

**立法會**  
**Legislative Council**

LC Paper No. CB(1)699/16-17(10)

Ref: CB1/PL/DEV

**Panel on Development**

**Meeting on 28 March 2017**

**Updated background brief on  
the development of the Anderson Road Quarry site**

**Purpose**

This paper provides background information on the development of the Anderson Road Quarry site ("the Site") and summarizes the views and concerns expressed by Members at the meetings of the Legislative Council ("LegCo"), the Panel on Development ("DEV Panel") and the Public Works Subcommittee ("PWSC") since the 2011-2012 legislative session.

**Background**

Planning Study on Future Land Use at Anderson Road Quarry

2. The ex-quarry at Anderson Road is located on the south-western slope of the Tai Sheung Tok Hill in East Kowloon. The Site has a total area of about 86 hectares ("ha"), in which a platform of about 40 ha will be formed for development upon the completion of the rehabilitation works by mid-2016.

3. In January 2011, the Planning Department commissioned the Planning Study on Future Land Use at Anderson Road Quarry — Feasibility Study ("the Study") to examine the future land use and the potential of the Site for residential and other uses. The vision of the Study was to reshape the Site into a green and liveable community that meets territorial, district and local needs. The Study covered an area of about

298 ha, including not only the Site, but also the Development at Anderson Road ("DAR")<sup>1</sup> for public rental housing ("PRH") and the residential estates nearby in the Sau Mau Ping area, including Shun Lee Estate, Shun On Estate, Shun Tin Estate, Sau Mau Ping Estate, etc.

4. In November 2011, during the Stage 1 Community Engagement ("ComE") exercise for the Study, the Administration briefed DEV Panel on the scope and guiding principles of the Study, as well as the development constraints<sup>2</sup> and opportunities, and consulted members on the initial land use options.

#### Final Recommended Outline Development Plan for the Anderson Road Quarry site

5. In March 2013, the Administration briefed the Panel on the public views collected during the Stage 2 ComE exercise, which had been conducted from June to September 2012, and the final Recommended Outline Development Plan ("RODP") formulated for the Site. Highlights of the final RODP, including the planned population and planning parameters as well as the implementation schedule, are given in **Appendix I**. A map showing the land use proposals under the final RODP is in **Appendix II**.

6. Under the final RODP, the development of the Site will provide about 12 ha of land to accommodate a planned population of 25 000 and provide about 9 410 flats, with a private-to-subsidized housing ratio of 80:20.<sup>3</sup> The population intake will start from 2023. Land will also be provided for commercial uses, government, institution or community facilities, open space, amenity areas, etc.<sup>4</sup>

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<sup>1</sup> DAR is located in an area below Anderson Road. It provides about 20 ha of land for public rental housing with a planned population of about 48 300 as well as associated government, institution or community facilities and public open space.

<sup>2</sup> According to the Administration, the Site is subject to development constraints including inadequate road traffic and sewerage capacities, the need to protect the ridgeline of Tai Sheung Tok, and the existence of drop-cut areas, fault zones as well as two underground flood storage tanks within the platform area.

<sup>3</sup> [LC Paper No. CB\(1\)533/13-14\(04\)](#)

<sup>4</sup> Source: [The Civil Engineering and Development Department's website](#)

## **Site formation and associated infrastructure works for the development project**

7. At the meeting of DEV Panel in December 2013, the Administration consulted Panel members on its proposal to undertake detailed design and site investigation works of the site formation and associated infrastructure works, off-site road/junction improvement works, as well as pedestrian linkage facilities, for the development of the Site. The funding for the aforesaid works, at an estimated cost of \$187.2 million in money-of-the-day ("MOD") prices, was endorsed by PWSC in January 2014 and approved by the Finance Committee ("FC") in February 2014. The works were completed in February 2016.<sup>5</sup> Meanwhile, relevant amendments to the Kwun Tong (North) Outline Zoning Plan to incorporate the proposed development of the Site were approved in January 2016.

