

《將軍澳分區計劃大綱核准圖編號 S/TKO/26》  
的擬議修訂項目

1 目的

本文件旨在就《將軍澳分區計劃大綱核准圖編號 S/TKO/26》的擬議修訂項目諮詢西貢區議會。

2 背景

二零一九年十二月十七日，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西貢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 《將軍澳分區計劃大綱核准圖編號 S/TKO/26》的擬議修訂項目（圖 1）

修訂項目 A：把一塊位於昭信路的土地由顯示為「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

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(下稱「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。二零一七年八月，港鐵公司提交了一份發展建議(附件 II)，建議在現時百勝角通風大樓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 4 460 平方米，包括約 2 571 平方米已批予港鐵公司作百勝角通風大樓，及一幅約 1 887 平方米的毗鄰未批租政府土地(主要為斜坡)。該土地擬議改劃為「住宅(甲類)8」地帶（圖 2 的修訂項目 A），最高地積比率限定為 6 倍，最高建築物高度為主水平基準上 130

米。根據港鐵公司提交的建議，該土地估計可興建兩座住宅樓宇，合共提供約 432 個單位。

3.2 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後，百勝角通風大樓將維持正常運作。

#### 4 徵詢意見

4.1 請議員就《將軍澳分區計劃大綱核准圖編號 S/TKO/26》的擬議修訂項目提出意見。

#### 5 附件

圖 1 《將軍澳分區計劃大綱草圖編號 S/TKO/26A》摘錄

