

《東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22》
的擬議修訂項目

1 目的

本文件旨在就《東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22》的擬議修訂項目諮詢離島區議會。

2 背景

二零一九年十二月二十七日，行政長官會同行政會議把該分區計劃大綱核准圖發還城市規劃委員會（下稱「城規會」）作出修訂，以反映最新的土地用途建議。該分區計劃大綱圖的擬議修訂項目會在諮詢離島區議會後提交城規會考慮，若城規會同意，將根據《城市規劃條例》刊憲，以供公眾查閱。

3 《東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22》的擬議修訂項目（圖 1）

修訂項目 A：把現時東涌牽引配電站所在的用地及毗鄰的政府土地由「其他指定用途」註明「牽引配電站及隧道入口」地帶、「政府、機構或社區」地帶和顯示為「道路」的地方改劃為「住宅（甲類）8」地帶

3.1 作為致力增加土地供應工作的其中一環，政府一直與香港鐵路有限公司（港鐵公司）探討，尋求方法釋放鐵路相關用地的潛力作住宅或其他發展，過程中會考慮這些用地的個別情況和其他相關因素。於二零一七年十一月，港鐵公司提交了一份發展建議（**附件 II**），建議在現時東涌牽引配電站所在的用地及毗鄰的政府土地，加建上蓋發展住宅。該土地總面積約為 14 380 平方米，包括約 10 510 平方米已批予港鐵公司，作東涌牽引配電站及一些毗鄰鐵路設施，及兩幅合共約 3 870 平方米的毗鄰未批租政府土地。該土地擬議改劃為「住宅（甲類）8」地帶（**圖 2** 的修訂項目 A）以作住宅發展，最高地積比率限定為 6 倍，最高建築物高度為主水平基準以上 185 米。根據港鐵公司提交的建議，該土地估計可興建三座住宅樓宇，合共提供約 1 300 個住宅單位。

3.2 為照顧社區的福利服務需要，社會福利署建議在擬議發展項目內提供五項社會福利設施，包括一個綜合家居照顧服務隊分處、一個殘疾人士社交及康樂中心、一個到校學前康復服務辦事處、一個家長／親屬資源中心，以及一個嚴重殘疾人士家居照顧服務用址。

- 3.3 港鐵公司已就擬議發展項目進行技術研究。相關政策局／部門沒有發現難以克服的技術問題。在興建住宅發展項目期間及完工之後，東涌牽引配電站及毗鄰鐵路設施將維持正常運作。

修訂項目 B：把文東路附近一塊狹長的土地由「其他指定用途」註明「牽引配電站及隧道入口」地帶改劃為顯示為「道路」的地方

- 3.4 為反映現有路旁美化市容地帶，建議把文東路附近一塊約 100 平方米的土地由「其他指定用途」註明「牽引配電站及隧道入口」地帶改劃為顯示為「道路」的地方（圖 2 的修訂項目 B）。

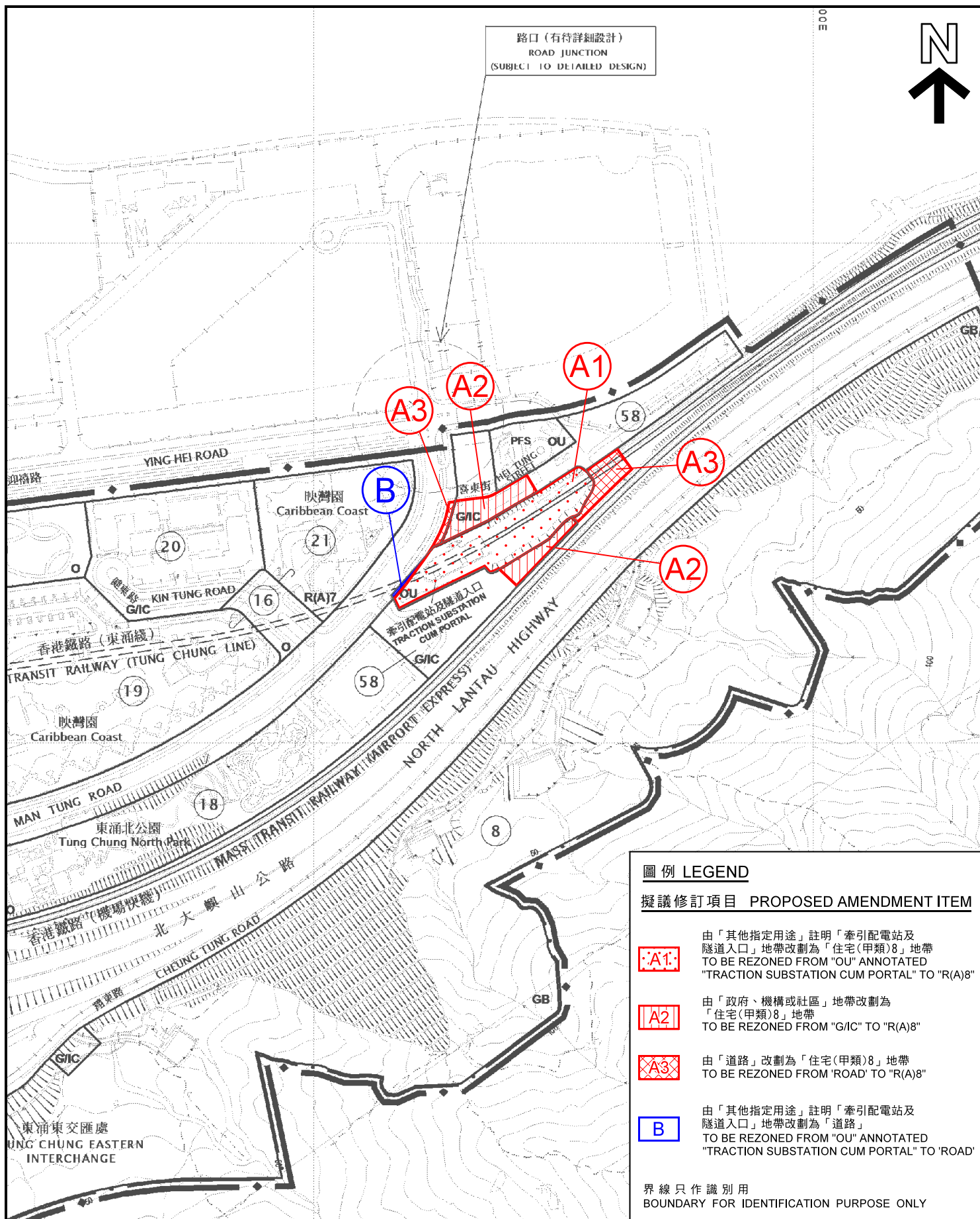
4 徵詢意見

請議員就《東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22》的擬議修訂項目提出意見。

5 附件

- | | |
|-------|---|
| 圖 1 | 《東涌市中心地區分區計劃大綱草圖編號 S/I-TCTC/22A》摘錄 |
| 圖 2 | 平面圖 |
| 附件 I | 《東涌市中心地區分區計劃大綱草圖編號 S/I-TCTC/22A》的《註釋》摘錄 |
| 附件 II | 港鐵公司提交的資料簡介 |

規劃署
西貢及離島規劃處
二零二零年四月



本摘要圖於2020年4月1日擬備，
所根據的資料為於2017年2月7日
核准的分區計劃大綱圖編號S/I-TCTC/22
EXTRACT PLAN PREPARED ON 1.4.2020
BASED ON OUTLINE ZONING PLAN No.
S/I-TCTC/22 APPROVED ON 7.2.2017

位置圖 LOCATION PLAN

東涌市中心地區分區計劃大綱核准圖
編號 S/I-TCTC/22 的擬議修訂

PROPOSED AMENDMENT TO THE APPROVED
TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN No. S/I-TCTC/22

