For Sai Kung District Council Meeting
on 5 May 2020
SKDC(M) Paper No. 86/20

PROPOSED AMENDMENTS TO THE APPROVED TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26

1 Purpose

The purpose of this paper is to consult the Sai Kung District Council (SKDC) on the proposed amendments to the approved Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/26.

2 Background

On 17 December 2019, the Chief Executive in Council (CE in C) referred the approved OZP to the Town Planning Board (TPB) for amendments to reflect the latest land use proposals. The proposed amendments to the OZP will be submitted to TPB for consideration after consultation with SKDC, and subject to agreement by TPB, published in the gazette under the Town Planning Ordinance (the Ordinance) for public inspection.

3 Proposed Amendments to the Approved Tseung Kwan O OZP No. S/TKO/26 (**Plan 1**)

Amendment Item A: Rezoning of a Site at Chiu Shun Road from an area shown as 'MTR Pak Shing Kok Ventilation Building' and "Green Belt" ("GB") to "Residential (Group A)8" ("R(A)8")

3.1 As part of efforts to increase land supply, the Government has been exploring with the MTR Corporation Limited (MTRCL) ways to unlock the potential of existing railway-related sites for residential and other developments, having regard to site-specific considerations and other relevant factors. In August 2017, the MTRCL submitted a development proposal, proposing decking over the Pak Shing Kok Ventilation Building (PSKVB) Site and its adjoining government land for construction of residential development (**Annex II**). The total site area is approximately 4,460m^2, comprising an area of about 2,571m^2 already granted to the MTRCL for the PSKVB, and a strip of adjacent unleased government land (mainly slopes) of about 1,887m^2. The site is proposed to be rezoned to "R(A)8" (Amendment Item A on **Plan 2**) for residential development, subject to a maximum plot ratio of 6 and a maximum building height of 130mPD. According to MTRCL's proposal, it is estimated that two towers can be constructed to provide a total of about 432 flats.

3.2 The MTRCL has conducted technical studies for the proposed development. No insurmountable technical problem has been identified by relevant bureaux/departments. During and after the construction of the residential development, the normal operation of the PSKVB will be maintained.

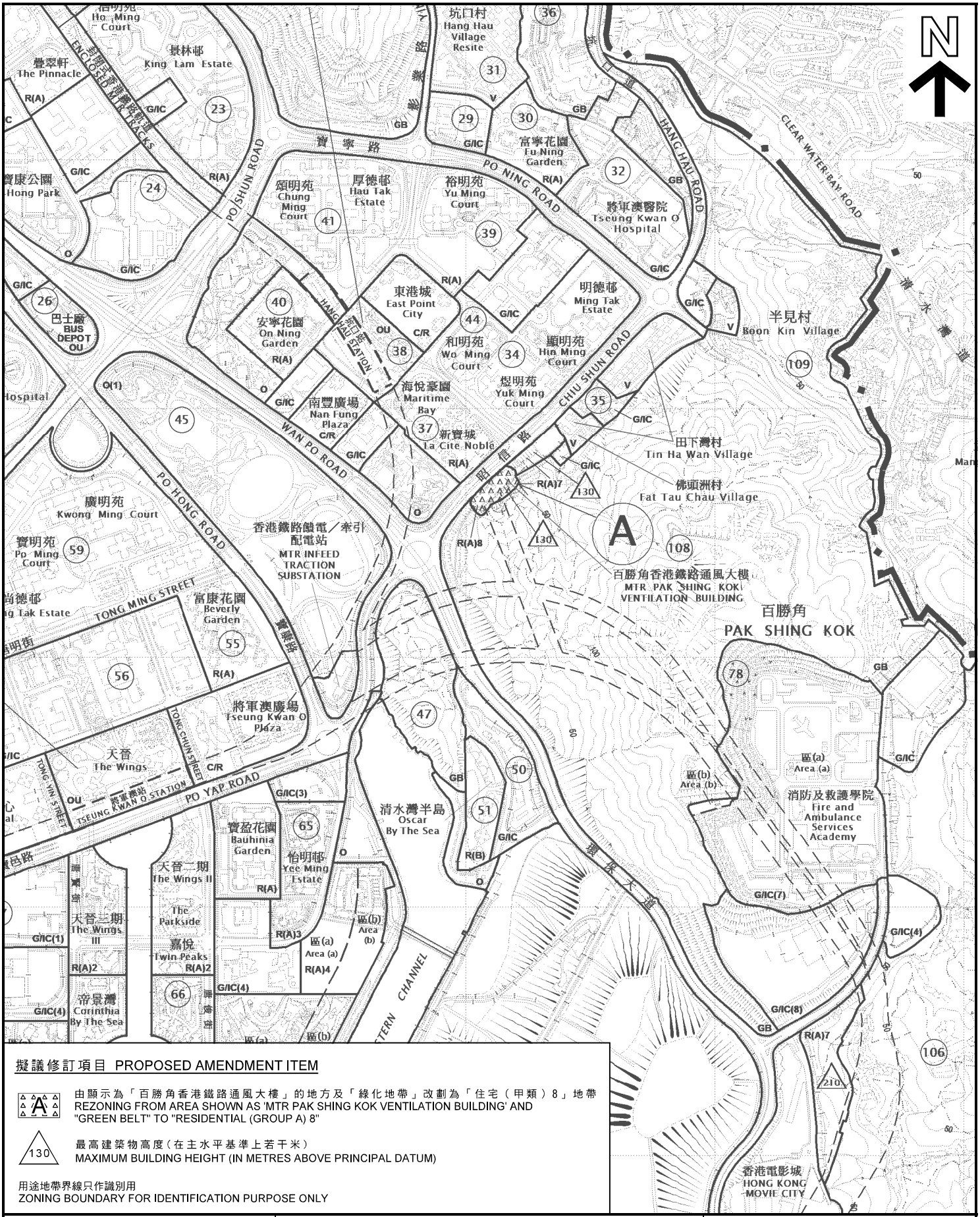
4 Advice sought

Members are invited to provide comments on the proposed amendment to the OZP.

5 Attachments

Plan 1	Extract of Draft Tseung Kwan O OZP No. S/TKO/26A
Plan 2	Site Plan
Annex I	Extract of the Notes of Draft Tseung Kwan O OZP No. S/TKO/26A
Annex II	Information Brief submitted by the MTRCL

SAI KUNG AND ISLANDS DISTRICT PLANNING OFFICE
PLANNING DEPARTMENT
MAY 2020



擬議修訂項目 PROPOSED AMENDMENT ITEM

A 由顯示為「百勝角香港鐵路通風大樓」的地方及「綠化地帶」改劃為「住宅（甲類）8」地帶
REZONING FROM AREA SHOWN AS 'MTR PAK SHING KOK VENTILATION BUILDING' AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 8"

130 最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

用途地帶界線只作識別用
ZONING BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2020年4月6日擬備
EXTRACT PLAN PREPARED ON 6.4.2020