8. In March 2016, the Administration consulted Panel members on its proposal to upgrade part of PWP Item No. 765CL to Category A, at an estimated cost of \$7,693.4 million in MOD prices, for the site formation and associated infrastructure works for the proposed development at the Site and phase 1 of the off-site pedestrian connectivity facilities ("PCFs"). Information about the scope of the works is in **Appendix III**. A layout plan of the works is in **Appendix IV**. The relevant funding proposal was endorsed by PWSC in May 2016 and approved by FC in June 2016. The works were scheduled to commence by phases starting from end-2016.

9. According to the Administration,<sup>6</sup> the remainder of 765CL is retained in Category B, the funding of which will be sought in accordance with the progress of the implementation programme.

### **Major views and concerns expressed by Members**

10. The major views and concerns expressed by Members on the development of the Site at the meetings of LegCo, DEV Panel and PWSC are summarized in the ensuing paragraphs.

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<sup>5</sup> [LC Paper No. CB\(1\)653/15-16\(06\)](#)

<sup>6</sup> [LC Paper No. CB\(1\)653/15-16\(06\)](#)

## Traffic and transport

### *Traffic impact of the development project on Kowloon East*

11. Members expressed grave concern on the aggregate traffic impact of the proposed development at the Site on the adjacent areas. Some Members were concerned that the residential developments at the Site and the PRH developments at Anderson Road would further aggravate the traffic congestion problem in Choi Hung and Kwun Tong. Members urged the Administration to formulate a comprehensive plan to resolve the persistent traffic congestion problem in Kowloon East.

12. According to the Administration, the traffic impact assessment conducted under the engineering feasibility study for the development of the Site had taken into account the traffic condition in 2026 upon completion of the developments and the population intake. The feasibility study recommended a series of road/junction improvement works, pedestrian linkage facilities, a public transport terminus at the northern end of the Site and loading/unloading bays for public transport in the middle part of the Site. The Administration had also proposed to provide a bus-to-bus interchange at the toll plaza area of Tseung Kwan O Tunnel (near the Kowloon exit) to encourage local residents to make use of public bus services to access Tseung Kwan O and other areas. In the light of the proposed transport arrangement, it was anticipated that the housing developments at the Site would increase the traffic flow in Kwun Tong town centre by 3% only.

13. The Administration was taking forward the planning and implementation of Tseung Kwan O-Lam Tin Tunnel ("TKO-LTT") and Trunk Road T2, which, together with Central Kowloon Route, would form the Route 6 alignment. Upon the completion of Route 6, a significant part of the traffic from Tseung Kwan O would be diverted to TKO-LTT, thereby releasing part of the capacity of the Tseung Kwan O Tunnel Road and Tseung Kwan O Road to cater for the traffic flow generated by the development of the Site. The commissioning of Route 6 would further improve the overall traffic condition of the existing roads in Kwun Tong.

### *Provision of pedestrian connectivity facilities*

14. Some Members suggested that adequate and barrier-free pedestrian connections be provided in the future developments at the Site to facilitate the commuting of residents, including the disabled, between the Site and other areas. The Administration advised that, four PCFs comprising

footbridges, lift towers and/or escalators would be constructed to facilitate the future residents, including wheelchair users, as far as practicable to access the housing estates in the vicinity, Kwun Tong town centre, as well as the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel. The Administration had taken into account the anticipated pedestrian flow in the design of PCFs.

15. The Administration further advised that, the proposed PCFs were aimed to give local residents a choice to travel to and from the Kwun Tong town centre on foot, so as to reduce the traffic burden on roads. As PCFs passed through a number of housing estates and some estates along these facilities were located within a shorter distance from the town centre, it was envisaged that residents of these housing estates would be willing to use PCFs to travel to and from the town centre, thereby reducing demand for short-trip feeder transportation in the Kwun Tong area.

16. Some Members expressed concern about the impact of the works for the proposed PCFs on the environment and the nearby residents along the routes. The Administration advised that, the Civil Engineering and Development Department ("CEDD") would stipulate in the construction contract that the contractor was required to set up community liaison groups and keep close liaison with the nearby residents, with a view to minimizing the environmental and traffic impacts during construction. Furthermore, CEDD would implement mitigation measures to control the construction dust and noise during construction. CEDD would also liaise closely with the nearby schools to avoid carrying out noisy construction works during the examination period.