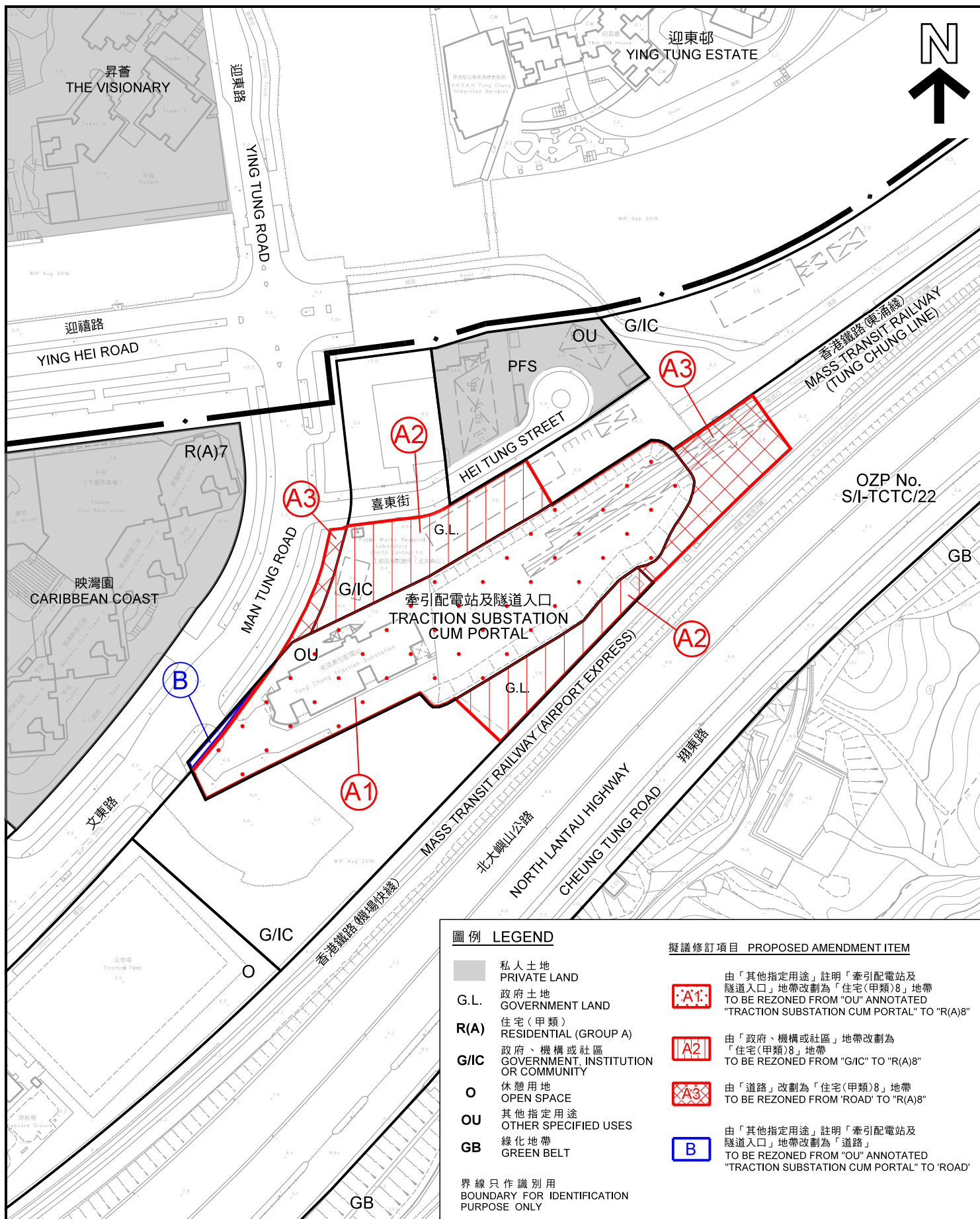
米 100 0 100 200 米
METRES SCALE 1:5 000 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/19/242

圖 PLAN
1



圖例 LEGEND

	私人土地 PRIVATE LAND
G.L.	政府土地 GOVERNMENT LAND
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

擬議修訂項目 PROPOSED AMENDMENT ITEM

	由「其他指定用途」註明「牽引配電站及 隧道入口」地帶改劃為「住宅(甲類)8」地帶 TO BE REZONED FROM "OU" ANNOTATED "TRACTION SUBSTATION CUM PORTAL" TO "R(A)8"
	由「政府、機構或社區」地帶改劃為 「住宅(甲類)8」地帶 TO BE REZONED FROM "G/IC" TO "R(A)8"
	由「道路」改劃為「住宅(甲類)8」地帶 TO BE REZONED FROM "ROAD" TO "R(A)8"
	由「其他指定用途」註明「牽引配電站及 隧道入口」地帶改劃為「道路」 TO BE REZONED FROM "OU" ANNOTATED "TRACTION SUBSTATION CUM PORTAL" TO "ROAD"

平面圖 SITE PLAN

東涌市中心地區分區計劃大綱核准圖
編號 S/I-TCTC/22 的擬議修訂
PROPOSED AMENDMENT TO THE APPROVED
TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN No. S/I-TCTC/22

SCALE 1:2 000 比例尺
0 40 80
METRES METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/19/242

圖 PLAN
2

本摘要圖於2020年4月1日擬備，
所根據的資料為測量圖編號
9-SE-4B及4D
EXTRACT PLAN PREPARED ON 1.4.2020
BASED ON SURVEY SHEETS No.
9-SE-4B & 4D

住宅(甲類)

第一欄	第二欄
經常准許的用途	須先向城市規劃委員會申請，可能在有附帶條件或無附帶條件下獲准的用途
救護站 分層住宅 政府用途(未另有列明者) 屋宇 圖書館 街市 香港鐵路通風塔及／或高出路面的其他構築物(入口除外) (只限在指定為「住宅(甲類)8」的土地範圍內) 康體文娛場所 政府診所 公眾停車場(只限單車) 公共車輛總站或車站(露天總站或車站除外) 住宿機構 學校(只限設於特別設計的獨立校舍) 社會福利設施 私人發展計劃的公用設施裝置	商營浴室／按摩院 食肆 教育機構 展覽或會議廳 政府垃圾收集站 醫院 酒店 機構用途(未另有列明者) 香港鐵路通風塔及／或高出路面的其他構築物(入口除外) (在指定為「住宅(甲類)8」的土地範圍除外) 辦公室 加油站 娛樂場所 私人會所 公廁設施 公共車輛總站或車站(未另有列明者) 公用事業設施裝置 公眾停車場(未另有列明者，但貨櫃車除外) 宗教機構 學校(未另有列明者) 商店及服務行業(未另有列明者) 訓練中心

除以上所列，在(a)建築物的最低三層，包括地庫；或(b)現有建築物特別設計的非住宅部分，而兩者均不包括全層或主要為停車位、上落客貨車位及／或機房的樓層，經常准許的用途亦包括：

食肆
教育機構
機構用途(未另有列明者)
場外投注站
辦公室
娛樂場所
私人會所
公廁設施
可循環再造物料回收中心
學校
商店及服務行業
訓練中心

(請看下頁)

住宅(甲類)(續)

規劃意向

此地帶的規劃意向，主要是作高密度住宅發展。在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。

備註

- (a) 在指定為「住宅(甲類)」的土地範圍內，任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高住用地積比率超過 5 倍，或超過現有建築物的地積比率，兩者中以數目較大者為準。
- (b) 在指定為「住宅(甲類)1」至「住宅(甲類)7」的土地範圍內，任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高地積比率／總樓面面積超過下列的限制，或超過現有建築物的地積比率／總樓面面積，兩者中以數目較大者為準：

<u>支區</u>	<u>最高地積比率／最大總樓面面積</u>
住宅(甲類)1	最高住用地積比率為 6 倍
住宅(甲類)2	最高地積比率為 6.4 倍
住宅(甲類)3	最高地積比率為 5.4 倍
住宅(甲類)4	最大住用總樓面面積為 166 880 平方米及最大 非住用總樓面面積為 3 350 平方米
住宅(甲類)5	最大住用總樓面面積為 108 630 平方米及最大 非住用總樓面面積為 2 850 平方米
住宅(甲類)6	最大住用總樓面面積為 253 100 平方米及最大 非住用總樓面面積為 2 850 平方米
住宅(甲類)7	最大住用總樓面面積為 407 300 平方米及最大 非住用總樓面面積為 5 350 平方米
住宅(甲類)8	最高地積比率為 6 倍

(請看下頁)

住宅(甲類)(續)

備註(續)

- (c) 在指定為「住宅(甲類)1」至「住宅(甲類)3」及「**住宅(甲類)8**」的土地範圍內，任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高建築物高度(以主水平基準上多少米計算)超過圖則所訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (d) 在指定為「住宅(甲類)」的土地範圍內，為施行上文(a)段而計算有關的最高地積比率時，因應政府規定而純粹用作設置政府、機構或社區設施(包括學校)的特別設計的獨立建築物(不論是在地面或平台)，其所佔用或擬佔用該地盤的任何部分的面積，會從有關地盤的面積中扣除。
- (e) 為施行上文(a)及(b)段而計算有關的最高地積比率／最大總樓面面積時，任何樓面空間如純粹建造為或擬用作停車位、上落客貨車位、機房和管理員辦事處，或管理員宿舍和康樂設施，而兩者都是供住用建築物或建築物住用部分的全部擁有人或佔用人使用及使其受益，只要這些用途和設施是附屬於發展或重建計劃及與其直接有關，則可免計算在內。任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，可免計算在內。
- (f) 在指定為「住宅(甲類)6」及「住宅(甲類)7」的土地範圍內，任何樓面空間如純粹建造為或擬用作政府規定用作公共通道的有蓋行人道，可免計算在內。
- (g) **在指定為「住宅(甲類)8」的土地範圍內，在計算有關最高地積比率時，任何樓面空間如純粹建造為或擬用作政府規定的鐵路設施，則可免計算在內。**
- ~~(g)~~ (h) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文(a)至(c)段所述的地積比率、總樓面面積及／或建築物高度限制。

Proposed Rezoning of Tung Chung Traction Substation and Adjacent Areas for Residential Use

擬議改劃東涌牽引配電站及毗鄰地方地帶作住宅用途

Information Brief 資料簡介

1. BASELINE REVIEW 基線檢討

1.1. The Subject Site and its Surrounding Context 有關用地及周圍環境

1.1.1. The Subject Site is located at Man Tung Road. It is bounded by Hei Tung Street to the north, railway tracks of MTR Tung Chung Line to the east, railway tracks of Airport Express and North Lantau Highway to the south and Man Tung Road to the west.

有關用地位於文東路，其邊界以北是喜東街、以東是港鐵東涌綫鐵路軌道、以南是機場快綫鐵路軌道及北大嶼山公路，而以西是文東路。

1.1.2. The northern portion of the Subject Site is being used by the Civil Engineering and Development Department (CEDD) as the Public Works Regional Laboratory (North Lantau) on a temporary basis. Major portion of the Site is occupied by the existing Tung Chung Traction Substation and associated facilities for the MTR Tung Chung Line and Airport Express.