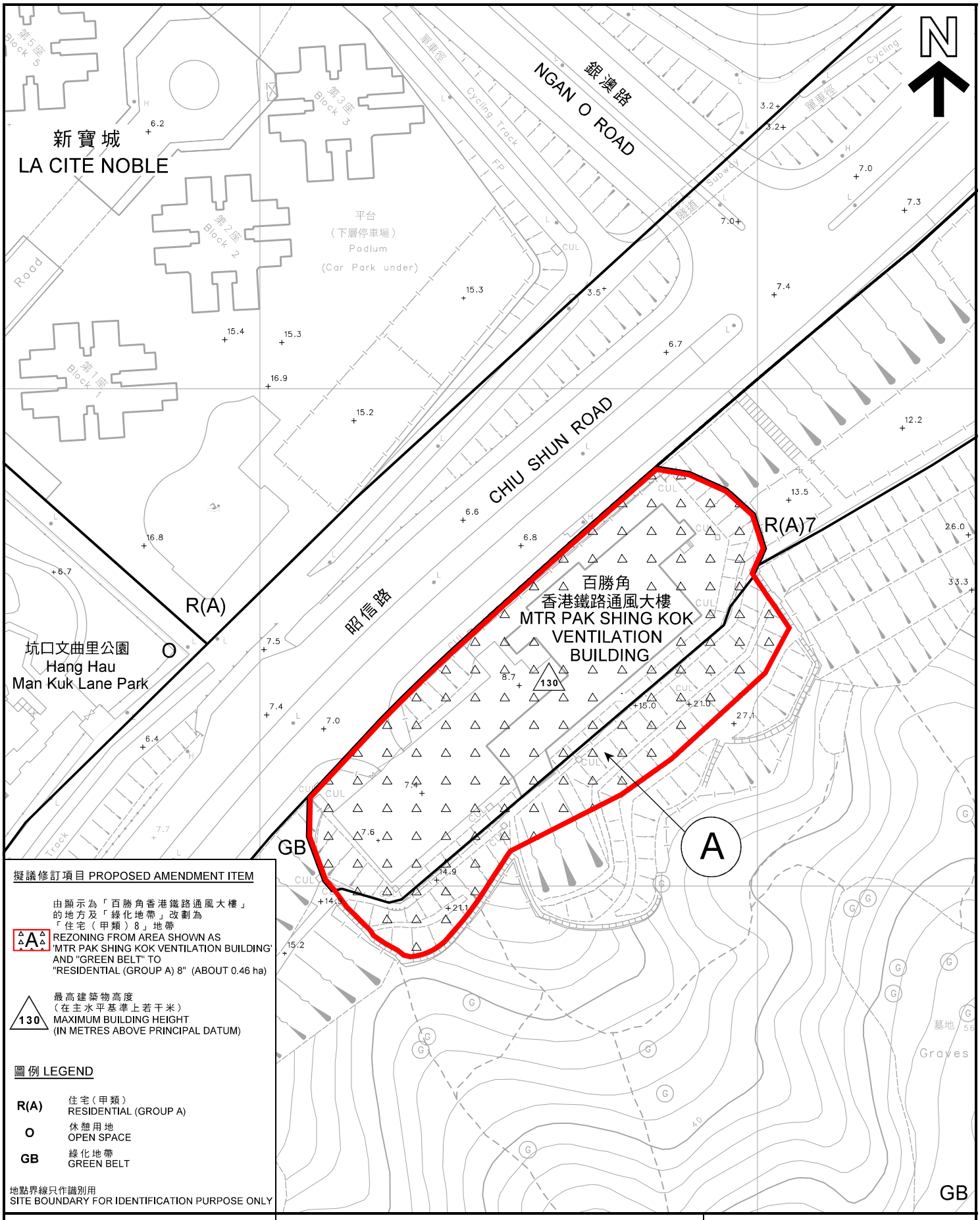
將軍澳分區計劃大綱草圖編號 S/TKO/26A 的摘錄
EXTRACT OF DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN No. S/TKO/26A

SCALE 1 : 10 000 比例尺
米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TKO/20/07

圖 PLAN
1



擬議修訂項目 PROPOSED AMENDMENT ITEM

A 由顯示為「百勝角香港鐵路通風大樓」的地方及「綠化地帶」改劃為「住宅（甲類）8」地帶
REZONING FROM AREA SHOWN AS 'MTR PAK SHING KOK VENTILATION BUILDING' AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 8" (ABOUT 0.46 ha)

130 最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

圖例 LEGEND

R(A)	住宅（甲類） RESIDENTIAL (GROUP A)
O	休憩用地 OPEN SPACE
GB	綠化地帶 GREEN BELT

地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2020年4月6日擬備，所根據的資料為測量圖編號 12-NW-16C
EXTRACT PLAN PREPARED ON 6.4.2020 BASED ON SURVEY SHEET No. 12-NW-16C

將軍澳分區計劃大綱核准圖
編號 S/TKO/26 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TSEUNG KWAN O OUTLINE ZONING PLAN No. S/TKO/26

SCALE 1 : 1 000 比例尺
米 METRES 20 0 20 40 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/TKO/20/07

圖 PLAN 2

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market ***Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (on land designated "R(A)8" only)*** Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) ***Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (except on land designated "R(A)8")*** Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services ***(not elsewhere specified)*** Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room: Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the existing building, whichever is the greater:

Sub-area		Maximum Domestic Plot Ratio	Maximum Non- Domestic Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Height (metres above Principal Datum)
R(A)1		5.5	0.5	-	138
R(A)2		5	0.5	50%	100
R(A)3		4	0.5	50%	100
R(A)4	Area (a)	3	0.5	50%	65
	Area (b)	3	0.5	50%	35
R(A)5		3	0.5	50%	65
R(A)6	Area (a)	2	0.5	50%	50
	Area (b)	2	0.5	50%	35
	Area (c)	2	0.5	50%	60

(b) On land designated "R(A)7", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.5 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(c) On land designated "R(A)8", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

~~(c)~~***(d)*** On land designated "R(A)3" in Area 65, a public open space of not less than 4,600m^2 shall be provided in the southern portion and at the street level.

~~(d)~~***(e)*** In determining the maximum plot ratio for the purposes of paragraphs (a) ~~and (b)~~ ***to (c)*** above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(f) In determining the maximum plot ratio for the purpose of paragraph (c) above, any floor space that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.

~~(e)~~***(g)*** In determining the maximum site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.

~~(f)~~***(h)*** Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraphs (a) ~~and (b)~~ ***to (c)*** above and minor adjustment to the boundaries of Areas (a)/(b) of "R(A)4" and/or Areas (a)/(b)/(c) of "R(A)6" as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use

擬議改劃百勝角通風大樓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 Chiu Shun Road. The Subject Site is currently occupied by the existing Pak Shing Kok Ventilation Building and man-made slopes.

有關用地位於昭信路，現時主要由百勝角通風大樓及人造斜坡佔用。

1.1.2. **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。

1.1.3. With regards to its surrounding context, the area north of the Subject Site is largely dominated by high density residential developments. Supporting Government, institution or community (GIC) and recreational facilities such as school, park and sports ground are located close to the Subject Site. There are also shopping centres nearby.

關於有關用地的周圍環境，其北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、公園及運動場。附近亦有一些購物商場。

1.2. Pak Shing Kok Ventilation Building 百勝角通風大樓

1.2.1. The existing Pak Shing Kok Ventilation Building forms part of the MTR Tseung Kwan O Line. The Ventilation Building provides air ventilation for the tunnels of the MTR line.

