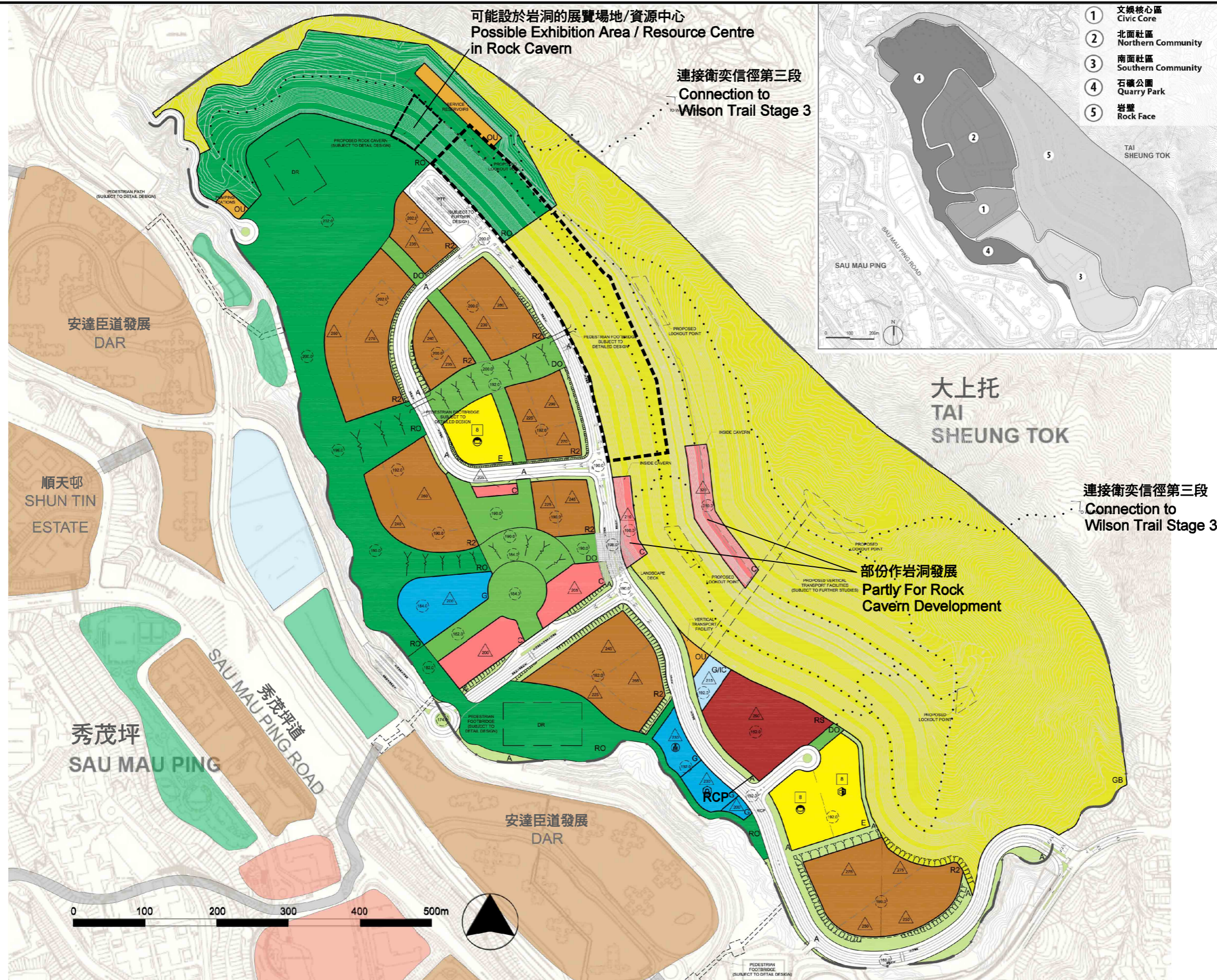
29. CEDD has already commenced a follow-up engineering feasibility study based on the Final RODP, and is scheduled for completion in early 2014. According to CEDD’s latest programme, the site formation works, road works and infrastructure provisions within the Study Site will be carried out after the Subject Site is handed back from the quarry contractor in 2016 upon completion of the rehabilitation contract. The works for the proposed road/junction improvement measures and pedestrian connections outside the Study Site are estimated to be completed before the resident occupancy of the future developments at the Study Site. To help alleviate the potential traffic impacts arising from the population in-take of DAR starting from 2015/16, CEDD will examine in its engineering feasibility study the possibility of fast-tracking the said improvement measures and pedestrian connections.