有關用地的北面部分暫用作土木工程拓展署的工務區域試驗所（北大嶼山），而餘下部分主要由東涌牽引配電站，以及與港鐵東涌綫和機場快綫相關的設施佔用。

1.1.3. **Figure 1.1** illustrates the location of the Subject Site and its existing conditions.

圖 1.1 展示了有關用地的位置及現有狀況。

1.1.4. With regards to its surrounding context, the area west of the Subject Site is largely dominated by high density residential developments. Supporting Government, institution or community (GIC) and recreational facilities such as school and park are located close to the Subject Site.

關於有關用地的周圍環境，其西面主要是高密度的住宅發展，而附近亦有政府、機構或社區設施及康樂設施，例如學校及公園。

1.2. Tung Chung Traction Substation 東涌牽引配電站

- 1.2.1. The existing Tung Chung Traction Substation serves the MTR Tung Chung Line and Airport Express. The Traction Substation provides traction power to trains and railway facilities of the MTR lines.

東涌牽引配電站為港鐵東涌綫及機場快綫提供服務。牽引配電站亦為列車及鐵路設施供應牽引動力。

- 1.2.2. At present, the Traction Substation is served by a vehicular ingress/egress via Man Tung Road which allows the access by large vehicles to deliver large equipment/machines in case of replacement of equipment in the Traction Substation is required.

東涌牽引配電站的車輛出入口現時位於文東路。如有需要更換東涌牽引配電站的設備，該車輛出入口可便利大型車輛運送所需的大型設備／機器。

1.3. Statutory Planning Context 法定規劃背景

- 1.3.1. The Subject Site is covered by the approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/22.

有關用地已納入東涌市中心地區分區計劃大綱核准圖（分區計劃大綱圖）編號 S/I-TCTC/22。

- 1.3.2. According to the current OZP, the Subject Site comprises “Other Specified Uses (Traction Substation cum Portal)” zone, “Government, Institution or Community” (G/IC) zones and areas shown as ‘Road’. **Figure 1.2** provides the location of Subject Site on the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/22.

根據分區計劃大綱圖，有關用地的土地用途地帶包括「其他指定用途（牽引配電站及隧道入口）」和「政府、機構或社區」，以及顯示為「道路」的地方。**圖 1.2** 展示了有關用地於東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22 的位置。

2. THE PROPOSED DEVELOPMENT 擬議發展

2.1. Conceptual Scheme 概念方案

2.1.1. A Conceptual Scheme has been prepared in support of the proposed residential development within the Subject Site. The Conceptual Scheme is presented in **Figure 2.1**. With consideration of technical feasibility and requirements, five GIC facilities, namely an integrated home care service team sub-base, a social and recreational centre for the disabled, a service base for the on-site pre-school rehabilitation services, a parents/relatives resource centre, and a home care service for persons with severe disabilities, as requested by the Social Welfare Department, will be provided on the ground floor and level +11.5mPD of the proposed development to serve the community. An Indicative Section A-A is also presented in **Figure 2.2**.

概念方案展現了於有關用地內興建擬議發展的可行性。有關概念方案載示於圖 2.1。考慮到技術可行性及要求，擬議發展將按社會福利署的要求，提供五個政府、機構或社區設施，分別是綜合家居照顧服務隊分處、殘疾人士社交及康樂中心、到校學前康復服務辦事處、家長／親屬資源中心及嚴重殘疾人士家居照顧服務用址。有關政府、機構或社區設施將分別設於擬議發展的地面及主水平基準以上 11.5 米的樓層，以服務社區。概念切面圖 A-A 亦載示於圖 2.2。

2.1.2. As shown in **Figure 2.1**, three residential towers are located within the Subject Site. The residential towers will be developed atop a transfer plate decking over the existing Tung Chung Traction Substation Site.

圖 2.1 顯示了有關用地將提供三座住宅大樓。現有的東涌牽引配電站用地將建轉換層，而住宅大樓將於轉換層之上發展。

2.1.3. As the operating Tung Chung Traction Substation will remain in-situ, the Subject Site will therefore be jointly used by the proposed residential development and the existing Tung Chung Traction Substation. Vehicular and pedestrian access for railway facilities will be separated from the residential development. Vehicular entrance for the Tung Chung Traction Substation will remain at Man Tung Road while vehicular entrance for the proposed residential development will be located at Hei Tung Street.

由於東涌牽引配電站將原址保留，所以擬議發展將與現有的東涌牽引配電站共用有關用地。鐵路設施所需的車輛及行人通道將與擬議發展的出入口分開。東涌牽引配電站的車輛出入口將保留於文東路，而擬議發展的車輛出入口將設於喜東街。

2.1.4. The three proposed residential towers are designed with consideration of the potential impact on air ventilation of the area. Also, the residential towers have setback from North Lantau Highway, Man Tung Road and Hei Tung Street to mitigate the potential air pollution and road traffic noise. In addition, 55m separation distance from the two petrol-cum-liquefied petroleum gas (LPG) stations is provided.

擬議的三座住宅大樓的設計已考慮對區內空氣流通所造成的潛在影響。同時，住宅大樓從北大嶼山公路、文東路及喜東街的路緣後移，以減輕有關道路對擬議發展的潛在空氣污染及路面交通噪音。此外，有關住宅大樓與兩個加油連石油氣加氣站將預留 55 米的距離。

2.1.5. Taking into account the building heights of the neighbouring developments and the existing site conditions of the Subject Site, the proposed building height of the residential blocks will be compatible with the existing building heights of nearby property developments.

考慮到鄰近發展的高度及有關用地的現有狀況，擬議住宅大樓的高度將與附近現有物業發展的高度相協調。

2.2. Proposed Development Parameters 擬議發展參數

2.2.1. **Table 2.1** below summarises the major development parameters of the proposed Conceptual Scheme.

表 2.1 概述了擬議概念方案的主要發展參數。

Table 2.1 Proposed Development Parameters

表 2.1 擬議發展參數

Site Area 地盤面積	14,385 sq. m. 14,385 平方米
Domestic Plot Ratio 住用地積比率	6
Domestic Gross Floor Area (GFA) 住用總樓面面積	86,310 sq. m. 86,310 平方米
No. of Flats 單位數目	1,289
No. of Residential Storeys 住用樓層層數	47 storeys + 1 refuge floor per tower 每座各 47 層及 1 層避難層
No. of Towers 樓宇數目	3

Building Height 建築物高度	Tower 1: 184mPD 第 1 座: 主水平基準以上 184 米 Tower 2: 175mPD 第 2 座: 主水平基準以上 175 米 Tower 3: 184mPD 第 3 座: 主水平基準以上 184 米
GIC Facilities 政府、機構或社區設施	<ul style="list-style-type: none"> • Integrated Home Care Service Team Sub-base 綜合家居照顧服務隊分處 • Social and Recreational Centre for the Disabled 殘疾人士社交及康樂中心 • Service Base for the On-site Pre-school Rehabilitation Services 到校學前康復服務辦事處 • Parents/Relatives Resource Centre 家長／親屬資源中心 • Home Care Service for Persons with Severe Disabilities 嚴重殘疾人士家居照顧服務用址

2.3. Indicative Landscape Master Plan 園景設計概念總圖

2.3.1. An Indicative Landscape Master Plan has been prepared with the following design objectives:

園景設計概念總圖有以下設計目標：

- To provide a quality and sustainable environment with adequate landscape area for the enjoyment of the residents of the proposed development
為擬議發展的住戶提供充足的園景區，並讓他們享受優質及可持續的環境
- To incorporate new trees and shrubs to enhance the greenery
栽種新樹木和灌木，以美化綠化區

2.3.2. The Indicative Landscape Master Plan prepared also complies with the greenery requirements that are stipulated in the Sustainable Building Design (SBD) Guidelines. Not less than 20% greenery (i.e. 2,877 square metres) will be provided within the Subject Site.

園景設計概念總圖亦符合《可持續建築設計指引》的綠化要求。有關用地內將提供不少於百分之二十的綠化空間（即 2,877 平方米）。

2.3.3. **Figures 2.3 and 2.4** respectively illustrate the Indicative Landscape Master Plan at ground level and podium level.

圖 2.3 及 2.4 分別展示了地面及平台的園景設計概念總圖。

2.4. Local Open Space 鄰舍休憩用地

2.4.1. As per the Hong Kong Planning Standards and Guidelines (HKPSG) standard of provision for local open space, 3,481 square metres of local open space will be provided within the Subject Site.

根據《香港規劃標準與準則》所訂明的鄰舍休憩用地供應標準，有關用地內將提供 3,481 平方米的鄰舍休憩用地。

2.5. The Rezoning Proposal 改劃土地用途建議

2.5.1. Based on the proposed Conceptual Scheme outlined above, it is proposed to amend the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/22 as follows:

根據概念方案，擬議對東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22 作出如下修訂：

- To rezone the Subject Site from “Other Specified Uses” annotated “Traction Substation cum Portal”, “Government, Institution or Community” and areas shown as ‘Road’ to “Residential (Group A) 8”, with a maximum domestic plot ratio of 6 whilst any floor space that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded for GFA calculation.

把有關用地由「其他指定用途」註明「牽引配電站及隧道入口」、「政府、機構或社區」地帶及顯示為「道路」的地方改劃為「住宅（甲類）8」地帶，最高住用地積比率為 6，而任何樓面空間如純粹建造為或擬用作政府規定的鐵路設施，可免計算總樓面面積。

3. TECHNICAL ASSESSMENTS 技術評估

3.1. Air Ventilation 空氣流通

3.1.1. A Quantitative Air Ventilation Assessment Initial Study has been conducted. The air ventilation performance under the existing condition and the Conceptual Scheme was compared.