百勝角通風大樓是港鐵將軍澳綫的一部分，以確保鐵路隧道空氣流通。

1.2.2. At present, the Ventilation Building is served by a vehicular ingress/egress via Chiu Shun Road which allows the access by large vehicles to deliver large equipment/machines in case replacement of parts of the ventilation facilities is required.

百勝角通風大樓的車輛出入口現時位於昭信路，如有需要更換相關通風設備，該車輛出入口可便利大型車輛將所需的大型設備／機器運送到通風大樓。

1.3. Statutory Planning Context 法定規劃背景

1.3.1. The Subject Site is covered by the approved Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/26.

有關用地已納入將軍澳分區計劃大綱核准圖（分區計劃大綱圖）編號 S/TKO/26。

1.3.2. According to the current OZP, the Subject Site comprises an area shown as "MTR Pak Shing Kok Ventilation Building" and "Green Belt". **Figure 1.2** provides the location of Subject Site on the approved Tseung Kwan O OZP No. S/TKO/26.

根據分區計劃大綱圖，有關用地包括顯示為「百勝角香港鐵路通風大樓」的地方，以及「綠化地帶」。**圖 1.2** 展示了有關用地於將軍澳分區計劃大綱核准圖編號 S/TKO/26 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** and Indicative Section A-A is 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**，而概念切面圖 A-A 亦載示於**圖 2.2**。

2.1.2. As shown in **Figure 2.1**, two residential towers are located within the Subject Site. The residential towers will be developed atop a transfer plate decking over the existing Pak Shing Kok Ventilation Building Site.

圖 2.1 顯示了有關用地將提供兩座住宅大樓。現有的百勝角通風大樓用地將建轉換層，而住宅大樓將於轉換層之上發展。

2.1.3. As the operating Pak Shing Kok Ventilation Building will remain in-situ, the Subject Site will therefore be jointly used by the proposed residential development and the existing Pak Shing Kok Ventilation Building. Vehicular entrance/exit for the Site will be shared by the proposed residential development and the existing Pak Shing Kok Ventilation Building.

由於百勝角通風大樓將原址保留，所以擬議發展將與現有的百勝角通風大樓共用有關用地。擬議發展亦將與百勝角通風大樓共用車輛出入口。

2.1.4. The two proposed residential towers are carefully situated taking into account the geotechnical and topographic conditions. Also, the residential towers have setback from Chiu Shun Road to mitigate the potential air pollution and road traffic noise. In addition, the residential towers are designed with consideration of the potential impact on air ventilation of the area.

擬議的兩座住宅大樓的設計已考慮岩土及地形狀況。同時，住宅大樓從昭信路的路緣後移，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。住宅大樓的設計亦已考慮對區內空氣流通所造成的潛在影響。

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 residential towers 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**	4,458 sq. m. 4,458 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**	26,748 sq. m. 26,748 平方米
No. of Flats **單位數目**	432
No. of Residential Storeys **住用樓層層數**	27 storeys per tower 每座各 27 層
No. of Towers **樓宇數目**	2
Building Height **建築物高度**	130mPD 主水平基準以上 130 米

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. 892 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 892 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, 1,210 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 1,210 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 Tseung Kwan O OZP No. S/TKO/26 as follows:

根據概念方案，擬議對將軍澳分區計劃大綱核准圖編號 S/TKO/26 作出如下修訂：

- To rezone the Subject Site from an area shown as 'MTR Pak Shing Kok Ventilation Building' and "Green Belt" 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.

  把有關用地由顯示為「百勝角香港鐵路通風大樓」及「綠化地帶」的地方改劃為「住宅（甲類）8」地帶，最高住用地積比率為 6 倍，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 winds are from east and east-northeast directions and Chiu Shun Road is a major wind corridor. Adequate setback distance from Chiu Shun Road is provided in the Conceptual Scheme with an aim to facilitating the wind movement and would not cause any substantial blockage to the approaching annual prevailing winds.

全年盛行風主要來自東及東北偏東面，而昭信路是主要通風廊。擬議發展與昭信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 winds are dominated from southwest and south-southwest directions and Chiu Shun Road serves as a major wind corridor. With provision of sufficient setback distance from Chiu Shun Road in the Conceptual Scheme, it would not impose major obstruction to the summer prevailing winds.

夏季盛行風主要來自西南及西南偏南面，而昭信路是主要通風廊。由於擬議發展與昭信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：

- Orientated aligning with the NE-SW direction to reduce impediment to the annual and summer prevailing winds
  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

- Provided void areas to enhance building permeability at the lower zone of the proposed development
  於擬議發展預留適量空間，以促進低層區域的通透性

- Proposed building height respecting its immediate surrounding
  擬議發展的高度已考慮附近建築物的高度

3.1.5. As compared with the existing condition, with the proposed development in place, the annual weighted local average velocity ratio will change from 0.227 to 0.221, while the summer weighted local average velocity ratio is found to be 0.207 under both existing condition and the Conceptual Scheme. 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 local average velocity ratio for details.

當擬議發展落成後，現有的年度加權值地區平均風速比將由 0.227 變為 0.221，而夏季加權值地區平均風速比將維持 0.207。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／夏季加權值地區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 significant adverse impact to the surrounding wind environment is anticipated with the proposed development in place.

根據計算流體動力學的結果，預計擬議發展將不會對鄰近風環境帶來重大影響。

3.2. Environment 環境

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

顧問團隊已進行環境評估，以研究車輛廢氣排放及路面交通噪音等的潛在影響。

3.2.2. To ameliorate traffic noise from Chiu Shun Road, sufficient building setback will be provided. Building blocks disposition and internal layout have been carefully designed to alleviate the potential road traffic noise. A road traffic noise impact assessment has been conducted and concluded that the road traffic noise impact is considered acceptable with the implementation of appropriate mitigation measures.

為減輕來自昭信路的交通噪音，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。根據路面交通噪音評估，當實施了合適的緩解措施後，路面交通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 emissions, a minimum horizontal buffer separation of 10m for a district distributor, as per Table 3.1 of Chapter 9 of HKPSG, is proposed between the nearest road kerb of Chiu Shun Road (a district distributor) 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，住宅樓宇應與地區幹路相距最少 10 米。擬議發展已按相關要求，與昭信路（地區幹路）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 3.4** 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 3.4** 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 group in Hang Hau. Besides, the introduction of greening framework at the lower level of the proposed development will 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。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 Hang Hau is a densely developed urban area, 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.

由於坑口是發展稠密的地區，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 51 pcu/hour and 29 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 the traffic generated by the proposed development is not anticipated to induce significant traffic impact onto the adjacent junctions. Please see **Figure 3.5** 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 51 及 29 個小客車架次。路口預留容量評估顯示，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 3.5**。

3.4.2. The estimated number (two-way) of MTR passengers generated from the proposed development for the AM Peak and PM Peak are 142 passengers/hour and 93 passengers/hour respectively, while the estimated number (two-way) of Public Light Buses passengers generated from the proposed development for AM Peak and PM Peak are 69 passengers/hour and 46 passengers/hour respectively. Also, the estimated number (two-way) of franchised bus passengers generated from the proposed development for the AM Peak and PM Peak are 140 passengers/hour and 92 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 142 位乘客及 93 位乘客，而在上午及下午繁忙時段產生的公共小型巴士乘客量（來回）分別為每小時 69 位乘客及 46 位乘客。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 140 位乘客及 92 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. Also, an at-grade pedestrian crossing across Chiu Shun Road is proposed to improve the accessibility of the Subject Site.