圖 2 平面圖

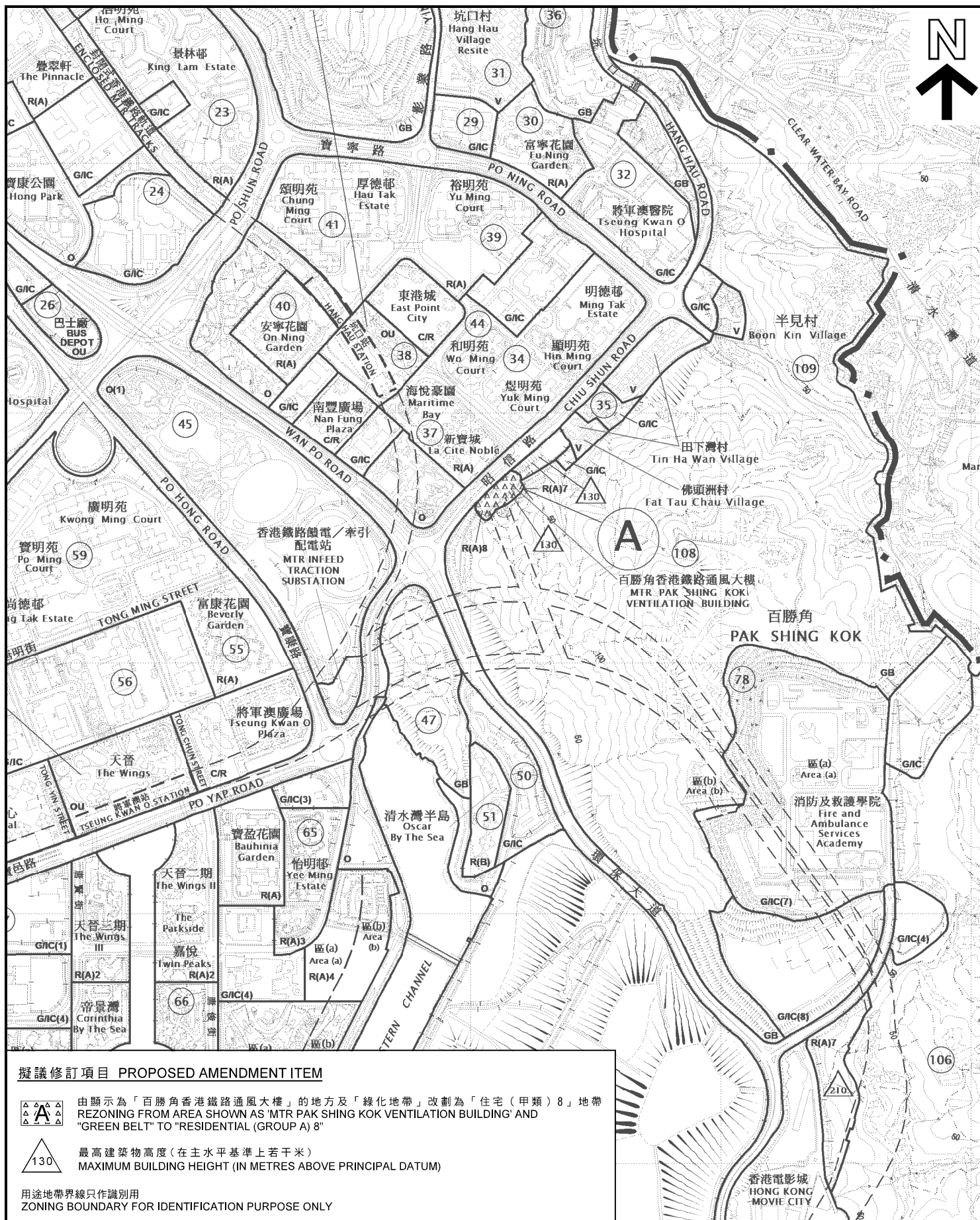
附件 I 《將軍澳分區計劃大綱草圖編號 S/TKO/26A》的《註釋》摘錄

附件 II 港鐵公司提交的資料摘要

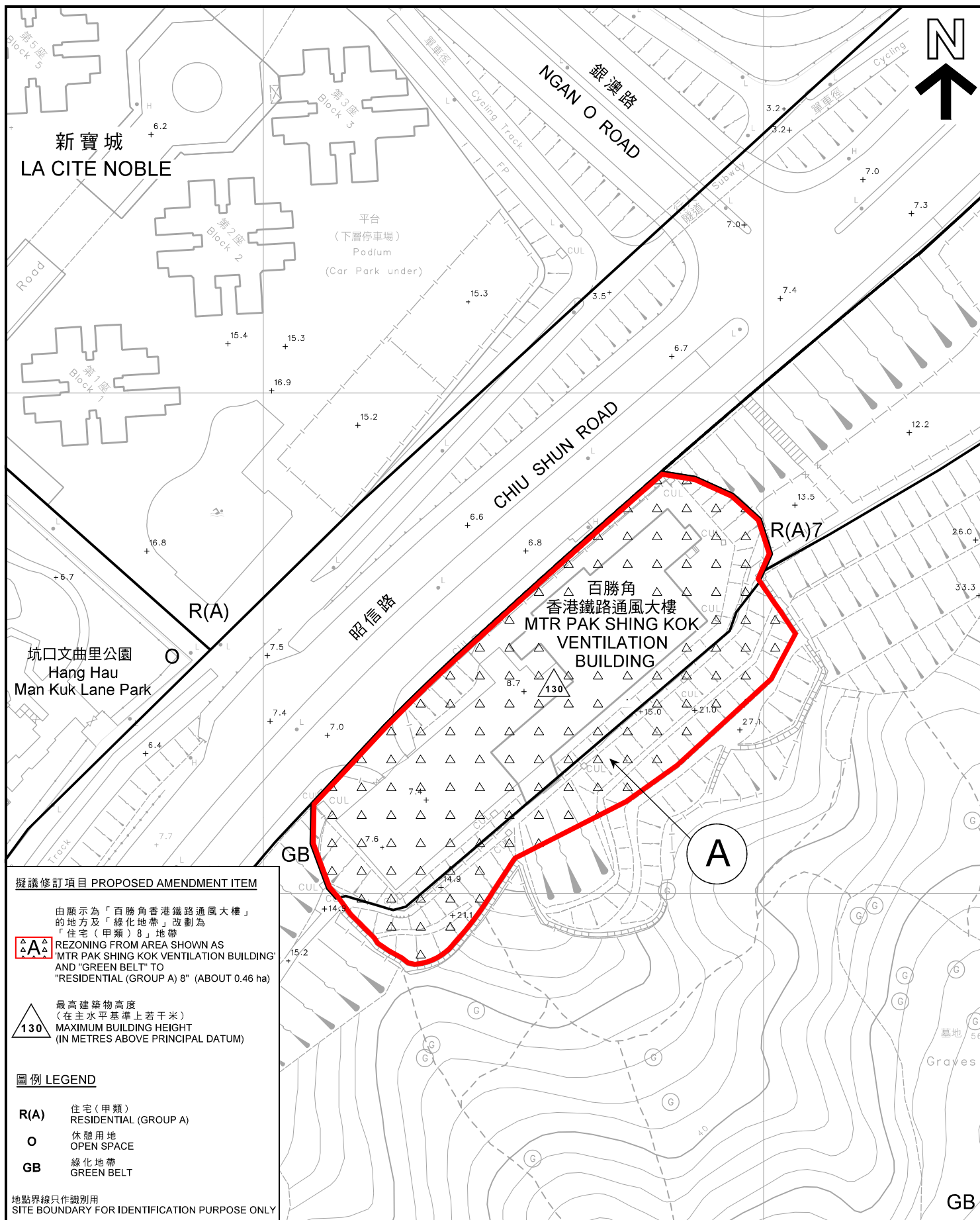
規劃署

西貢及離島規劃處

二零二零年五月



|                                                               |                                                                                                                                                                             |                                                                                                          |
|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <p>本摘要圖於2020年4月6日擬備<br/>EXTRACT PLAN PREPARED ON 6.4.2020</p> | <p>將軍澳分區計劃大綱草圖編號 S/TKO/26A 的摘錄<br/>EXTRACT OF DRAFT TSEUNG KWAN O<br/>OUTLINE ZONING PLAN No. S/TKO/26A</p> <p>SCALE 1 : 10 000 比例尺</p> <p>米 200 0 200 400 米<br/>METRES</p> | <p>規劃署<br/>PLANNING<br/>DEPARTMENT</p> <p>參考編號<br/>REFERENCE No.<br/>M/TKO/20/07</p> <p>圖 PLAN<br/>1</p> |