顧問團隊已完成量化空氣流通評估初步研究，並比較了現時情況及概念方案下的空氣流通表現。

3.1.2.Dominated annual prevailing wind is from east direction. North Lantau Highway serves as the major wind corridor surrounding the Subject Site and major air paths include Ying Hei Road and Man Tung Road. Adequate setback distance from Ying Hei Road and Man Tung Road is provided in the Conceptual Scheme with an aim to facilitating the wind movement that would not cause any substantial blockage to the approaching annual prevailing wind.

全年盛行風主要來自東面。北大嶼山公路是主要通風廊，而迎禧路及文東路是主要風道。擬議發展與迎禧路及文東路之間預留了足夠後移，以促進空氣流通，並不會對全年盛行風造成重大影響。

3.1.3.Summer prevailing wind is dominated from south-southwest direction and North Lantau Highway serves as a major wind corridor, and major air paths include Ying Hei Road and Man Tung Road. With the provision of sufficient setback distance from Ying Hei Road and Man Tung Road in the Conceptual Scheme, it would not impose major obstruction to the summer prevailing wind.

夏季盛行風主要來自西南偏南面。北大嶼山公路是主要通風廊，而迎禧路及文東路是主要風道。由於擬議發展與迎禧路及文東路之間預留了充足後移，因此不會對夏季盛行風造成重大影響。

3.1.4.The Conceptual Scheme has incorporated air ventilation improvement features to enhance air ventilation and permeability in the immediate vicinity of the Subject Site, including:

概念方案已包含改善空氣流通的設計，以提升有關用地鄰近環境的空氣流通及滲透度，包括：

- Building permeability in terms of elevated podium at the lower zone of the proposed development
將擬議發展的平台升高，以促進低層區域的通透性
- Orientated aligning with the NE-SW direction to reduce impediment to the annual and summer prevailing wind
沿東北-西南方向排列樓宇，以減少對全年及夏季盛行風的影響
- Streamlining the podium footprint thus to minimise the blockage of summer wind flowing from south
縮小平台的佔地面積，以減少對夏季南風流動的影響

3.1.5.As compared with the existing condition, with the proposed development in place, the annual weighted average velocity ratio will change from 0.405 to 0.377, while the summer weighted average velocity ratio will change from 0.379 to 0.335. The air ventilation performance associated with the Conceptual Scheme is considered to be comparable to the existing condition. Please see **Figure 3.1** for contour map of annual/summer weighted average velocity ratio for details.

當擬議發展落成後，現有的年度加權值平均風速比將由 0.405 變為 0.377，而夏季加權值平均風速比將由 0.379 變為 0.335。擬議發展相關的空氣流通表現將與現時情況相若。詳情請參閱圖 3.1 年度／夏季加權值平均風速比的等高線地圖。

3.1.6.According to the Computational Fluid Dynamics (CFD) modelling results, it is concluded that no insurmountable impact to the surrounding wind environment is envisaged with the proposed development in place.

根據計算流體動力學的結果，預計擬議發展並不會對鄰近風環境帶來不可克服的影響。

3.2. Environment 環境

3.2.1.An Environmental Assessment has been conducted. Potential impacts, such as vehicular emissions, road traffic noise and railway noise have been studied.

顧問團隊已進行環境評估，以研究車輛廢氣排放、路面交通噪音及鐵路噪音等的潛在影響。

3.2.2.To ameliorate traffic noise from North Lantau Highway and Man Tung Road, and railway noise from MTR Tung Chung Line and Airport Express, sufficient building setback will be provided. Building blocks disposition and internal layout have been carefully designed to alleviate the potential road traffic noise and railway noise. Road traffic noise impact assessment and railway noise impact assessment have been conducted and concluded that the road traffic noise and railway noise are considered acceptable with the implementation of appropriate mitigation measures.

為減輕來自北大嶼山公路及文東路的交通噪音，以及來自港鐵東涌綫及機場快綫的鐵路噪音，擬議發展將提供充足的樓宇後移。樓宇佈局及內部間隔將有助緩解潛在的路面交通噪音及鐵路噪音。根據路面交通噪音評估及鐵路噪音評估，當實施了合適的緩解措施後，路面交通噪音及鐵路噪音對擬議發展的影響是在可接受的水平。

3.2.3. With respect to the potential issues arising from vehicular emission, minimum horizontal buffer separations of 5m for local distributors and 20m for trunk roads, as per Table 3.1 of Chapter 9 of HKPSG, is proposed between the respective nearest road kerb of Man Tung Road and Hei Tung Street (both are local distributors) and North Lantau Highway (a trunk road) and the proposed development. To this extent, no unacceptable air quality impact due to vehicular emission is anticipated.

根據《香港規劃標準與準則》第 9 章表 3.1，住宅樓宇應與區內幹路相距最少 5 米，而與主幹道相距最少 20 米。擬議發展已按相關要求，與文東路和喜東街（均為區內幹路），以及北大嶼山公路（主幹道）的路緣之間預留合適的距離。因此，預計車輛廢氣排放將不會對擬議發展造成不可接受的空氣質素影響。

3.2.4. It is concluded that the extent of these environmental impacts would be acceptable with the recommended mitigation measures implemented.

當實施了合適的緩解措施後，以上各項的環境影響均在可接受的水平。

3.3. Visual 視覺

3.3.1. A Visual Impact Assessment has been conducted. The assessment was conducted with the preparation of a series of photomontages from key local viewpoints, representing public viewers from different distance and major directions. Please see **Figures 3.2 to 3.5** for photomontages of the proposed development for details.

顧問團隊已為區內主要觀景點進行了視覺影響評估。合成照片展現了公眾觀景者從不同距離及主要方向望向擬議發展的景觀。詳情請參閱圖 3.2 至 3.5 的擬議發展合成照片。

3.3.2. The proposed development, with the height and mass in keeping with the existing and planned high-rises in the surroundings, will be perceived as part of the high-rise residential group of Tung Chung North. Besides, the introduction of greening framework at lower level of the proposed development will also soften the building mass and development edges, and introduce visual amenity to the public viewers.

擬議發展的高度及體積與鄰近現有及已規劃的高層建築物相仿，將被視為東涌北高層住宅群的一部分。此外，擬議發展的綠化將點綴樓宇低層的牆身及邊緣，並為公眾觀景者帶來視覺景觀。

3.3.3. Given the high density residential developments adjacent to the Subject Site, together with careful consideration of the building form, building height, tower disposition and greening framework, it is concluded that the proposed residential development would not cause any major visual obstruction to its surrounding visual context. Taking into account the sensitivity of the key public viewers, visual resources and visual amenities, the proposed development would not generate unacceptable visual impact on various selected viewpoints.

由於有關用地鄰近高密度住宅發展，擬議發展已審慎考慮建築物外形、建築物高度、樓宇佈局及綠化，因此將不會對附近視覺環境構成重大影響。考慮到公眾觀景者的視覺敏感度、視覺資源及視覺景觀，擬議發展將不會對觀景點造成不可接受的視覺影響。

3.4. Traffic 交通

3.4.1. A Traffic Impact Assessment has been conducted. The proposed development is expected to generate a two-way traffic of 188 pcu/hour and 114 pcu/hour in the AM and PM peak hours respectively. Junction capacity assessments have been carried out for the key junctions and the assessment results reveal that all concerned junctions will operate with spare capacity in the future scenarios. The traffic generated by the proposed development is not anticipated to induce significant traffic impact onto the adjacent junctions. Please see **Figure 3.6** for the location of surveyed junctions for details.

顧問團隊已進行交通影響評估，預計擬議發展將在上午及下午繁忙時段（來回）分別帶來每小時 188 及 114 個小客車架次。路口預留容量評估顯示所有相關路口將有足夠容車量應付未來方案。擬議發展所產生的交通流量預計將不會對鄰近路口構成重大的交通影響。有關已評估路口的位置，詳見圖 3.6。

3.4.2. The estimated number (two-way) of MTR passengers generated from the proposed development for the AM Peak and PM Peak are 508 passengers/hour and 349 passengers/hour respectively, while estimated number (two-way) of franchised bus passengers generated from the proposed development for the AM Peak and PM Peak are 499 passengers/hour and 343 passengers/hour respectively. It is anticipated that the proposed development will not generate significant amount of pedestrian demand on the public transport facilities.

預計擬議發展將在上午及下午繁忙時段產生的港鐵乘客量（來回）分別為每小時 508 位乘客及 349 位乘客，而在上午及下午繁忙時段產生的專營巴士乘客量（來回）則分別為每小時 499 位乘客及 343 位乘客。擬議發展將不會對公共交通設施造成大量需求。

3.4.3. The findings of the Traffic Impact Assessment indicate that the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions and railway network. The road and railway networks in the vicinity of the Subject Site would be able to cope with the proposed residential development.