此外，交通影響評估建議於昭信路增設地面行人過路處，以改善有關用地的可達性。

3.4.4. 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 solution for provision of sewerage connection from the Site to the existing public sewerage system. It is proposed that a new 250mm diameter sewerage pipeline, comprising three new manholes at Chiu Shun Road, be constructed and connected with an existing 300mm public sewerage pipe from Hang Hau Man Kuk Lane Park to a manhole of an existing 1,650mm diameter public trunk sewer pipeline along Chiu Shun 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。擬議發展將於昭信路建造一條直徑 250 毫米的污水管道，並設有三個沙井，以便接駁現有

連接坑口文曲里公園的一條直徑 300 毫米的公共污水管道。這現有污水管道正連接位於昭信路的一條直徑 1,650 毫米公共污水幹渠中的一個沙井。

3.5.2. Compared with the hydraulic capacity of an existing 1,650mm diameter public trunk sewer pipeline along Chiu Shun Road (2.472 m^3/sec), the quantity of sewerage flow from the proposed development is considered to be relatively small (0.0292 m^3/sec). Therefore, it is anticipated that there would not be any adverse sewerage impact due to the proposed development.

現有沿昭信路的一條直徑 1,650 毫米公共污水幹渠的排水量為每秒 2.472 立方米，而擬議發展將產生少量污水流量（每秒 0.0292 立方米），因此預計擬議發展將不會對現有污水收集系統造成負面影響。

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 4-cell box culvert located along Chiu Shun Road. Under the existing condition, the stormwater runoffs from the Subject Site are discharged to the existing box culvert through existing sand traps within the Subject Site.

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。現時沿昭信路有一條四孔式箱形暗渠，而有關用地的雨水徑流將經隔沙池排放到這條箱形暗渠。

3.6.2. With the proposed development in place, it is recommended that the stormwater runoffs of the proposed development be separately drained to the existing box culvert via a new terminal manhole. The increase in stormwater runoffs from the proposed development is estimated to be 0.006 m^3/sec, which is comparatively small to the hydraulic capacity of the existing box culvert of 27.33 m^3/sec. Hence, it is anticipated that the proposed development will not cause any adverse drainage impact on the existing drainage system.

擬議發展的雨水徑流將由新增的終端沙井排放到現有的四孔式箱形暗渠。現有箱形暗渠的排水量為每秒 27.33 立方米，而擬議發展將增加的雨水徑流流量為每秒 0.006 立方米，相對於箱形暗渠的排水量，這只是十分輕微的流量增加。因此，預計擬議發展將不會對現有排水系統造成負面影響。

3.7. Geotechnical 岩土

3.7.1. A Geotechnical Planning Review Report has been conducted. Existing site geology, man-made slopes, natural terrain and possible foundation types have been appraised. Based on the available information and through implementation of the recommended slope improvement works and natural terrain mitigation measures, the proposed development is considered to be geotechnically feasible. In the detailed design stage, slope improvement works, natural terrain hazard study, and related mitigation measures will be further studied.

顧問團隊已進行岩土工程規劃檢討報告，評核用地的地質、人造斜坡、天然山坡及可行的地基種類。根據岩土數據，當進行了斜坡改善工程及實施了天然山坡緩解措施後，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一步研究斜坡改善工程的設計、天然山坡災害及相關緩解措施。

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 Ventilation Building 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。本建議於現有通風大樓作上蓋住宅發展，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.

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。

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, 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、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 Pak Shing Kok Ventilation Building Site and adjacent area, 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，從而評估百勝角通風大樓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.

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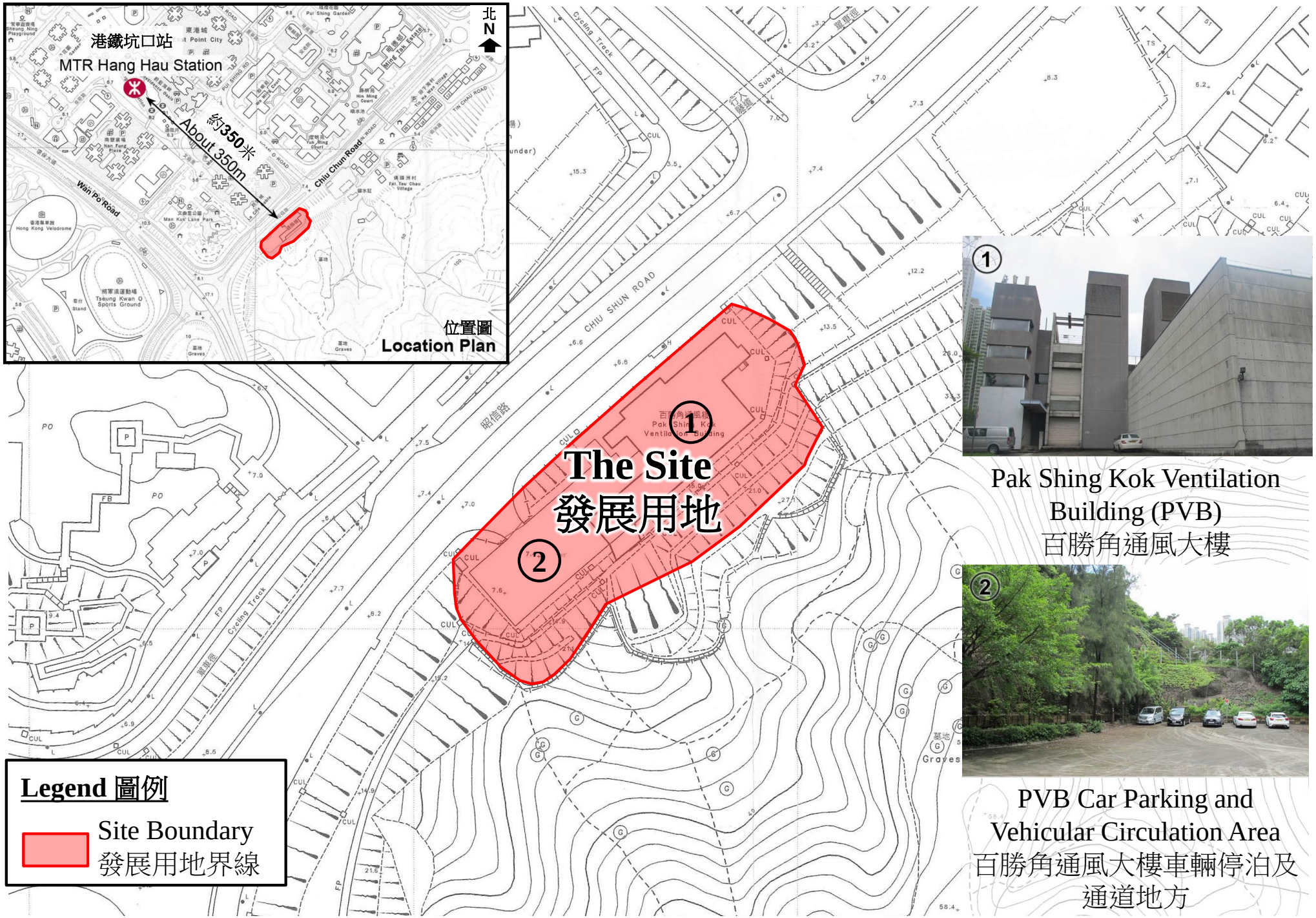