### Residential developments

#### *Development intensity*

17. Some Members called on the Administration to increase the development intensity of the project and the plot ratio of the residential developments at the Site so as to address the housing shortage problem. The Administration advised that the existing development intensity was arrived at after taking into consideration the maximum traffic capacity of the road network in the area as well as the need to preserve the Tai Sheung Tok ridgeline.

### *Housing mix*

18. Noting that the subsidized housing to be provided at the Site refers to Home Ownership Scheme ("HOS") developments only, i.e. no PRH, some Members suggested that more HOS units as well as a certain number of PRH units should be provided at the Site to address the great demand for public housing. According to the Administration, there were already a large number of existing and planned PRH units in the Sau Mau Ping area, the private-to-subsidized housing ratio of 80:20 had been proposed for the development of the Site to help improve the imbalanced housing mix. The proposed ratio was supported by the Sai Kung District Council, Kwun Tong District Council as well as members of the public during the ComE exercises conducted for the Study.

19. The Administration further advised that, with the proposed private-to-subsidized housing ratio for the Site being 80:20, the ratio of such in the larger Sau Mau Ping area, which included the proposed HOS development at the Site and the PRH developments under construction at Anderson Road, would only change slightly from the existing 10:90 to about 16:84.

20. Some Members were not convinced that more private housing units should be developed at the Site. They considered that the Administration should pay heed to the overall demand for public housing in Hong Kong, rather than the housing mix in an area or a district, when determining the ratio of public housing in a new development area.

### *Affordability of private housing at the Anderson Road Quarry site*

21. Some Members expressed concern about the affordability of the private housing developments at the Site, which would, in their views, most likely be luxurious low-density developments beyond the affordability of the general public. Some Members suggested that suitable measures, such as Hong Kong Property for Hong Kong People ("HKPHKP"), specifying the minimum number of flats to be provided in a development project and imposing restrictions on the flat size, be adopted with a view to ensuring an adequate supply of small- and medium-sized flats at the Site. The Administration assured Members that the residential sites were proposed for medium- to high-density developments. Any incorporation of HKPHKP or other similar provisions in the land sale conditions would be determined with reference to the prevailing market situation at the time of land disposal.

### Development of a quarry park and provision of tourism facilities

22. Some Members proposed that the Administration should develop a theme park at the Site, similar to the Eden Project in the United Kingdom, to serve educational, recreational, cultural promotion and tourism purposes. Some Members also suggested that the Administration should consider development of tourism facilities associated with rock caverns and provision of hotels and tourism supporting facilities at the Site.

23. The Administration advised that a quarry park, which was intended to be a regional park with an array of sports and recreational facilities, had been proposed in the final RODP. Apart from the quarry park which would adopt a theme related to quarrying, lookouts with spectacular views of Kowloon East would be provided at different levels of the rock face for public enjoyment. On the rock face, there would also be commercial facilities in rock caverns and a network of hiking trails connected to the Wilson Trail Stage 3 in Sai Kung. The Administration had no plan for hotel development at the Site.

### **Latest development**

24. At the meeting of DEV Panel to be held on 28 March 2017, the Administration will seek the Panel's support for upgrading part of PWP Item No. 765CL to Category A for carrying out road improvement and infrastructure works to support the proposed development at the Site.

### **Relevant papers**

25. A list of relevant papers is in **Appendix V**.

**Highlights of the final Recommended Outline Development Plan  
for the Anderson Road Quarry<sup>7</sup>**

**Major Refinements to the Draft Recommended Outline Development Plan**

1. Taking into account the public views received during the Stage 2 Community Engagement ("ComE") and the pressing need to increase housing land supply, the Planning Department ("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 Recommended Outline Development Plan ("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**

2. 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.