交通影響評估的結果顯示擬議發展所產生的交通流量將不會對鄰近路口及鐵路網絡造成重大交通影響。有關用地附近的道路及鐵路網絡亦能夠配合擬議發展。

3.5. Sewerage 排污

3.5.1.A Sewerage Impact Assessment has been conducted. The report has reviewed the existing sewerage system of the Subject Site, evaluated the potential sewerage impact induced from the proposed development and recommended feasible options for provision of sewerage connection from the Site to the existing public sewerage system. The proposed development will generate an estimated average dry weather flow of 735.95 m³/day. As the existing public sewerage infrastructure in the vicinity of the Site will not have sufficient hydraulic capacity to cater for the cumulative sewage flows with the inclusion of the proposed residential development, it is recommended that the sewerage system of the proposed development be connected to the planned trunk sewer under CEDD's Agreement No. CE 76/2014 (CE) via a new sewerage pipeline to be constructed along Man Tung Road.

顧問團隊已進行污水收集系統影響評估，檢視有關用地的現有排污系統，評估擬議發展所帶來的潛在排污影響，並提供有關接駁現有公共污水收集系統的可行方案。擬議發展將每天產生 735.95 立方米的平均旱季流量。由於用地附近的現有公共污水收集系統，在新增擬議發展後，將沒有足夠容量應付累積的污水流量，因此建議沿文東路建造一條新污水管道，將擬議發展的污水系統接駁至土木工程拓展署批出顧問合約編號 CE 76/2014 (CE) 中所計劃的污水幹渠。

3.6. Drainage 排水

3.6.1.A Drainage Impact Assessment has been conducted. The report has reviewed the existing drainage arrangement and evaluated potential drainage impacts arising from the proposed development to the existing drainage system. There is a drainage pipeline of diameter ranging from 300mm to 750mm along Hei Tung Street to the north of the Subject Site. There is a multi-celled box culvert to the southeast of the Site. The downstream end of the drainage pipeline at Hei Tung Street connects to the 900mm diameter public stormwater pipeline at Man Tung Road.

顧問團隊已進行排水影響評估，檢視現有排水安排，並評估擬議發展對現有排水系統所帶來的潛在影響。現時在有關用地以北，沿喜東街有一條直徑介乎 300 至 750 毫米的排水管道；而在用地的東南方則有一條多孔式箱形暗渠。在喜東街的排水管道之下游末端，正接駁位於文東路一條直徑 900 毫米的公共雨水排放管道。

3.6.2. It is recommended that the stormwater runoffs from the Subject Site be discharged to the existing drainage pipeline at Hei Tung Street via a new terminal manhole. Based on the calculations, the existing 750mm diameter section of the pipeline along Hei Tung Street will have sufficient hydraulic capacity to convey the stormwater flows from the proposed residential development, while the existing 450mm diameter section will need to be upgraded to 525mm diameter pipes to provide adequate hydraulic capacity. Existing drainage connections for the Tung Chung Traction Substation to existing public drainage system remain to be unchanged. With the implementation of the proposed drainage upgrading works, the proposed residential development will not cause any adverse drainage impacts on the existing drainage systems and surrounding areas.

擬議發展的雨水徑流將由新增的終端沙井排放到位於喜東街現有直徑 750 毫米的排水管道。根據計算，這條排水管道將具足夠排水量以便排放擬議發展的雨水徑流，而在喜東街現有直徑 450 毫米的排水管道將須改建為一條直徑 525 毫米的排水管道，以提升排水量。東涌牽引配電站現有的排水渠道接駁將會維持不變。當實施了擬議排水改善工程後，擬議發展將不會對現有排水系統及鄰近地方造成負面影響。

3.7. Geotechnical 岩土

3.7.1. A Geotechnical Planning Review Report has been conducted. Existing site topography, man-made slopes, natural terrain and ground investigation have been appraised. Possible foundation types have also been appraised. Based on the available geotechnical data and general guidance on ground investigation and foundation works stipulated in relevant practice notes and technical guidance notes, the proposed development is considered to be geotechnically feasible. Nevertheless, more ground investigation shall be carried out to verify the geological conditions in the detailed design stage.

顧問團隊已進行岩土工程規劃檢討報告，評核用地的地勢、人造斜坡、天然地形和土地勘測，以及可行的地基種類。根據岩土數據及有關土地勘測和地基工程的作業備考及技術指引，擬議發展從岩土工程角度而言是可行的。然而，在詳細設計階段須進行更多土地勘測工作，以確定地質狀況。

3.8. Quantitative Risk 定量風險

3.8.1.A Quantitative Risk Assessment has been conducted. The assessment has studied the risk impact of two petrol-cum-LPG stations to the proposed development and its surrounding population. The results of risk analysis are presented in terms of individual risk and societal risk. Individual risk to the offsite population is lower than the 1×10^{-5} per year risk contour and decreases at distances further away from the LPG facilities. Societal risk in 2029 with the proposed development lies within the “acceptable” region. Therefore, the overall risk in terms of individual risk and societal risk as a result of an increase of population from the proposed development satisfies the criteria set out in the HKPSG.

顧問團隊已進行定量風險評估，研究兩個加油連石油氣加氣站對擬議發展及周邊人口的風險影響。風險分析的結果分別展示了個人風險及群體風險。場外人口的個人風險低於每年 1×10^{-5} 風險等量線，並隨遠離石油氣設施而降低。包含了擬議發展的 2029 年群體風險，則處於「可接受」的範圍。因此，擬議發展的新增人口對整體風險，就個人風險及群體風險而言，將符合《香港規劃標準與準則》的要求。

4. PLANNING GAINS AND JUSTIFICATIONS 規劃增益及理據

4.1. Making Good Use of an Existing Site

善用現有土地

4.1.1. Developable land is a scarce resource in Hong Kong. The proposal to develop housing atop the existing Traction Substation is concerted engineering efforts to increase housing supply and optimise existing land resource. The proposed development will be served by existing roads, infrastructure and railway network.

在香港，可發展土地是珍貴的資源。本建議於現有牽引配電站作上蓋住宅發展，是工程上的協力成果，從而增加房屋供應及善用現有土地資源。擬議發展將可善用現有道路、基建及鐵路網絡。

4.2. Compatible with Planning and Development Contexts

與鄰近規劃及發展環境相協調

4.2.1. Given the Subject Site is located within an area that is dominated by high density residential developments, the proposed residential development is considered compatible with the surroundings. Social welfare facilities will also be provided within the proposed development to serve the community.

由於有關用地位於主要是高密度住宅發展的地區，擬議發展與鄰近環境相協調。擬議發展內也會提供社會福利設施，以服務社區。

4.3. Acceptable in Infrastructure, Engineering, Environment, Visual and Landscape Aspects 符合基建、工程、環境、視覺及園景方面的要求

4.3.1. The technical assessments have confirmed that no significant adverse impact will result from the proposed development from air ventilation, environmental, traffic, sewerage, drainage, geotechnical, quantitative risk, landscape and visual aspects.

一系列技術評估已總結擬議發展將不會對空氣流通、環境、交通、排污、排水、岩土、定量風險、園景及視覺等方面造成重大影響。

5. CONCLUSION 結論

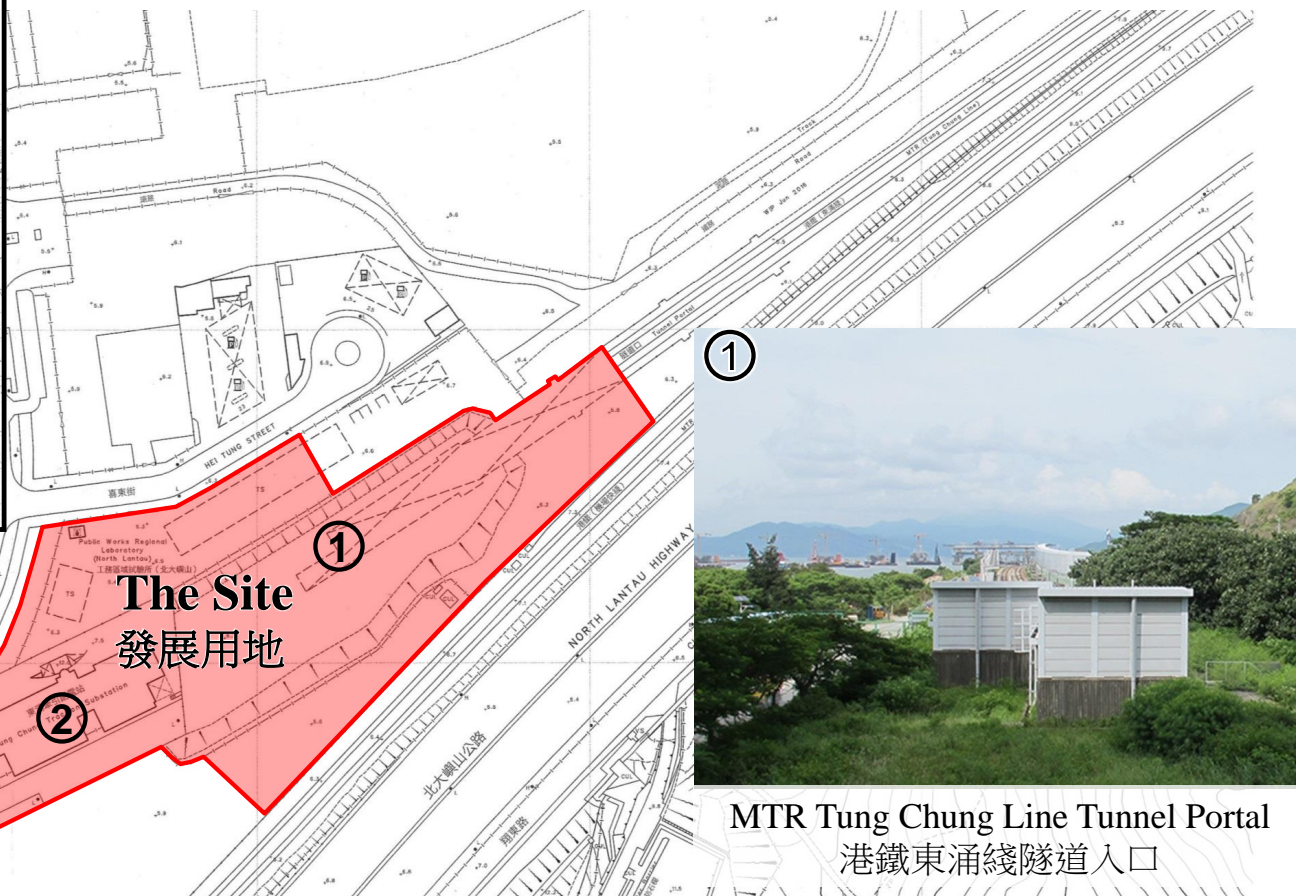
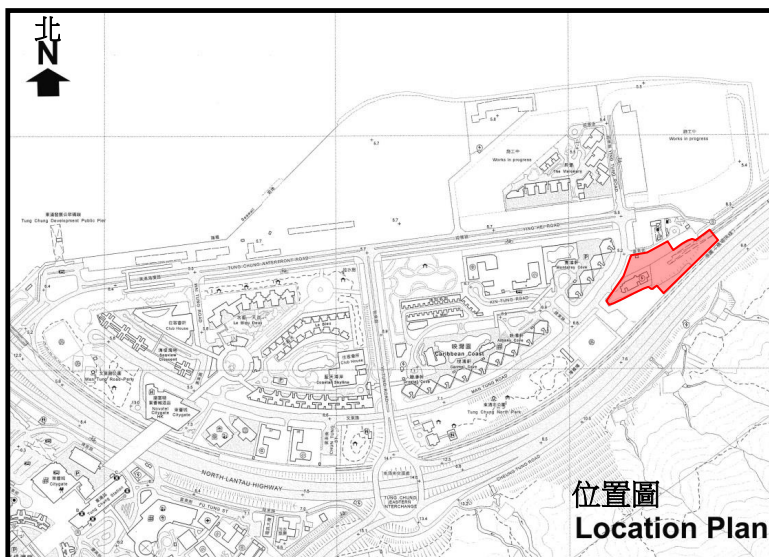
5.1.1. A rezoning study is conducted to examine the feasibility of property development at the existing Tung Chung Traction Substation Site and adjacent areas, taking into consideration the local context, statutory planning context and various development constraints of the Subject Site. A series of technical assessments conclude that the proposed development has no significant adverse impact on its surroundings.