30. In parallel, PlanD will soon propose zoning amendments to the Kwun Tong (North) Outline Zoning Plan to reflect the land use proposals of the Final RODP. Public representations and comments on the amendments will be invited and considered by TPB in accordance with the provisions of the Town Planning Ordinance.

ATTACHMENTS

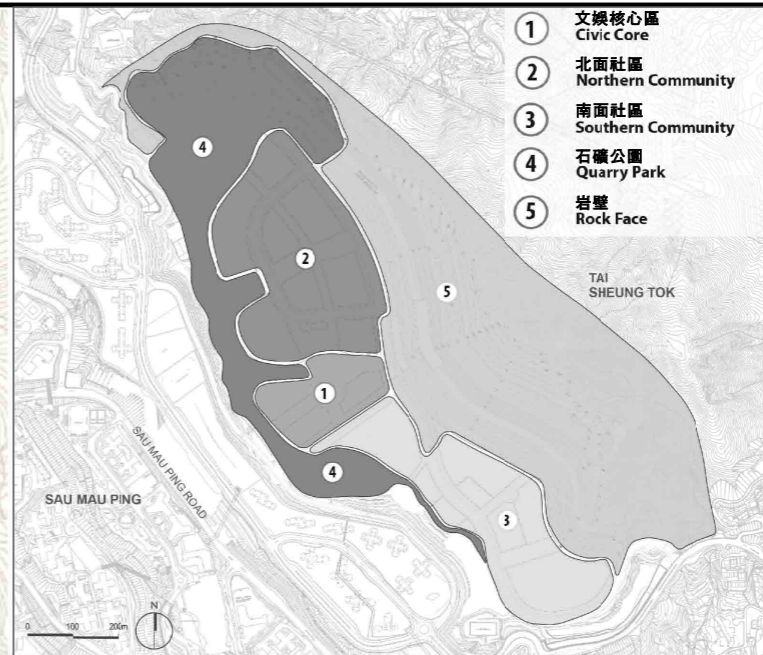
- Plan 1 Final RODP
- Plan 2a Key Land Use Proposals - Residential Communities with Indicative Elevation
- Plan 2b Key Land Use Proposals - Quarry Park
- Plan 2c Key Land Use Proposals - Rock Face
- Plan 2d Key Land Use Proposals - Civic Core
- Plan 3 Proposed Traffic Arrangements and Road/Junction Improvement Measures
- Plan 4 Proposed Pedestrian Connections
- Plan 5a Photomontage Showing Proposed Developments Viewing from Hong Kong Convention and Exhibition Centre
- Plan 5b Photomontage Showing Proposed Developments Viewing from Jordan Valley