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

	<b>Planned Population</b>		<b>Difference</b>
	<b>23 000</b>	<b>25 000</b>	<b>+2 000</b>
No. of Residential Sites	10	11	+1
Total No. of Flats (approx.)*	8 650	9 410	+760

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<sup>7</sup> [LC Paper No. CB\(1\)580/12-13\(07\)](#)



	<b>Planned Population</b>		<b>Difference</b>
	<b>23 000</b>	<b>25 000</b>	<b>+2 000</b>
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 <sup>2</sup>		-
Private Housing	60m <sup>2</sup>		-

\* 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 the Development at Anderson Road and the new development areas in Kai Tak.

4. 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 public rental housing ("PRH"), that the Development at Anderson Road 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 ComE. The subsidised housing site is thus considered suitable for Home Ownership Scheme development.

5. 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.

6. 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.

7. 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 Recommended Outline Development Plan**

8. The Final RODP for the Subject Site comprises four key land use proposals — the Residential Communities, Quarry Park, Rock Face and Civic Core.

#### Residential Communities

9. 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.

10. 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

11. 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. 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 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.

12. 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

13. 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.

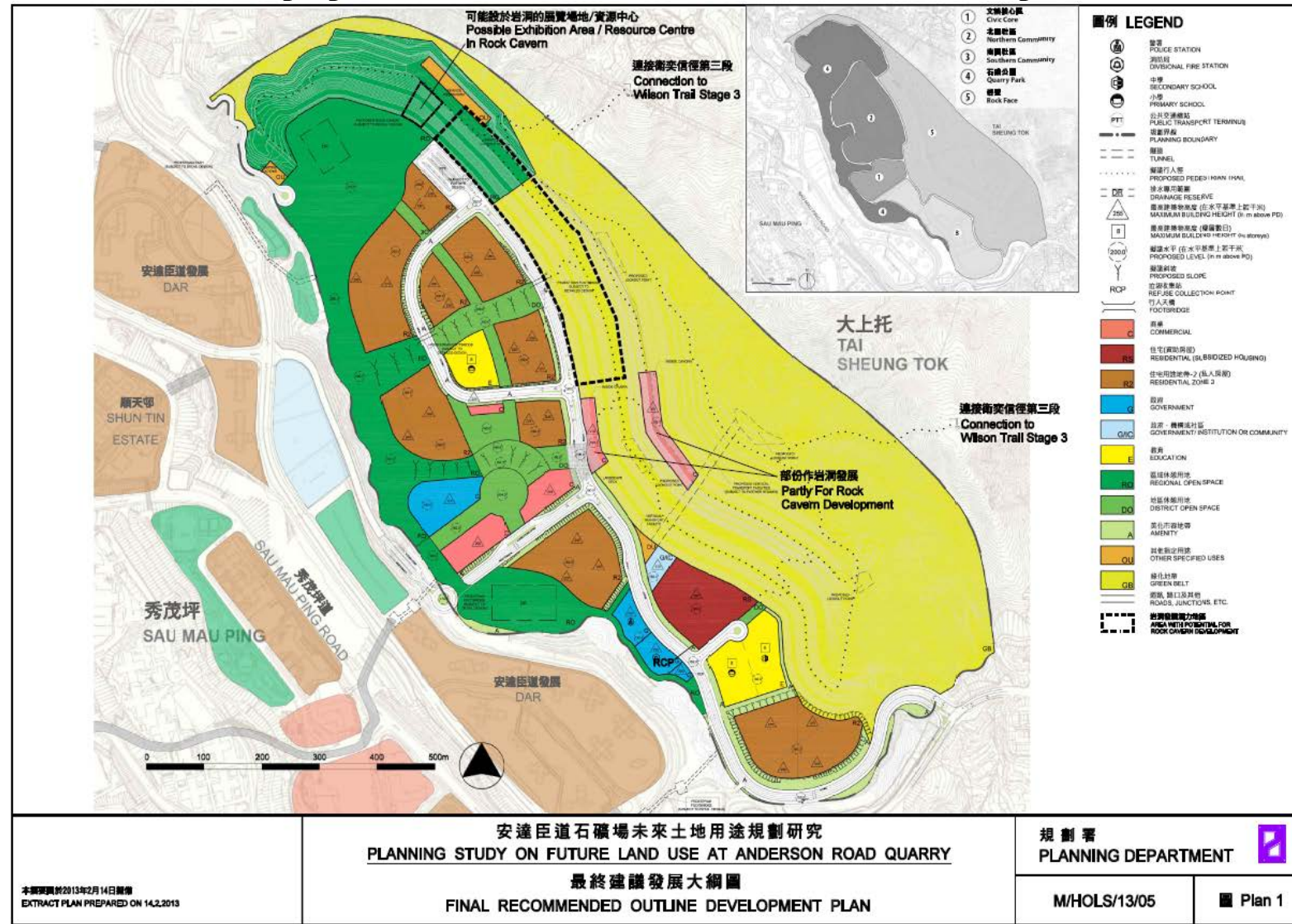
### Civic Core

14. 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.

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最終建議發展大綱圖下的土地用途建議  
Land use proposals under the final Recommended Outline Development Plan



資料來源：立法會CB(1)580/12-13(07)號文件(圖1)  
Source: LC Paper No. CB(1)580/12-13(07) (Plan 1)

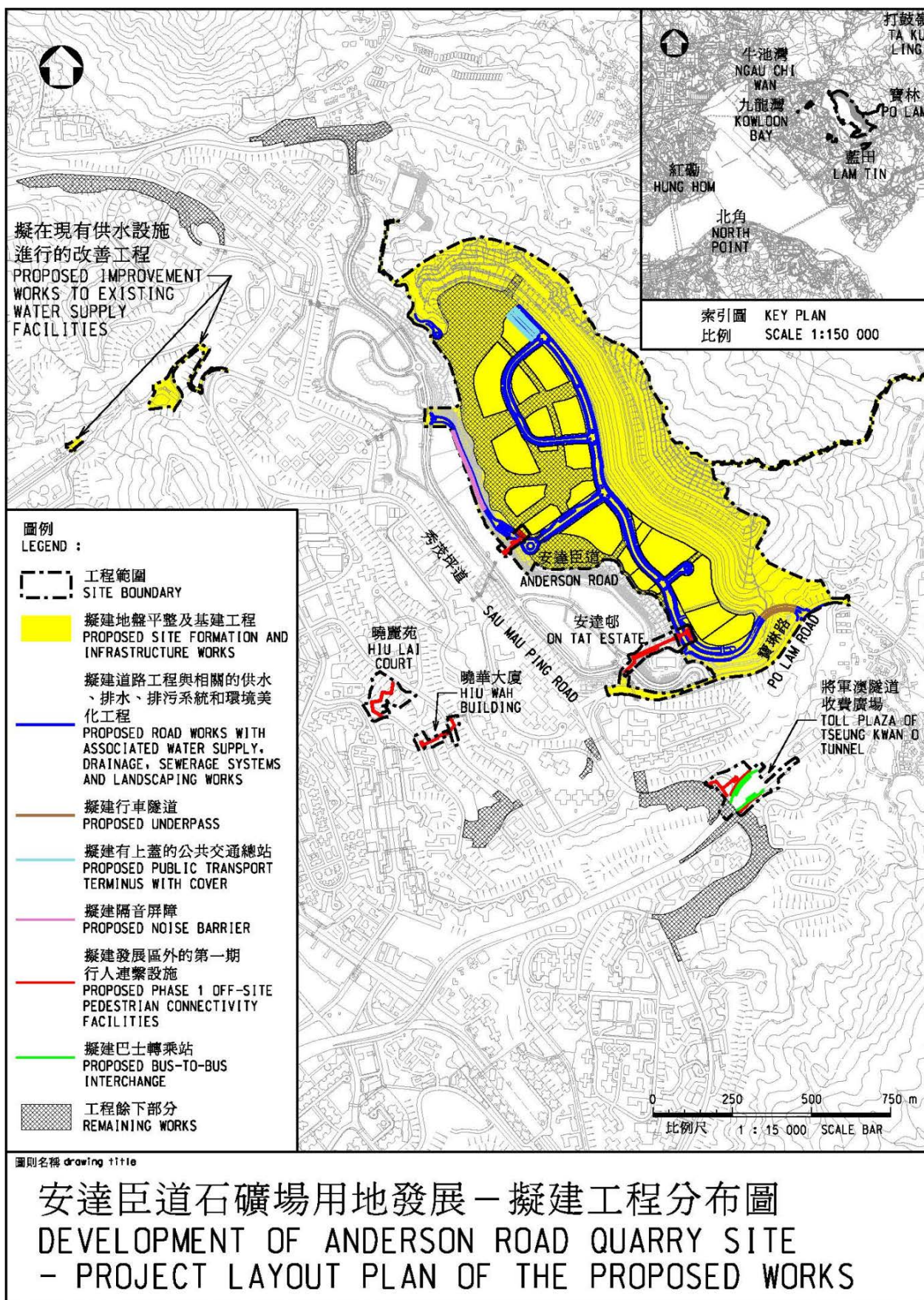
### **Part up-grading of PWP Item No. 765CL to Category A for the site formation and associated infrastructure works for the proposed development at the Anderson Road Quarry site — scope of works**