改劃土地用途地帶研究已考慮有關用地的地區環境、法定規劃背景及各種發展限制，從而評估東涌牽引配電站及毗鄰地方作物業發展的可行性。一系列技術評估已總結擬議發展將不會對周圍環境造成重大影響。

Disclaimer 聲明

If there is any inconsistency or ambiguity between the English version and the Chinese version of the Information Brief, the English version shall prevail.

此中文資料簡介為英文版本譯本，如中、英文兩個版本有任何抵觸或不相符之處，應以英文版本為準。



MTR Tung Chung Line Tunnel Portal
港鐵東涌綫隧道入口



Tung Chung Traction Substation (TUT)
東涌牽引配電站



TUT Car Parking and Vehicular
Circulation Area
東涌牽引配電站車輛停泊及通道地方

Legend 圖例

Site Boundary
發展用地界線

Figure 1.1 Location and Site Conditions
圖 1.1 位置及發展用地狀況

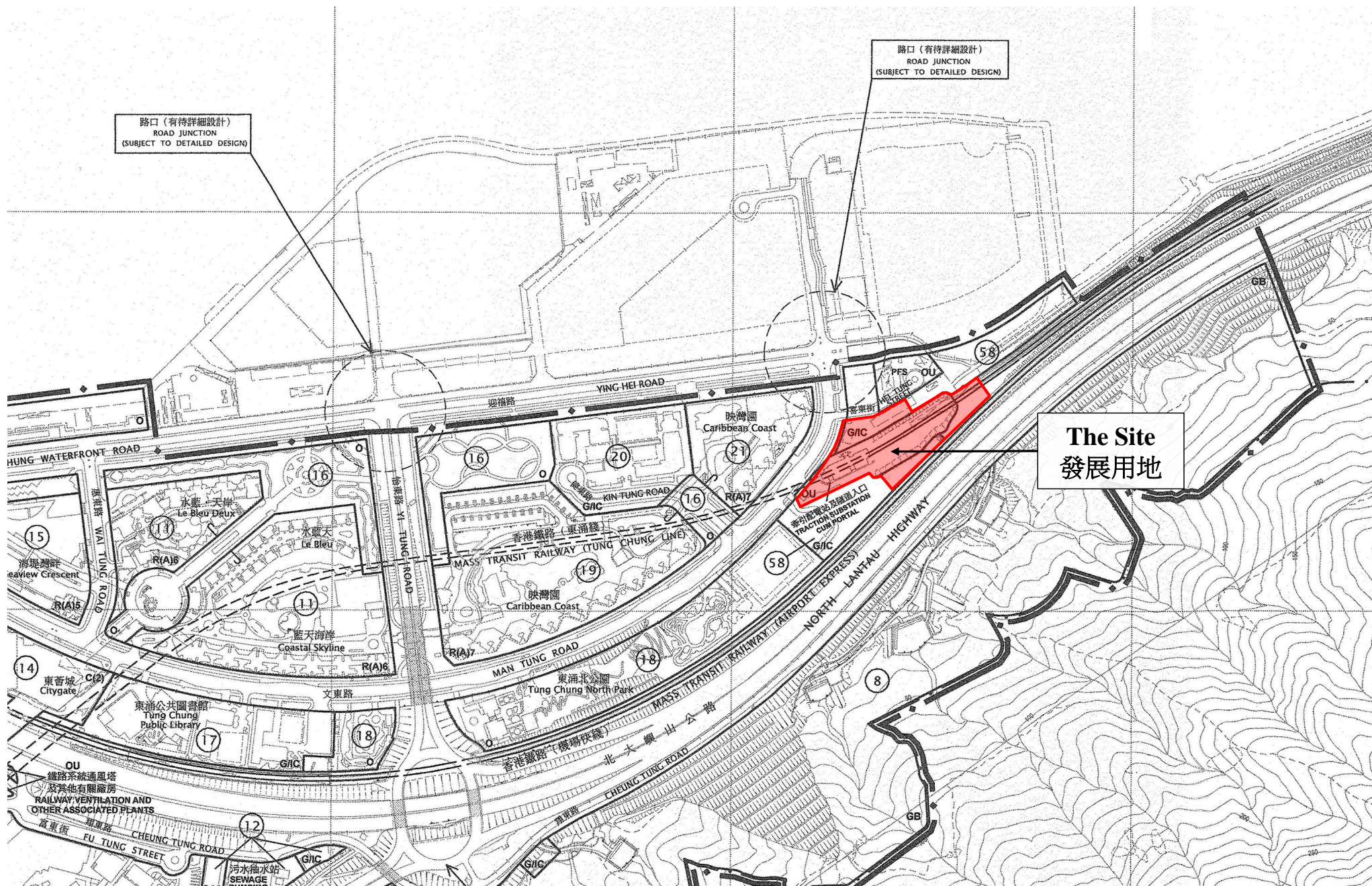


Figure 1.2 Statutory Planning Context

(Extracted from Approved Tung Chung Town Centre Area OZP No. S/I-TCTC/22)

圖 1.2 法定規劃背景

(取自東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/22)