**Development Bureau
Planning Department
February 2013**



可能設於岩洞的展覽場地/資源中心
Possible Exhibition Area / Resource Centre
in Rock Cavern

連接衛奕信徑第三段
Connection to
Wilson Trail Stage 3



- ### 圖例 LEGEND
- 警署 POLICE STATION
 - 消防局 DIVISIONAL FIRE STATION
 - 中學 SECONDARY SCHOOL
 - 小學 PRIMARY SCHOOL
 - 公共交通總站 PUBLIC TRANSPORT TERMINUS
 - 規劃界線 PLANNING BOUNDARY
 - 隧道 TUNNEL
 - 擬議行人徑 PROPOSED PEDESTRIAN TRAIL
 - 排水專用範圍 DRAINAGE RESERVE
 - 最高建築物高度 (在水平基準上若干米) MAXIMUM BUILDING HEIGHT (in m above PD)
 - 最高建築物高度 (樓層數目) MAXIMUM BUILDING HEIGHT (in storeys)
 - 擬議水平 (在水平基準上若干米) PROPOSED LEVEL (in m above PD)
 - 擬議斜坡 PROPOSED SLOPE
 - 垃圾收集站 REFUSE COLLECTION POINT
 - 行人天橋 FOOTBRIDGE
 - 商業 COMMERCIAL
 - 住宅(資助房屋) RESIDENTIAL (SUBSIDIZED HOUSING)
 - 住宅用途地帶-2 (私人房屋) RESIDENTIAL ZONE-2
 - 政府 GOVERNMENT
 - 政府、機構或社區 GOVERNMENT/ INSTITUTION OR COMMUNITY
 - 教育 EDUCATION
 - 區域休憩用地 REGIONAL OPEN SPACE
 - 地區休憩用地 DISTRICT OPEN SPACE
 - 美化市容地帶 AMENITY
 - 其他指定用途 OTHER SPECIFIED USES
 - 綠化地帶 GREEN BELT
 - 道路、路口及其他 ROADS, JUNCTIONS, ETC.
 - 岩洞發展潛力地區 AREA WITH POTENTIAL FOR ROCK CAVERN DEVELOPMENT