The part of 765CL upgraded comprised:

- (a) formation of about 40 ha of land platforms and the associated geotechnical works;
- (b) road works including construction of vehicular roads, footpaths, cycle tracks, an approximately 130-metre long underpass and a public transport terminus;
- (c) provision of and improvement to water supply, drainage, sewerage systems and landscaping works;
- (d) construction of phase 1 of the off-site PCFs including footbridges, lift towers, escalators and subways near On Tat Estate, Hiu Lai Court and Hiu Wah Building, as well as the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel; and
- (e) implementation of environmental mitigation measures and an environmental monitoring and audit programme for the works mentioned in (a) to (d) above.

Source: [LC Paper No. CB\(1\)653/15-16\(06\)](#)





## Development of the Anderson Road Quarry site

## List of relevant papers

Council/Committee	Date of meeting	Paper
Panel on Development	22 November 2011	<p><a href="#">Administration's paper</a> on "Planning study on future land use at Anderson Road Quarry — initial land use options" [LC Paper No. CB(1)346/11-12(06)]</p> <p><a href="#">Administration's follow-up paper</a> [LC Paper No. CB(1)657/11-12(01)]</p> <p><a href="#">Information note</a> on the planning study on future land use at Anderson Road Quarry prepared by the Legislative Council Secretariat [LC Paper No. CB(1)346/11-12(07)]</p> <p><a href="#">Minutes of meeting</a> [LC Paper No. CB(1)1091/11-12]</p>
Panel on Development	-	<p><a href="#">Administration's paper</a> on "Planning study on future land use at Anderson Road Quarry — Draft Recommended Outline Development Plan (June 2012)" [LC Paper No. CB(1)2207/11-12(12)]</p> <p><a href="#">Background brief</a> on future land use at the Anderson Road Quarry site dated 21 June 2012 prepared by the Legislative Council Secretariat [LC Paper No. CB(1)2207/11-12(13)]</p>
Legislative Council	21 March 2012	<p><a href="#">Hansard</a> — written question (No. 13) on "Transport networks of East Kowloon" (p. 7017 - p. 7020)</p>