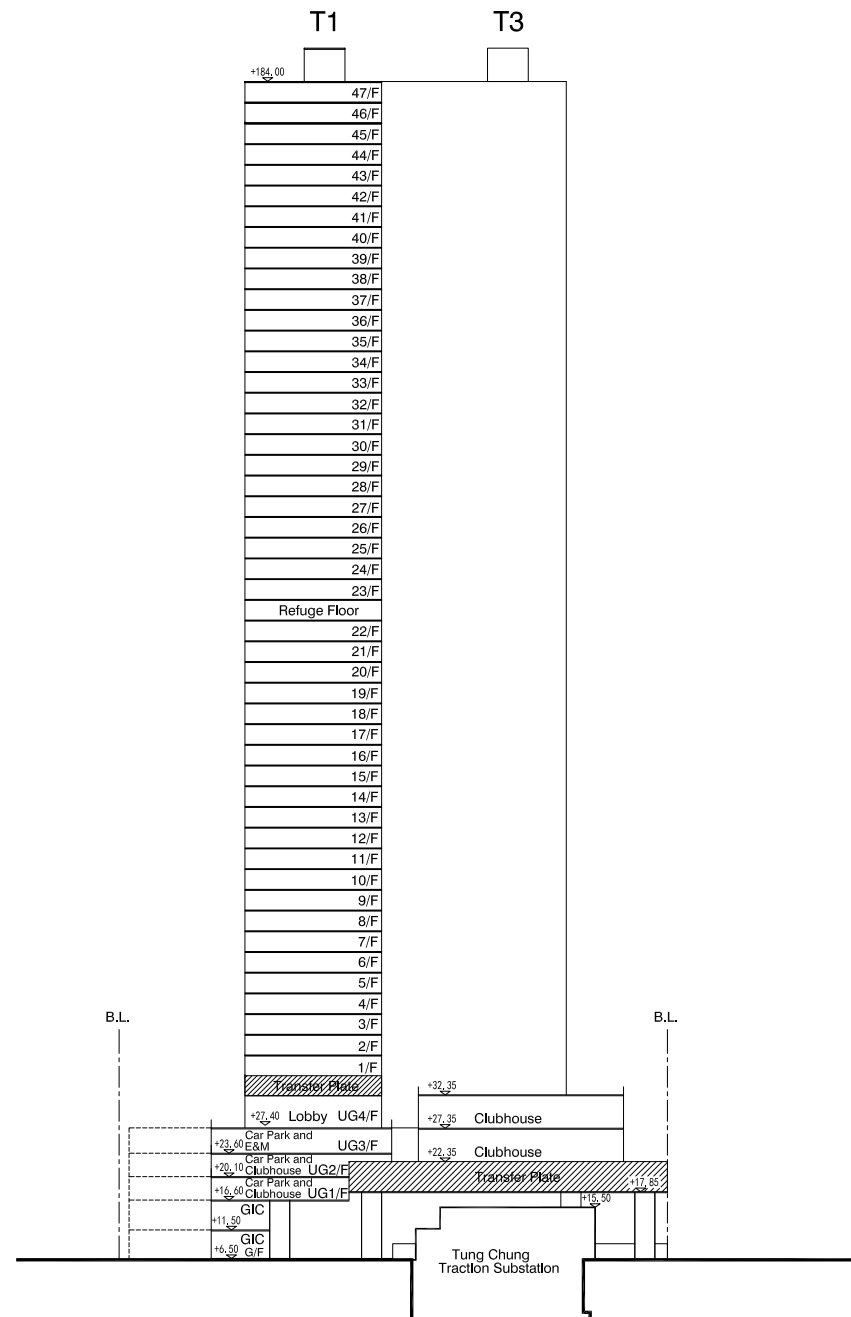


Figure 2.2 Indicative Section A-A

圖 2.2 概念切面圖 A-A

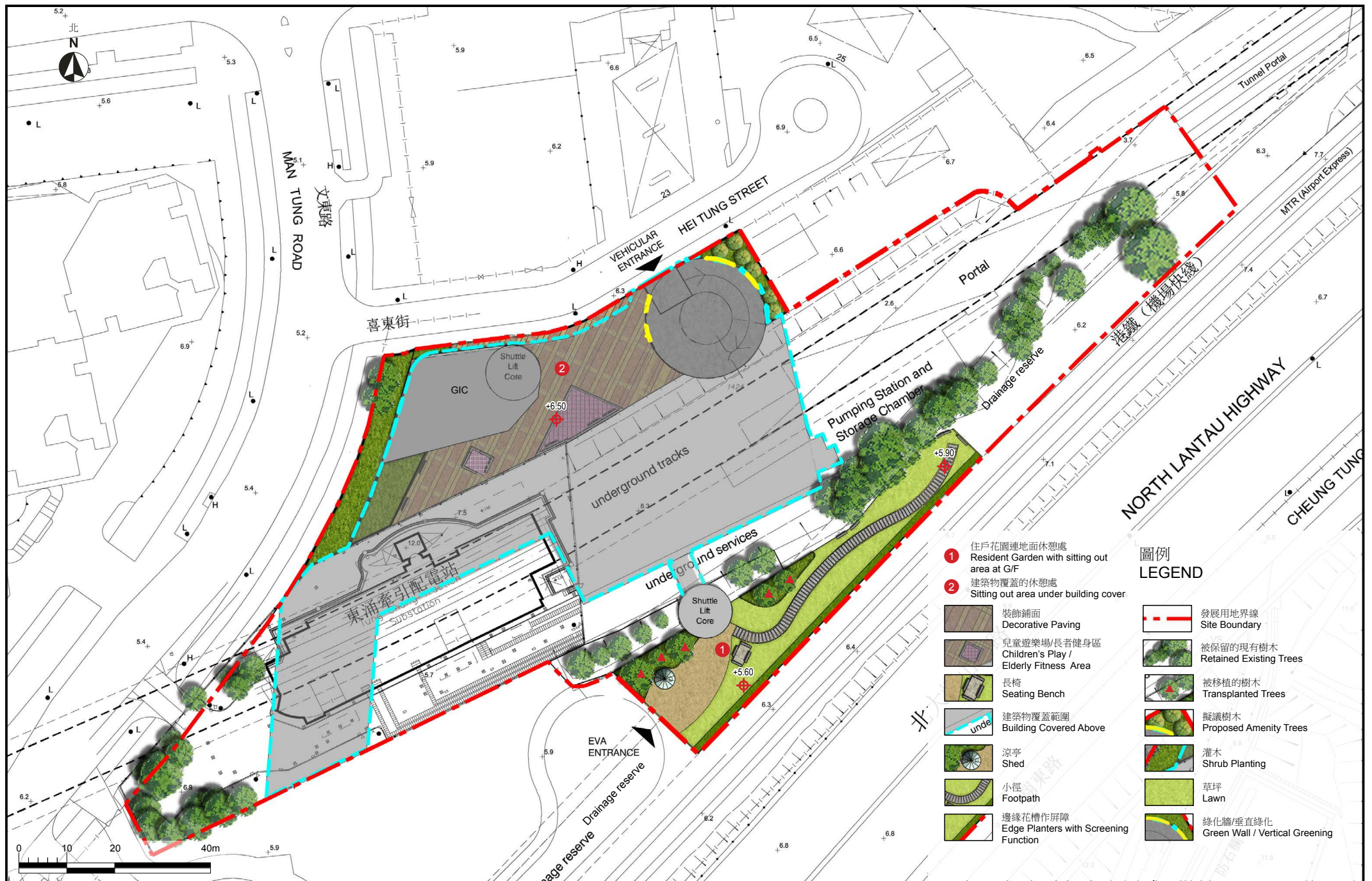


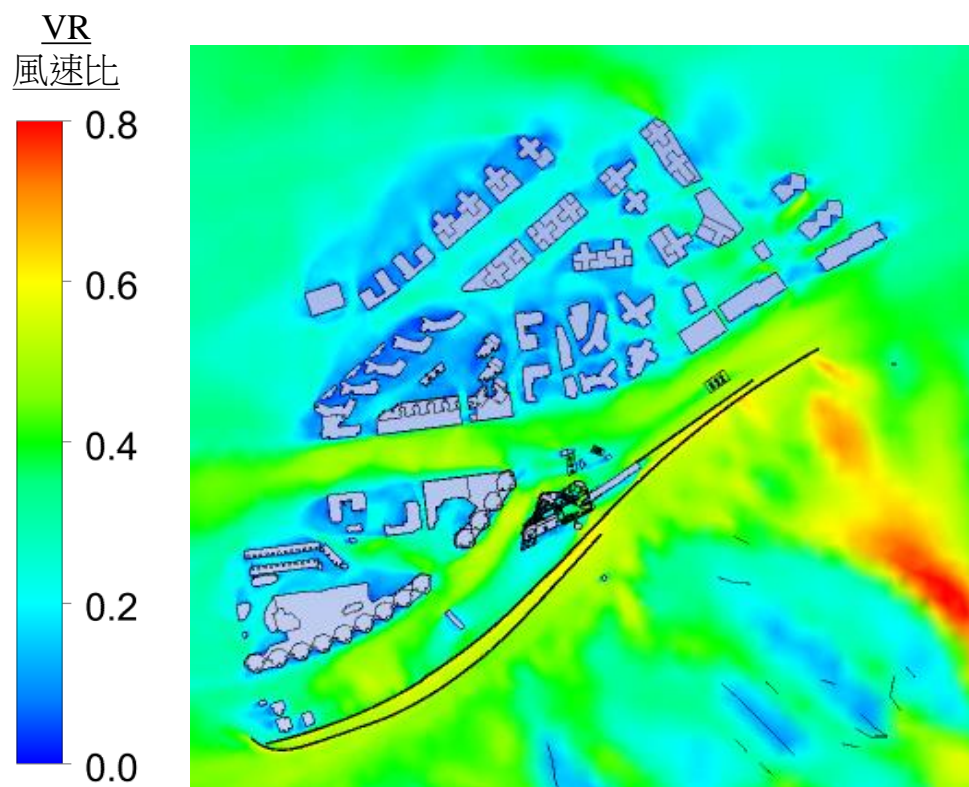
Figure 2.3 Indicative Landscape Master Plan – Ground Level