安達臣道石礦場未來土地用途規劃研究
PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY

最終建議發展大綱圖
FINAL RECOMMENDED OUTLINE DEVELOPMENT PLAN

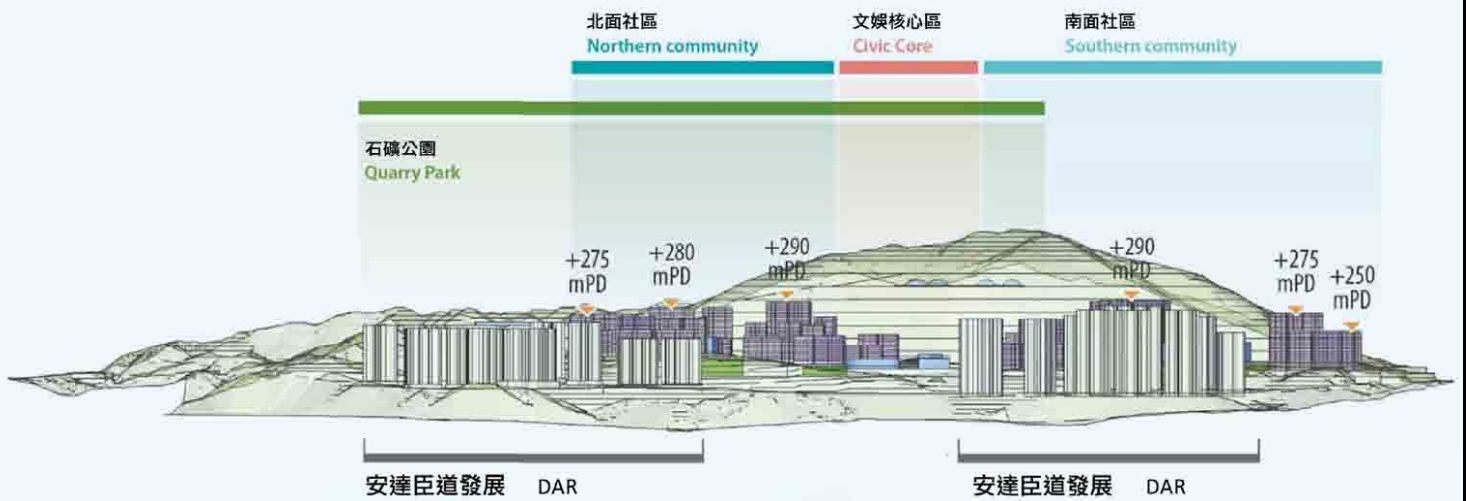
規劃署
PLANNING DEPARTMENT



本摘要圖於2013年2月14日擬備
EXTRACT PLAN PREPARED ON 14.2.2013

M/HOLS/13/05

圖 Plan 1



安達臣道石礦場未來土地用途規劃研究
 PLANNING STUDY ON FUTURE
 LAND USE AT ANDERSON ROAD QUARRY

主要土地用途建議-住宅社區連示意立視圖
 KEY LAND USE PROPOSALS - RESIDENTIAL
 COMMUNITIES WITH INDICATIVE ELEVATION