Figure 1.1 Location and Site Conditions

圖 **1.1** 位置及發展用地狀況

Figure 1.2 Statutory Planning Context (Extracted from approved Tseung Kwan O OZP No. S/TKO/26)

圖 **1.2** 法定規劃背景 (取自將軍澳分區計劃大綱核准圖編號 **S/TKO/26**)

Figure 2.1 Conceptual Scheme

圖 **2.1** 概念方案

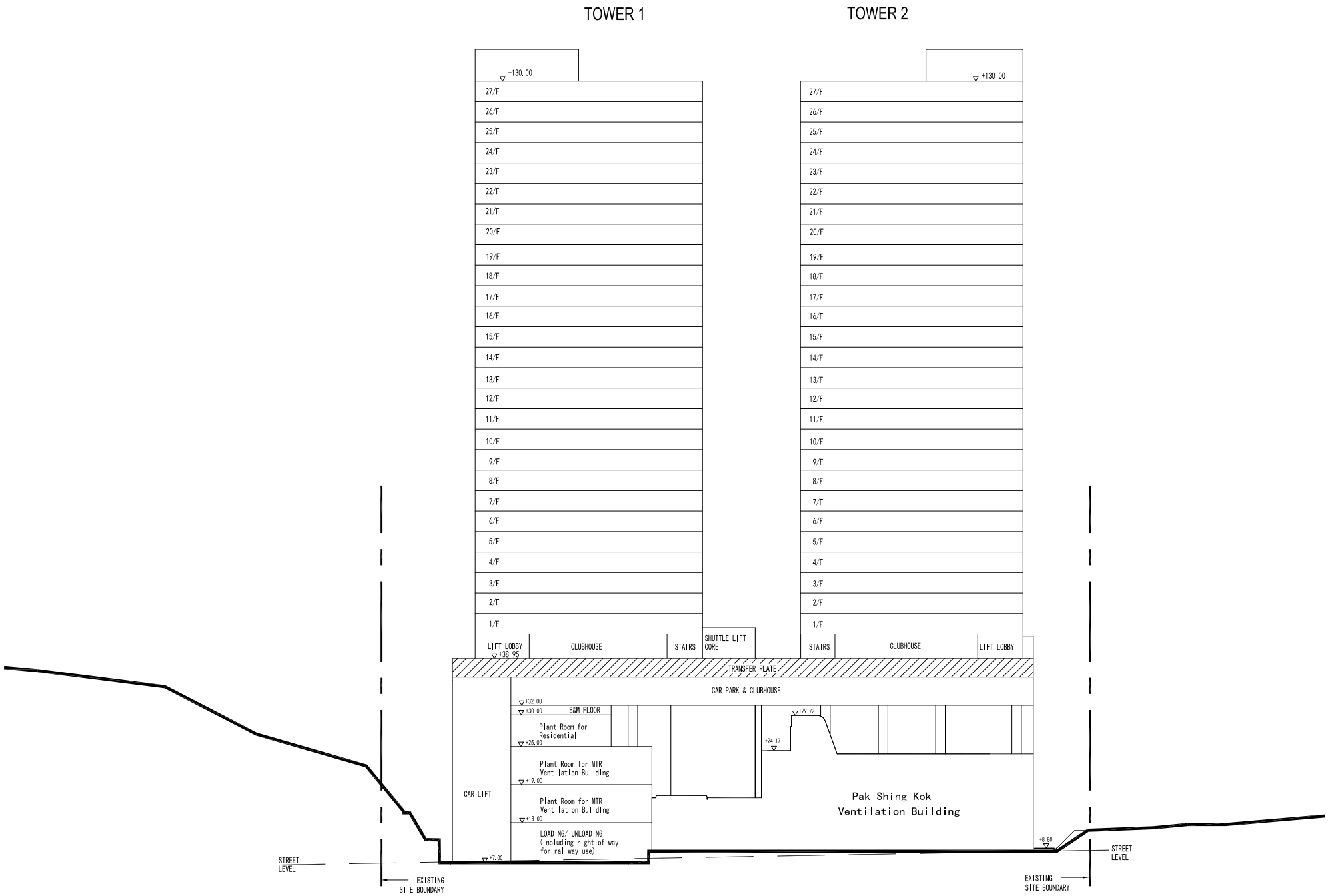


Figure 2.2 Indicative Section A-A