圖 2.3 園境設計概念總圖 – 地面

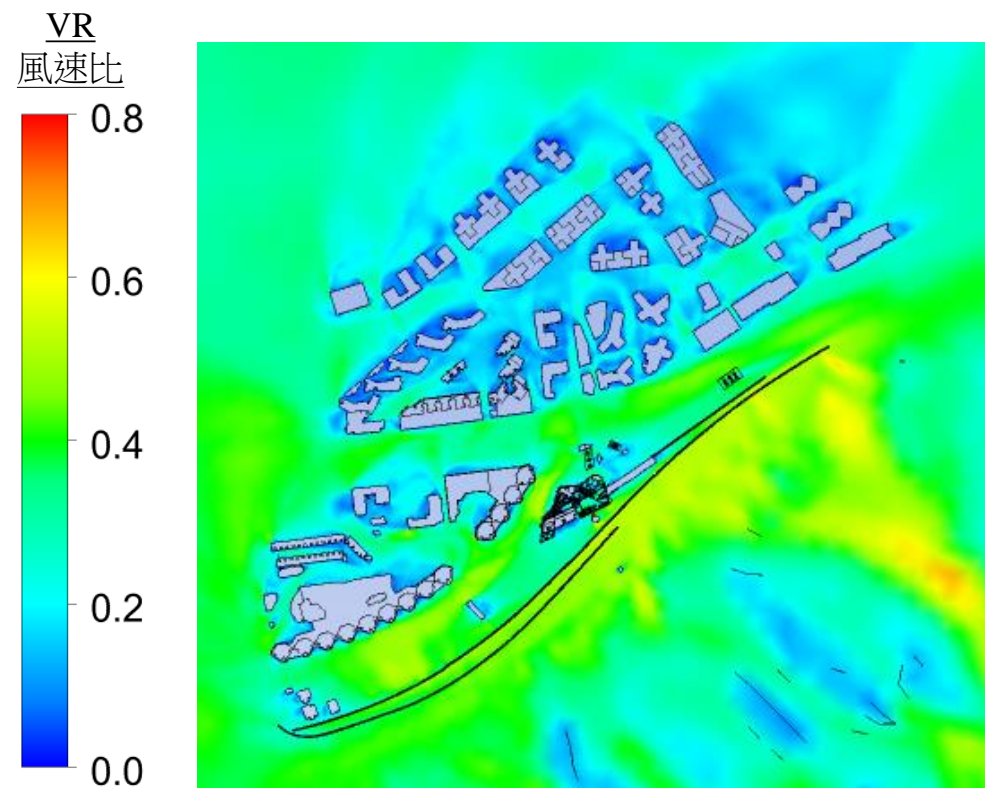


Figure 2.4 Indicative Landscape Master Plan – Podium Level

圖 2.4 園境設計概念總圖 – 平台



Contour Map of
Annual Weighted Average Velocity Ratio
年度加權值平均風速比的等高線地圖



Contour Map of
Summer Weighted Average Velocity Ratio
夏季加權值平均風速比的等高線地圖

Figure 3.1 Contour Map of Annual/Summer Weighted Average Velocity Ratio

圖 3.1 年度／夏季加權值平均風速比的等高線地圖



現有景觀
Existing View



位置圖
KEY PLAN



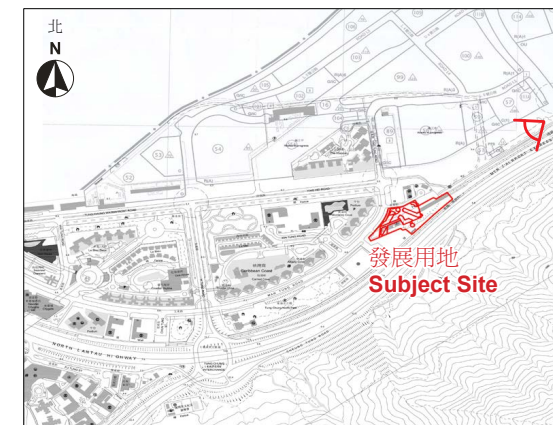
合成照片
Photomontage

Figure 3.2 Photomontage 1: View East from Tung Chung Development Pier

圖 3.2 合成照片 1：由東涌發展碼頭向東望



現有景觀
Existing View



位置圖
KEY PLAN



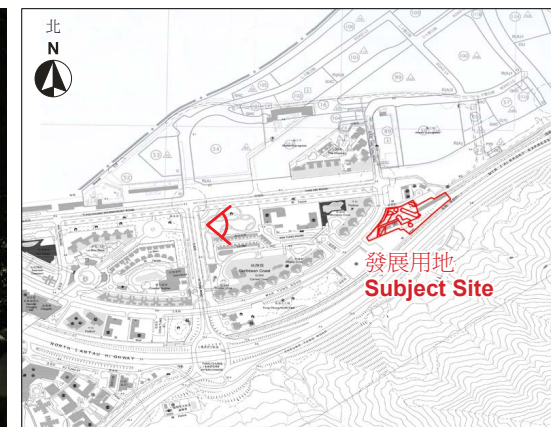
合成照片
Photomontage

Figure 3.3 Photomontage 2: View Southwest from the Planned Open Space at Area 111A of Tung Chung East Development Area

圖 3.3 合成照片 2：由東涌東發展區第111A區的規劃休憩用地向西南望



現有景觀
Existing View



位置圖
KEY PLAN

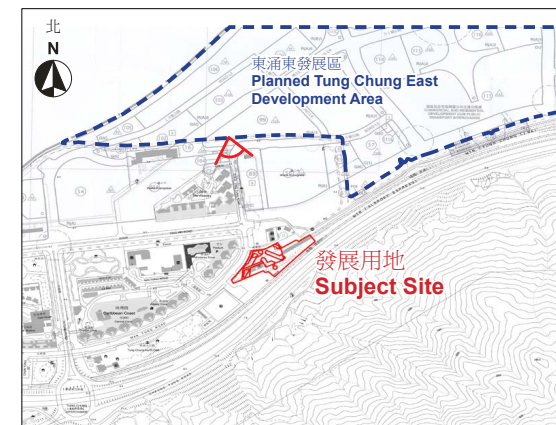


合成照片
Photomontage

Figure 3.4 Photomontage 3: View East from the Open Space at Area 16 of Tung Chung New Town
圖 3.4 合成照片 3：由東涌新市鎮第16區的休憩用地向東望



現有景觀
Existing View



位置圖
KEY PLAN



合成照片
Photomontage

Figure 3.5 Photomontage 4: View South from Ying Tung Road abutting to Waterfront

圖 3.5 合成照片 4：由毗連海旁的迎東路向南望

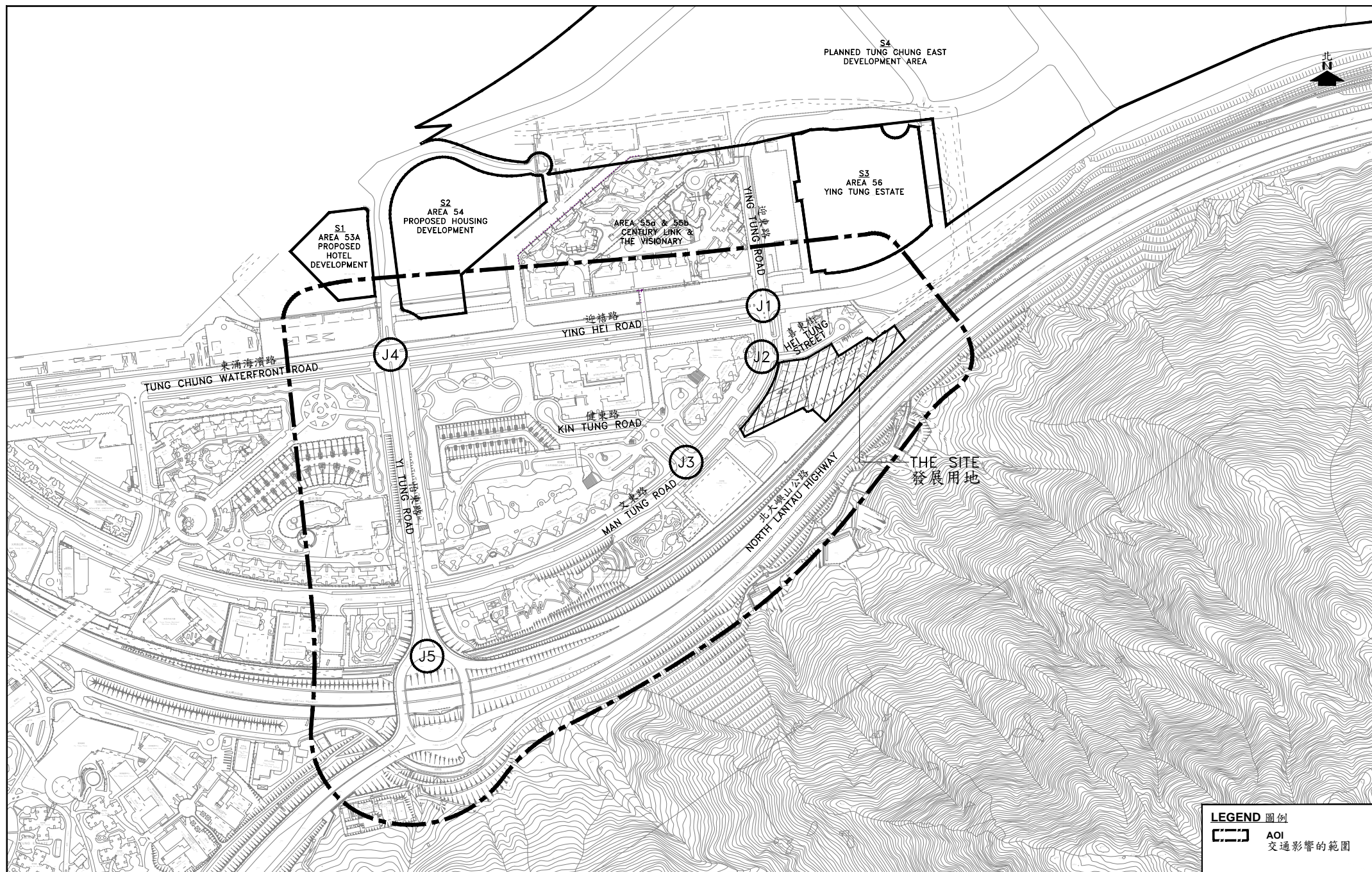


Figure 3.6 Surveyed Junctions

圖 3.6 已評估的路口