規劃署
 PLANNING
 DEPARTMENT



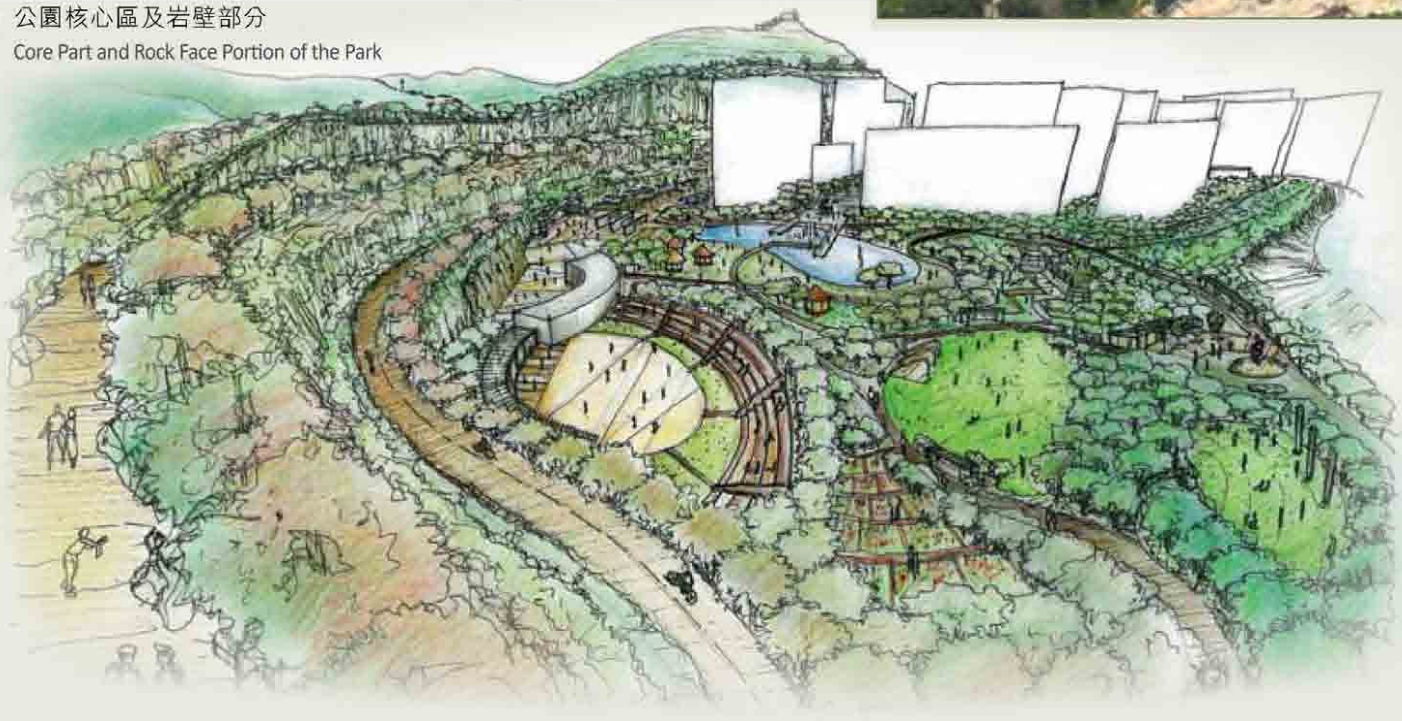
參考編號
 REFERENCE No.
 M/HOLS/13/05

圖 PLAN
 2a

本摘要圖於2013年2月19日擬備
 EXTRACT PLAN PREPARED ON 19.2.2013



公園核心區及岩壁部分
Core Part and Rock Face Portion of the Park



安達臣道石礦場未來土地用途規劃研究
PLANNING STUDY ON FUTURE
LAND USE AT ANDERSON ROAD QUARRY

主要土地用途建議-石礦公園
KEY LAND USE PROPOSALS - QUARRY PARK

規劃署
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DEPARTMENT



參考編號
REFERENCE No.
M/HOLS/13/05

圖 PLAN
2b



主水平基準以上310米的觀景台 Lookout at 310mPD

安達臣道石礦場未來土地用途規劃研究
 PLANNING STUDY ON FUTURE
 LAND USE AT ANDERSON ROAD QUARRY

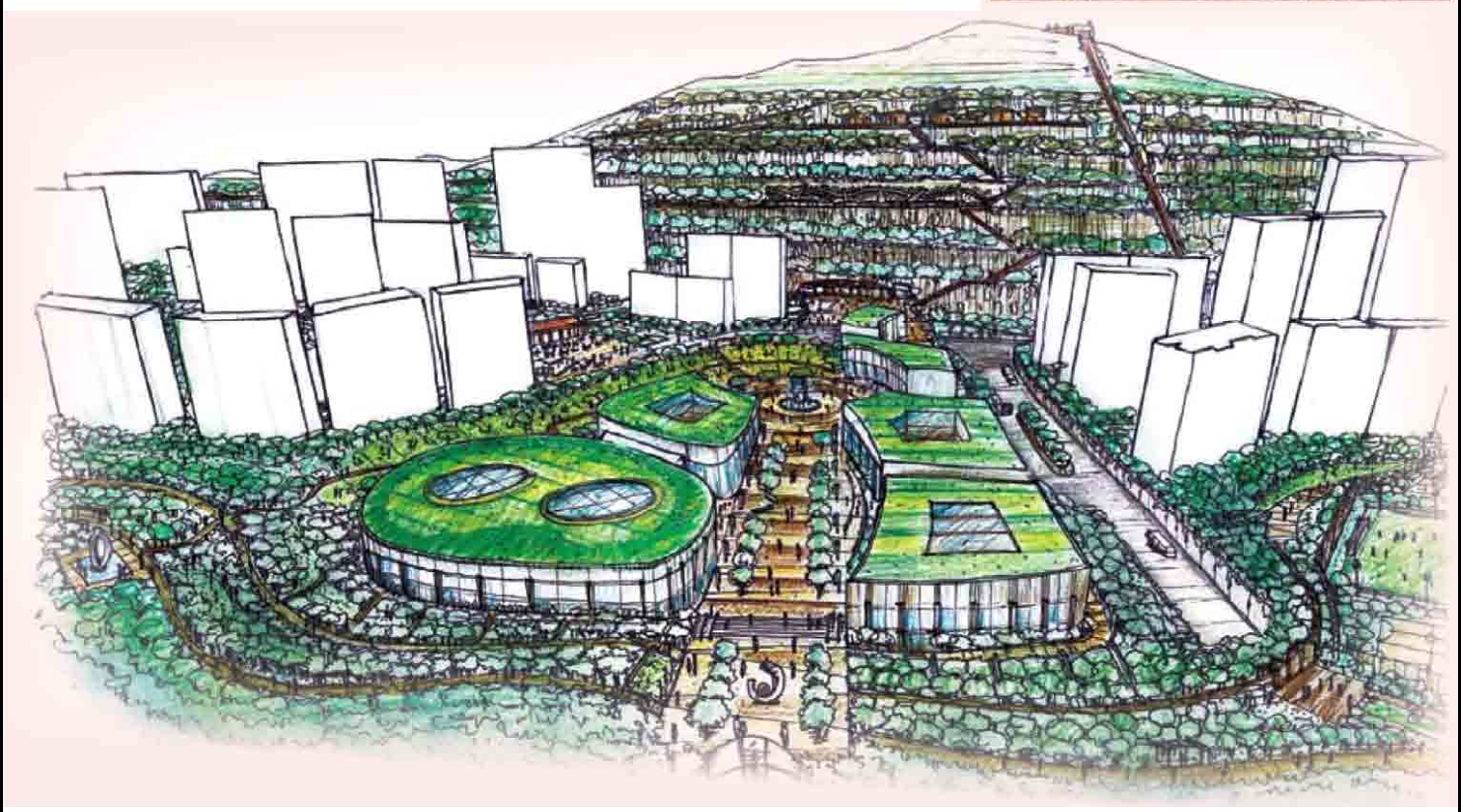
主要土地用途建議-岩壁
 KEY LAND USE PROPOSALS - ROCK FACE