圖 **2.2** 概念切面圖 **A-A**

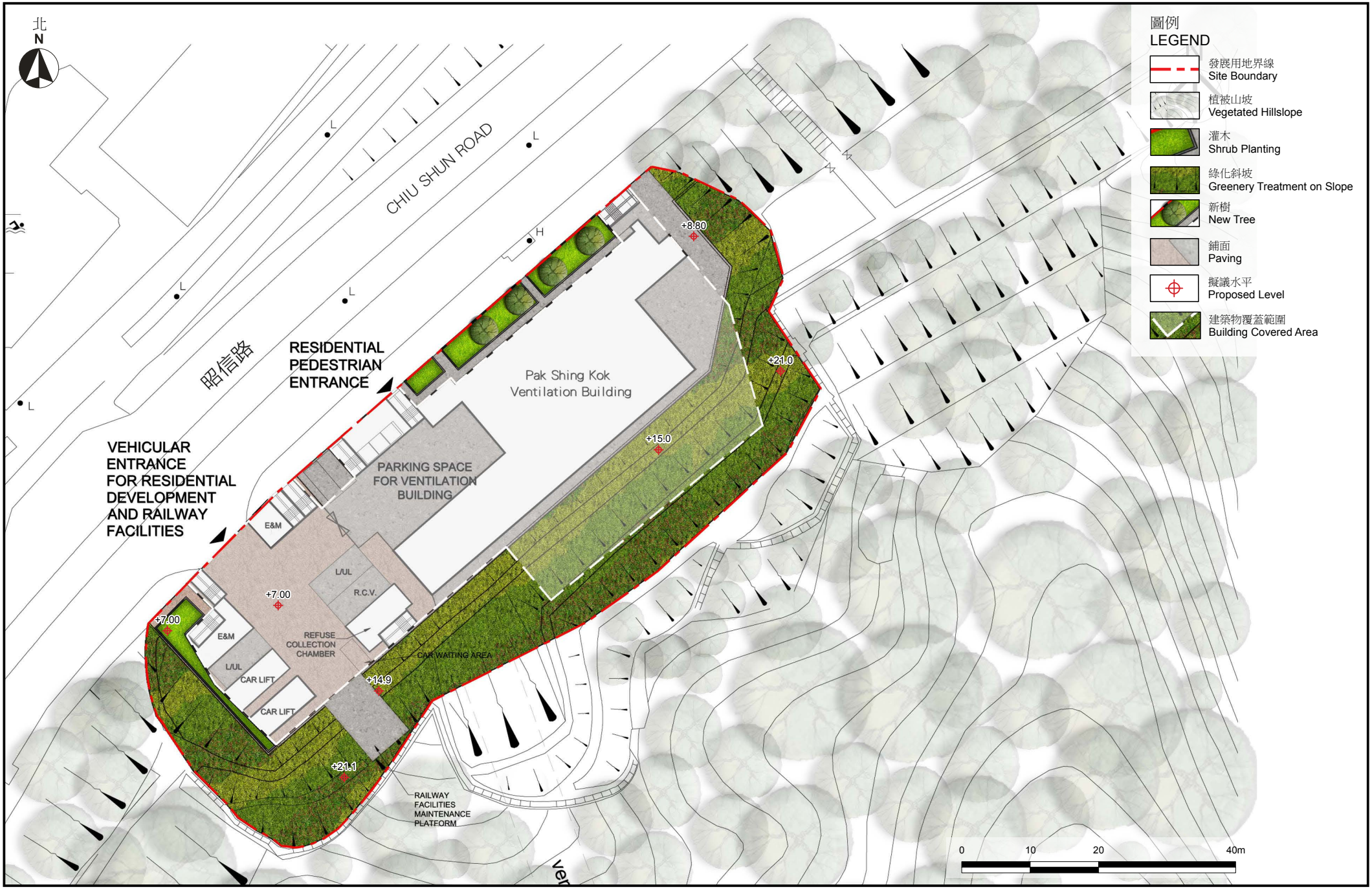
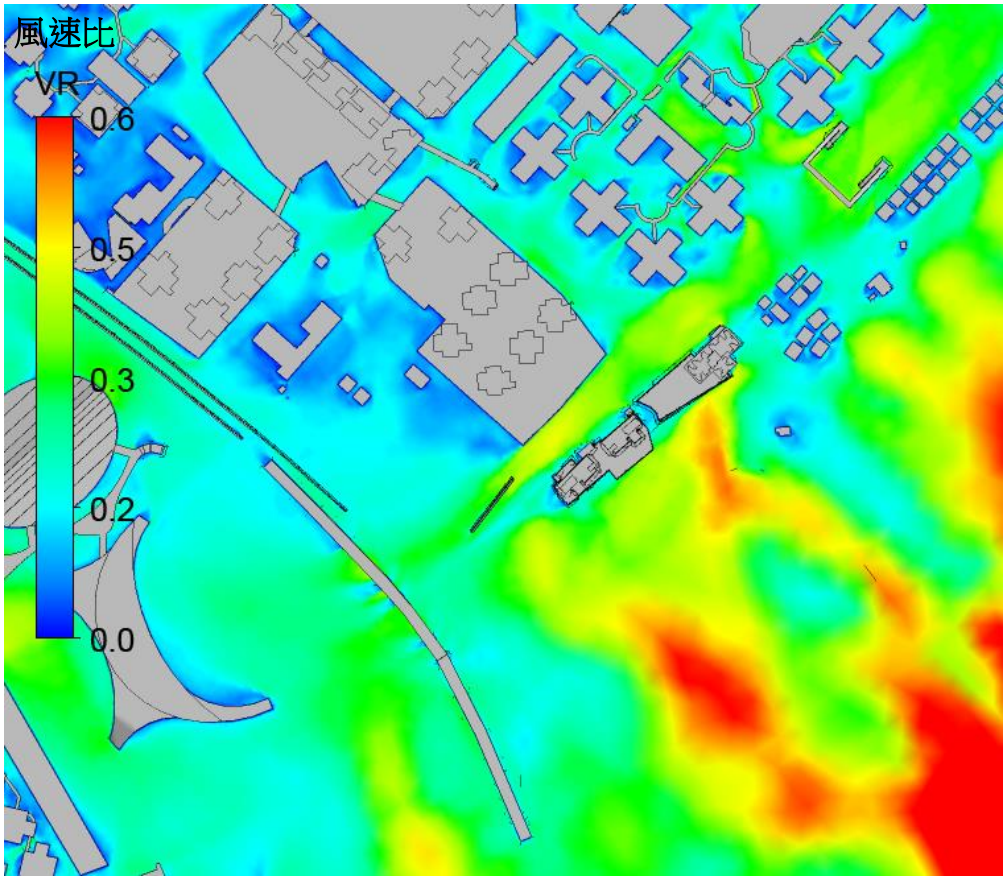


Figure 2.3 Indicative Landscape Master Plan – Ground Level

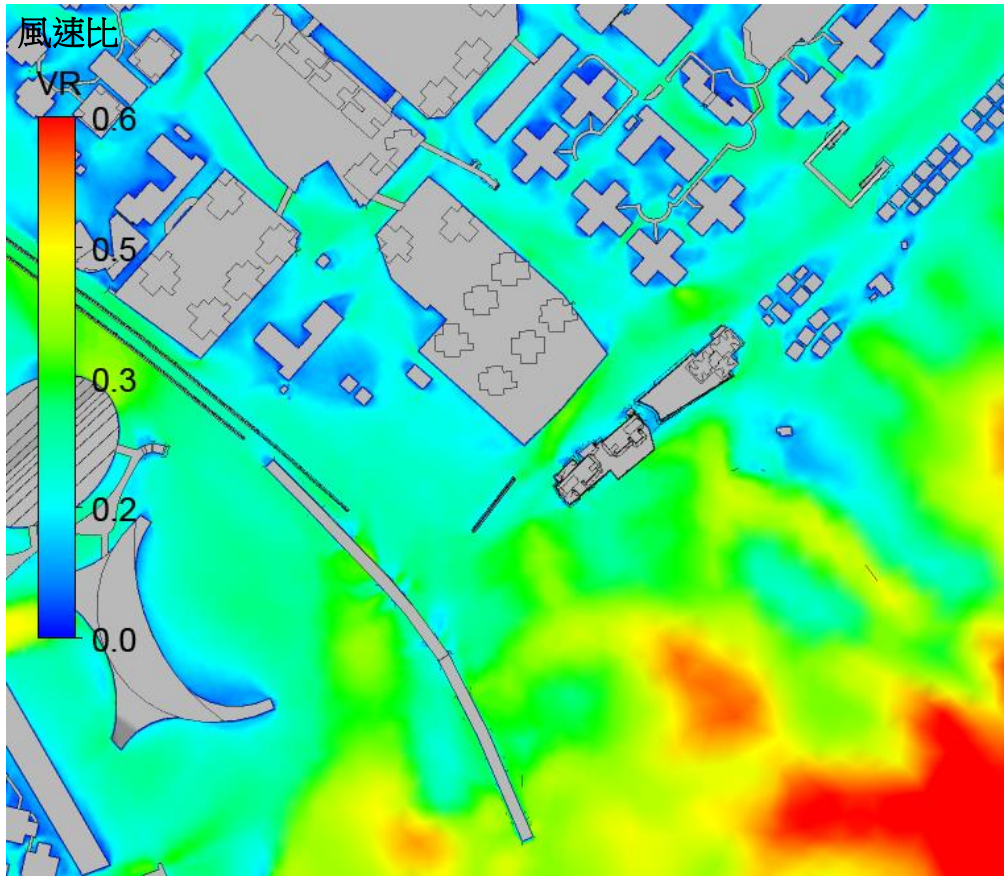
圖 **2.3** 園境設計概念總圖 – 地面

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 Local Average Velocity Ratio
年度加權值地區平均風速比的等高線地圖