|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|



#### 擬議修訂項目 PROPOSED AMENDMENT ITEM

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)



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 20 0 20 40 米  
METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/TKO/20/07

圖 PLAN  
2

S / T K O / 2 6 A

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<br>分層住宅<br>政府用途(未另有列明者)<br>屋宇<br>圖書館<br>街市<br><b>香港鐵路通風塔及／或高出路面的其他構築物(入口除外)</b><br><b>(只限在指定為「住宅(甲類)8」的土地範圍內)</b><br>康體文娛場所<br>政府診所<br>公共車輛總站或車站(露天總站或車站除外)<br>住宿機構<br>學校(只限設於特別設計的獨立校舍)<br>社會福利設施<br>私人發展計劃的公用設施裝置 | 商營浴室／按摩院<br>食肆<br>教育機構<br>展覽或會議廳<br>政府垃圾收集站<br>醫院<br>酒店<br>機構用途(未另有列明者)<br><b>香港鐵路通風塔及／或高出路面的其他構築物(入口除外)</b><br><b>(在指定為「住宅(甲類)8」的土地範圍除外)</b><br>辦公室<br>加油站<br>娛樂場所<br>私人會所<br>公廁設施<br>公共車輛總站或車站(未另有列明者)<br>公用事業設施裝置<br>公眾停車場(貨櫃車除外)<br>宗教機構<br>學校(未另有列明者)<br>商店及服務行業(未另有列明者)<br>訓練中心 |

(請看下頁)