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/HOLS/13/05

圖 PLAN
 2c



安達臣道石礦場未來土地用途規劃研究
 PLANNING STUDY ON FUTURE
 LAND USE AT ANDERSON ROAD QUARRY

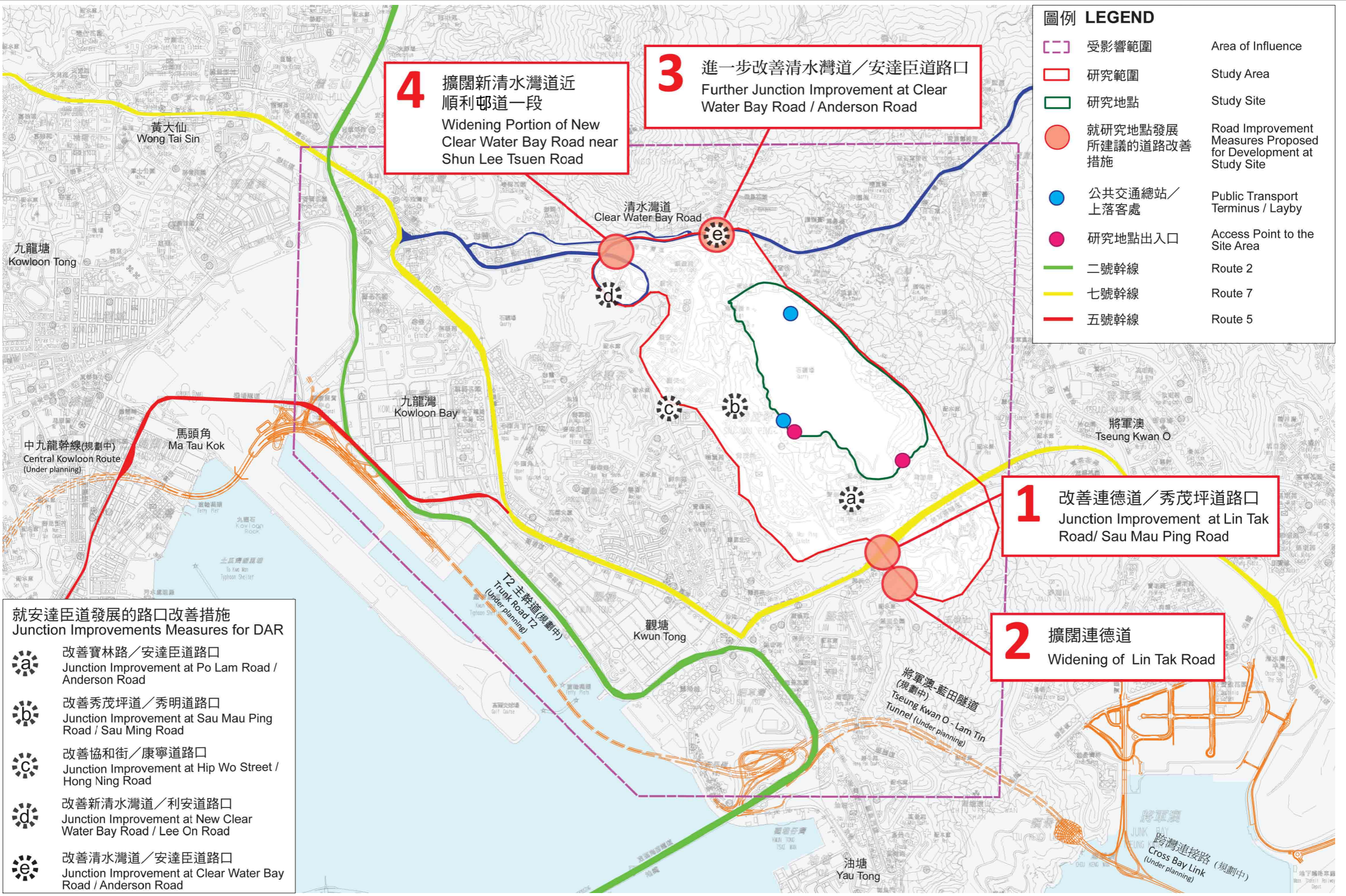
主要土地用途建議-文娛核心區
 KEY LAND USE PROPOSALS - CIVIC CORE