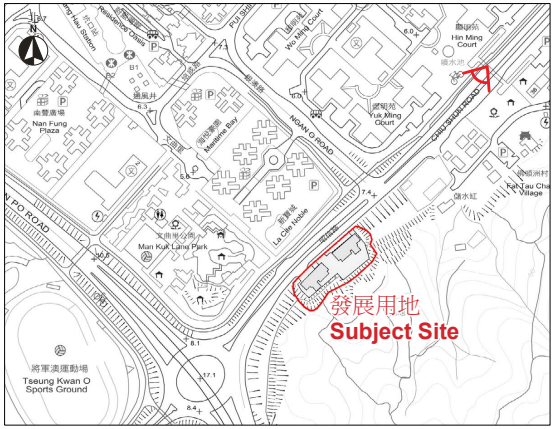


Contour Map of
Summer Weighted Local Average Velocity Ratio
夏季加權值地區平均風速比的等高線地圖

Figure 3.1 Contour Map of Annual/Summer Weighted Local Average Velocity Ratio
圖 **3.1** 年度／夏季加權值地區平均風速比的等高線地圖

現有景觀
Existing View

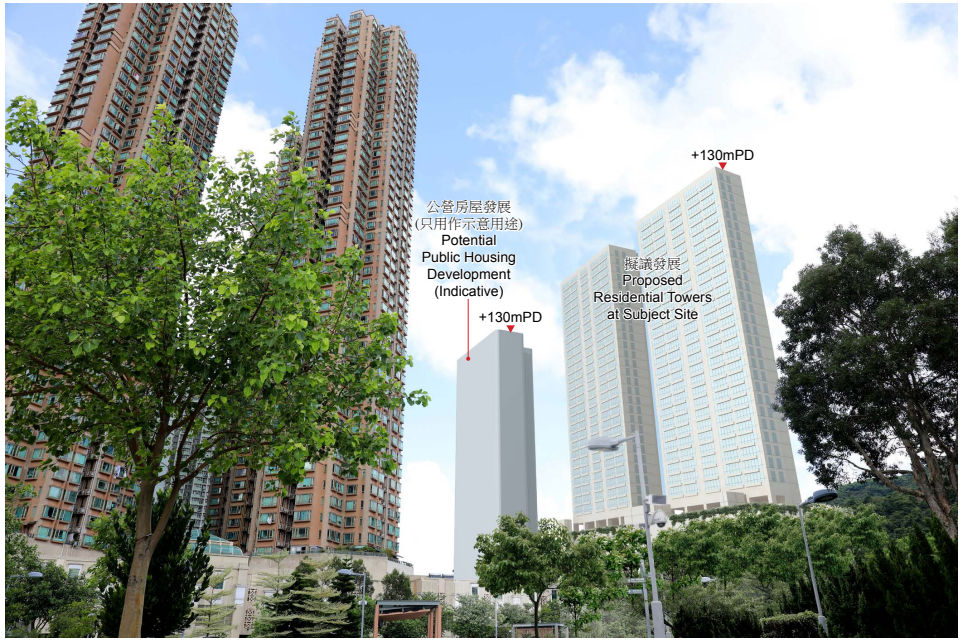
合成照片
Photomontage



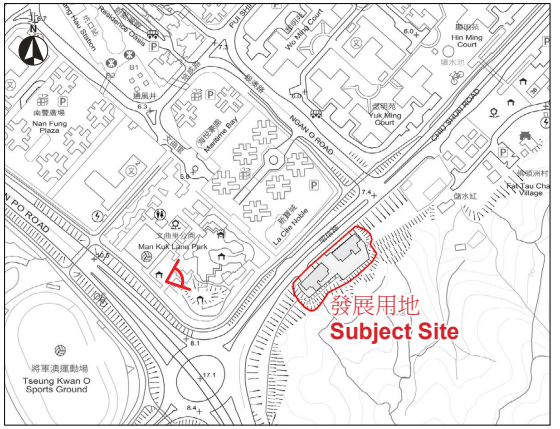
位置圖
KEY PLAN

Figure 3.2 Photomontage 1: View Southwest from Footbridge across Chiu Shun Road
圖 3.2 合成照片 1：由昭信路行人天橋向西南望