**住宅(甲類)(續)**

| 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 |

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) 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、最大上蓋面積及最高建築物高度超過下列限制，或超過現有建築物的地積比率、上蓋面積和高度，兩者中以數目較大者為準：

| <u>支區</u> | <u>最高住用地積比率</u>                  | <u>最高非住用地積比率</u>        | <u>最大上蓋面積</u><br>(不包括地庫) | <u>最高建築物高度</u><br>(主水平基準上) |
|-----------|----------------------------------|-------------------------|--------------------------|----------------------------|
| 住宅(甲類)1   | 5.5 倍                            | 0.5 倍                   | —                        | 138 米                      |
| 住宅(甲類)2   | 5 倍                              | 0.5 倍                   | 50%                      | 100 米                      |
| 住宅(甲類)3   | 4 倍                              | 0.5 倍                   | 50%                      | 100 米                      |
| 住宅(甲類)4   | (a)區 3 倍<br>(b)區 3 倍             | 0.5 倍<br>0.5 倍          | 50%<br>50%               | 65 米<br>35 米               |
| 住宅(甲類)5   | 3 倍                              | 0.5 倍                   | 50%                      | 65 米                       |
| 住宅(甲類)6   | (a)區 2 倍<br>(b)區 2 倍<br>(c)區 2 倍 | 0.5 倍<br>0.5 倍<br>0.5 倍 | 50%<br>50%<br>50%        | 50 米<br>35 米<br>60 米       |

- (b) 在指定為「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超過 6.5 倍及最高建築物高度(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地積比率及高度，兩者中以數目較大者為準。

(請看下頁)

**住宅(甲類)(續)**

**備註(續)**

- (c) 在指定為「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／或重建計劃的最高地積比率超過 6 倍及最高建築物高度(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地積比率及高度，兩者中以數目較大者為準。
- ~~(c)~~(d) 在位於第 65 區指定為「住宅(甲類)3」的土地內，須在南部和地面提供不少於 4 600 平方米的公眾休憩用地。
- ~~(d)~~(e) 為施行上文(a)及~~(b)~~至(c)段而計算最高地積比率時，任何純粹建造為或擬用作停車位、上落客貨車位、機房、管理員辦事處和管理員宿舍，或設置供住用建築物或建築物的住用部分的全部擁有人或佔用人使用的康樂設施的樓面空間，若是發展或重建計劃的附屬和直接有關用途和設施，可免計算在內。
- (f) 為施行上文(c)段而計算最高地積比率時，任何純粹建造為或擬用作政府規定的鐵路設施的樓面空間，則可免計算在內。
- ~~(e)~~(g) 為施行上文(a)段而計算最大上蓋面積時，任何純粹建造為或擬用作停車位、上落客貨車位、機房、管理員辦事處和管理員宿舍，或設置供住用建築物或建築物的住用部分的全部擁有人或佔用人使用的康樂設施的樓面空間，亦須計算在內。
- ~~(f)~~(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)及~~(b)~~至(c)段所述的地積比率／上蓋面積／建築物高度限制，以及略為調整該圖所示於「住宅(甲類)4」支區內的(a)／(b)區及／或於「住宅(甲類)6」支區內的(a)／(b)／(c)區的界線。

## **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**

|                                                   |                                  |
|---------------------------------------------------|----------------------------------|
| <b>Site Area</b><br>地盤面積                          | 4,458 sq. m.<br>4,458 平方米        |
| <b>Domestic Plot Ratio</b><br>住用地積比率              | 6                                |
| <b>Domestic Gross Floor Area (GFA)</b><br>住用總樓面面積 | 26,748 sq. m.<br>26,748 平方米      |
| <b>No. of Flats</b><br>單位數目                       | 432                              |
| <b>No. of Residential Storeys</b><br>住用樓層層數       | 27 storeys per tower<br>每座各 27 層 |
| <b>No. of Towers</b><br>樓宇數目                      | 2                                |
| <b>Building Height</b><br>建築物高度                   | 130mPD<br>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 ( $2.472 \text{ m}^3/\text{sec}$ ), the quantity of sewerage flow from the proposed development is considered to be relatively small ( $0.0292 \text{ m}^3/\text{sec}$ ). 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  $0.006 \text{ m}^3/\text{sec}$ , which is comparatively small to the hydraulic capacity of the existing box culvert of  $27.33 \text{ m}^3/\text{sec}$ . 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**