規劃署
 PLANNING
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參考編號
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 M/HOLS/13/05

圖 PLAN
 2d



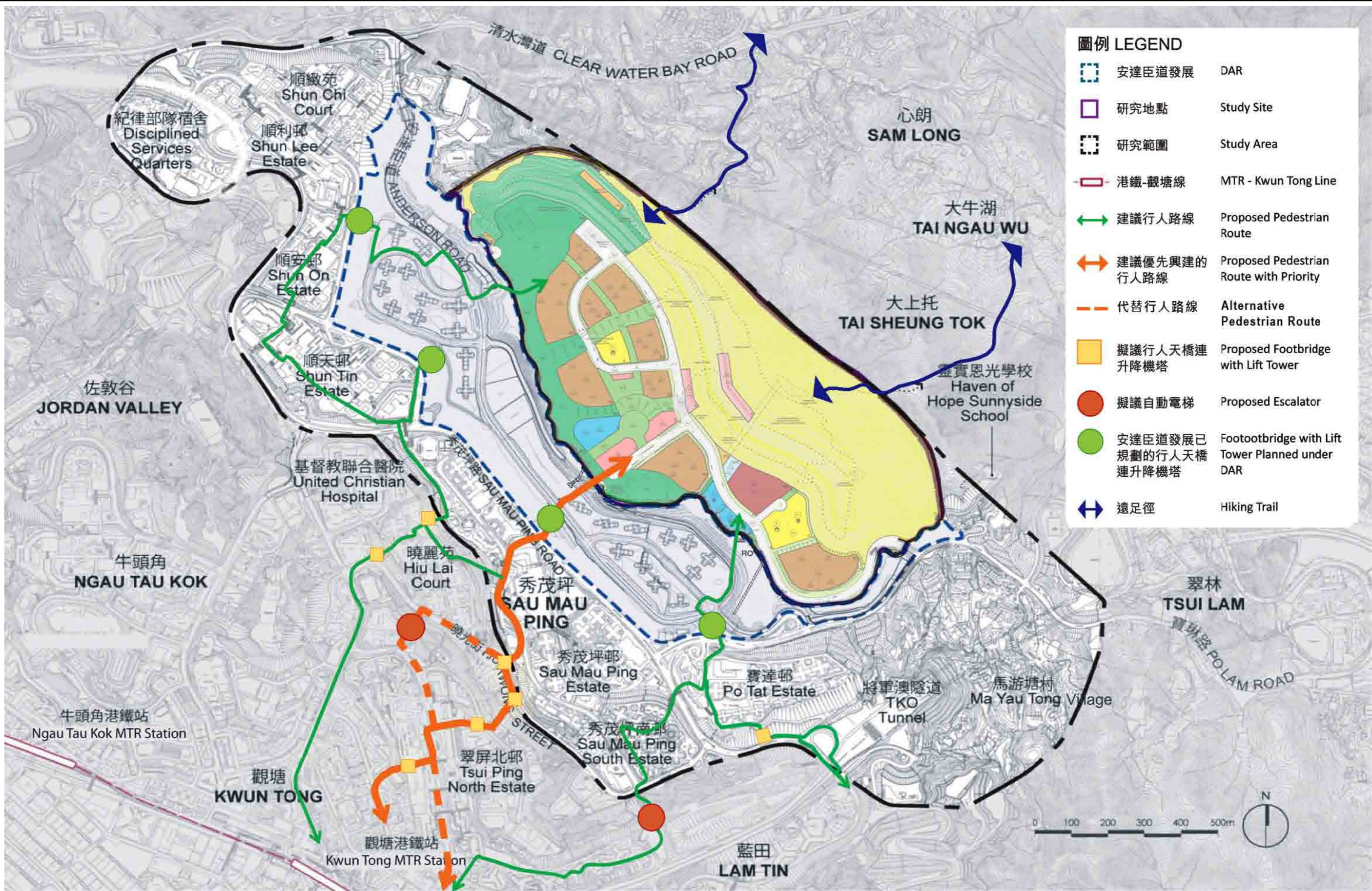
- 就安達臣道發展的路口改善措施**
Junction Improvements Measures for DAR
- 改善寶林路／安達臣道路口
Junction Improvement at Po Lam Road / Anderson Road
 - 改善秀茂坪道／秀明道路口
Junction Improvement at Sau Mau Ping Road / Sau Ming Road
 - 改善協和街／康寧道路口
Junction Improvement at Hip Wo Street / Hong Ning Road
 - 改善新清水灣道／利安道路口
Junction Improvement at New Clear Water Bay Road / Lee On Road
 - 改善清水灣道／安達臣道路口
Junction Improvement at Clear Water Bay Road / Anderson Road