Council/Committee	Date of meeting	Paper
Legislative Council	17 October 2012	<a href="#">Hansard</a> — written question (No. 16) on "Land reserve and land supply" (p. 164 - p. 174)
Legislative Council	24 October 2012	<a href="#">Hansard</a> — written question (No. 15) on "Provision of a "universally accessible" environment" (p. 640 - p. 644)
Legislative Council	14 November 2012	<a href="#">Hansard</a> — written question (No. 16) on "Supply of public housing" (p. 1889 - p. 1899)
Legislative Council	20 March 2013	<a href="#">Hansard</a> — written question (No. 10) on "Ancillary transport facilities for future development at Anderson Road Quarry" (p. 7565 - p. 7570)
Panel on Development	26 March 2013	<p><a href="#">Administration's paper</a> on "Planning Study on Future Land Use at Anderson Road Quarry — Final Recommended Outline Development Plan" [LC Paper No. CB(1)580/12-13(07)]</p> <p><a href="#">Administration's follow-up paper</a> [LC Paper No. CB(1)886/12-13(01)]</p> <p><a href="#">Background brief</a> on future land use at the Anderson Road Quarry site dated 20 February 2013 prepared by the Legislative Council Secretariat [LC Paper No. CB(1)580/12-13(08)]</p> <p><a href="#">Minutes of meeting</a> [LC Paper No. CB(1)1334/12-13]</p>
Panel on Development	20 December 2013	<a href="#">Administration's paper</a> on "PWP Item No. 765CL — Development of Anderson Road Quarry site — Detailed Design and Site Investigations" [LC Paper No. CB(1)533/13-14(04)]

Council/Committee	Date of meeting	Paper
		<p><a href="#">Background brief</a> on the development of the Anderson Road Quarry site prepared by the Legislative Council Secretariat [LC Paper No. CB(1)533/13-14(05)]</p> <p><a href="#">Minutes of meeting</a> [LC Paper No. CB(1)927/13-14]</p>
Public Works Subcommittee	22 January 2014	<p><a href="#">Administration's paper</a> on "Head 707 — New Towns and Urban Area Development — 765CL — Development of Anderson Road Quarry site — Detailed Design and Site Investigations" [PWSC(2013-14)32]</p> <p><a href="#">Administration's follow-up paper</a> [LC Paper No. PWSC48/13-14(01)]</p> <p><a href="#">Minutes of meeting</a> [LC Paper No. PWSC50/13-14]</p>
Finance Committee	21 February 2014	<p><a href="#">Minutes of meeting</a> (at 3:45 pm) [LC Paper No. FC85/13-14]</p>
Legislative Council	26 February 2014	<p><a href="#">Hansard</a> — written question (No. 1) on "Impact of development projects on Anderson Road on traffic in Kowloon East" (p. 8038 - p. 8044)</p>
Legislative Council	20 November 2014	<p><a href="#">Hansard</a> — written question (No. 15) on "Demand for transport services in Kowloon" (p. 2253 - p. 2259)</p>
Legislative Council	25 February 2015	<p><a href="#">Hansard</a> — written question (No. 5) on "Easing impacts of new development projects on traffic in East Kowloon" (p. 7050 - p. 7056)</p>

Council/Committee	Date of meeting	Paper
Panel on Development	15 March 2016	<p><a href="#">Administration's paper</a> on "PWP Item No. 765CL — Development of Anderson Road Quarry Site — Site Formation and Associated Infrastructure Works" [LC Paper No. CB(1)653/15-16(06)]</p> <p><a href="#">Updated background brief</a> on the development of the Anderson Road Quarry site prepared by the Legislative Council Secretariat [LC Paper No. CB(1)653/15-16(07)]</p> <p><a href="#">Minutes of meeting</a> [LC Paper No. CB(1)1035/15-16]</p>
Panel on Development	26 April 2016	<p><a href="#">Minutes of meeting</a> [LC Paper No. CB(1)1148/15-16]</p> <p><a href="#">Administration's follow-up paper</a> [LC Paper No. CB(1)876/15-16(01)]</p>
Public Works Subcommittee	21 May 2016	<p><a href="#">Administration's paper</a> on Head 707 — New Towns and Urban Area Development — 765CL — Development of Anderson Road Quarry Site — Site Formation and Associated Infrastructure Works [PWSC(2016-17)19]</p> <p><a href="#">Administration's follow-up paper</a> [LC Paper No. PWSC243/15-16(01)]</p> <p><a href="#">Minutes of meeting</a> [LC Paper No. PWSC247/15-16]</p>
Finance Committee	10 June 2016	<p><a href="#">Minutes of meeting</a> (at 3:00 pm) [LC Paper No. FC317/15-16]</p>