現有景觀
Existing View

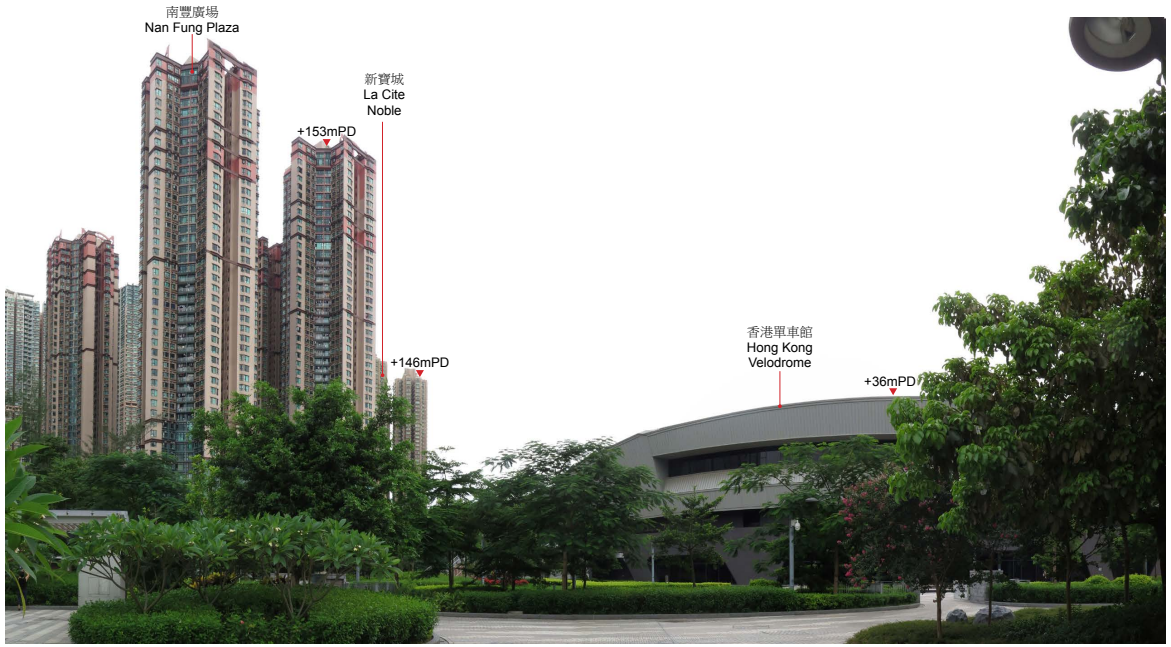


合成照片
Photomontage

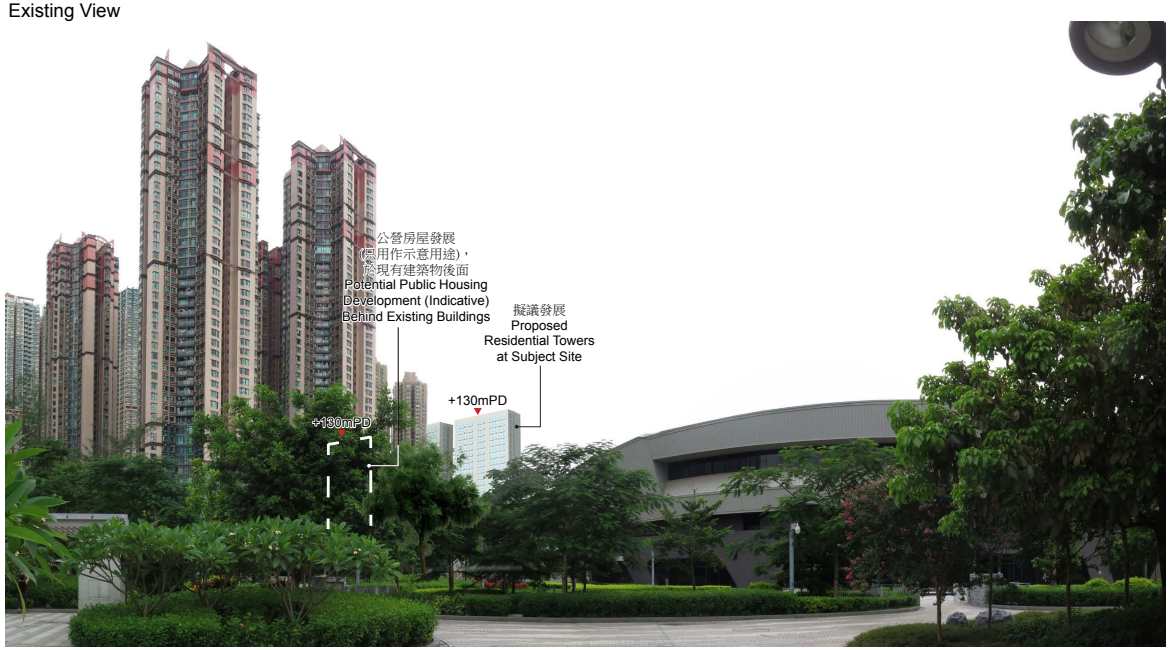


位置圖
KEY PLAN

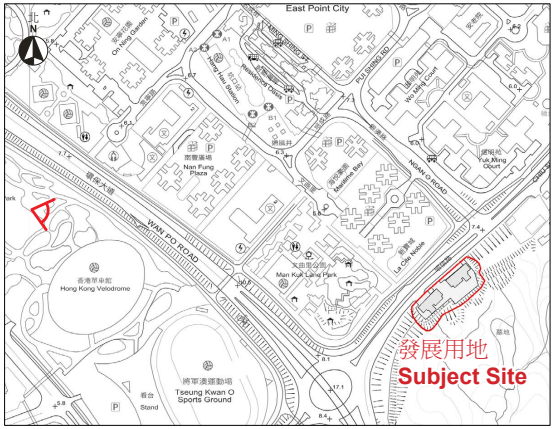
Figure 3.3 Photomontage 2: View Northeast from Hang Hau Man Kuk Lane Park
圖 3.3 合成照片**2**：由坑口文曲里公園向東北望



現有景觀
Existing View



合成照片
Photomontage



位置圖
KEY PLAN

Figure 3.4 Photomontage 3: View East from Hong Kong Velodrome Park
圖 **3.4** 合成照片**3**：由香港單車館公園向東望

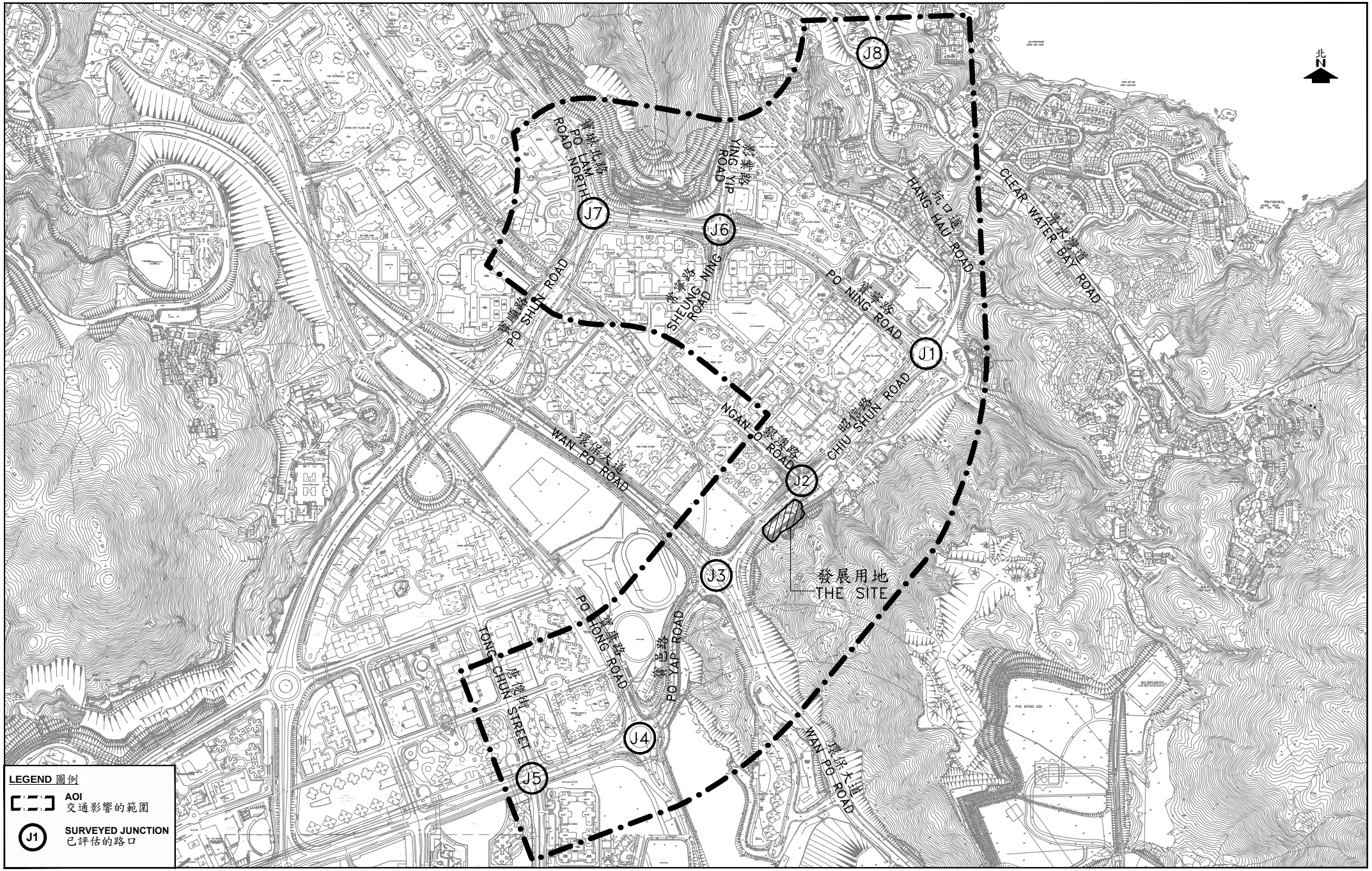


Figure 3.5 Surveyed Junctions
圖 **3.5** 已評估的路口