安達臣道石礦場未來土地用途規劃研究
PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY

擬議交通安排及道路／路口改善措施
PROPOSED TRAFFIC ARRANGEMENTS AND ROAD/JUNCTION IMPROVEMENT MEASURES

規劃署
PLANNING DEPARTMENT





安達臣道石礦場未來土地用途規劃研究
 PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY

規劃署
 PLANNING DEPARTMENT



擬議行人連繫
 PROPOSED PEDESTRIAN CONNECTIONS

M/HOLS/13/05

圖 Plan 4

從香港會議展覽中心望向研究地點
View of Study Site from Hong Kong Convention and Exhibition Centre



安達臣道石礦場未來土地用途規劃研究
PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY
顯示從香港會議展覽中心望向擬議發展的合成照片
PHOTOMONTAGE SHOWING PROPOSED DEVELOPMENTS VIEWING
FROM HONG KONG CONVENTION AND EXHIBITION CENTRE

規劃署
PLANNING DEPARTMENT



M/HOLS/13/05

圖 Plan 5a

從佐敦谷望向研究地點
View of Study Site from Jordan Valley



安達臣道發展
DAR

研究地點
Study Site

安達臣道發展
DAR



安達臣道石礦場未來土地用途規劃研究
PLANNING STUDY ON FUTURE LAND USE AT ANDERSON ROAD QUARRY
顯示從佐敦谷望向擬議發展的合成照片
PHOTOMONTAGE SHOWING PROPOSED DEVELOPMENTS VIEWING
FROM JORDAN VALLEY

規劃署
PLANNING DEPARTMENT



M/HOLS/13/05

圖 Plan 5b