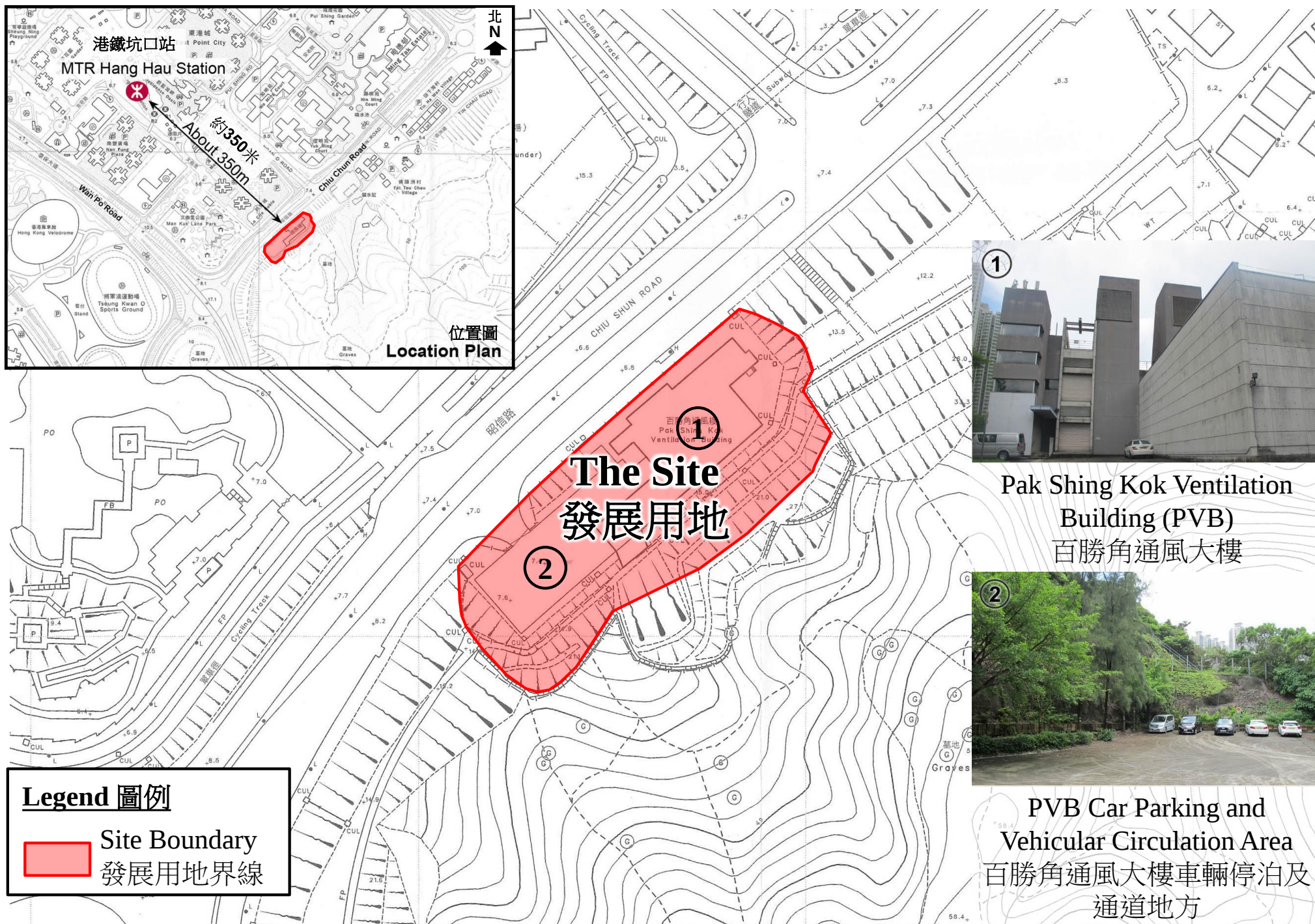
- 5.1.1. A rezoning study is conducted to examine the feasibility of property development at the existing Pak Shing Kok Ventilation Building Site and adjacent area, taking into consideration the local context, statutory planning context and various development constraints of the Subject Site. A series 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.

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。



**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)

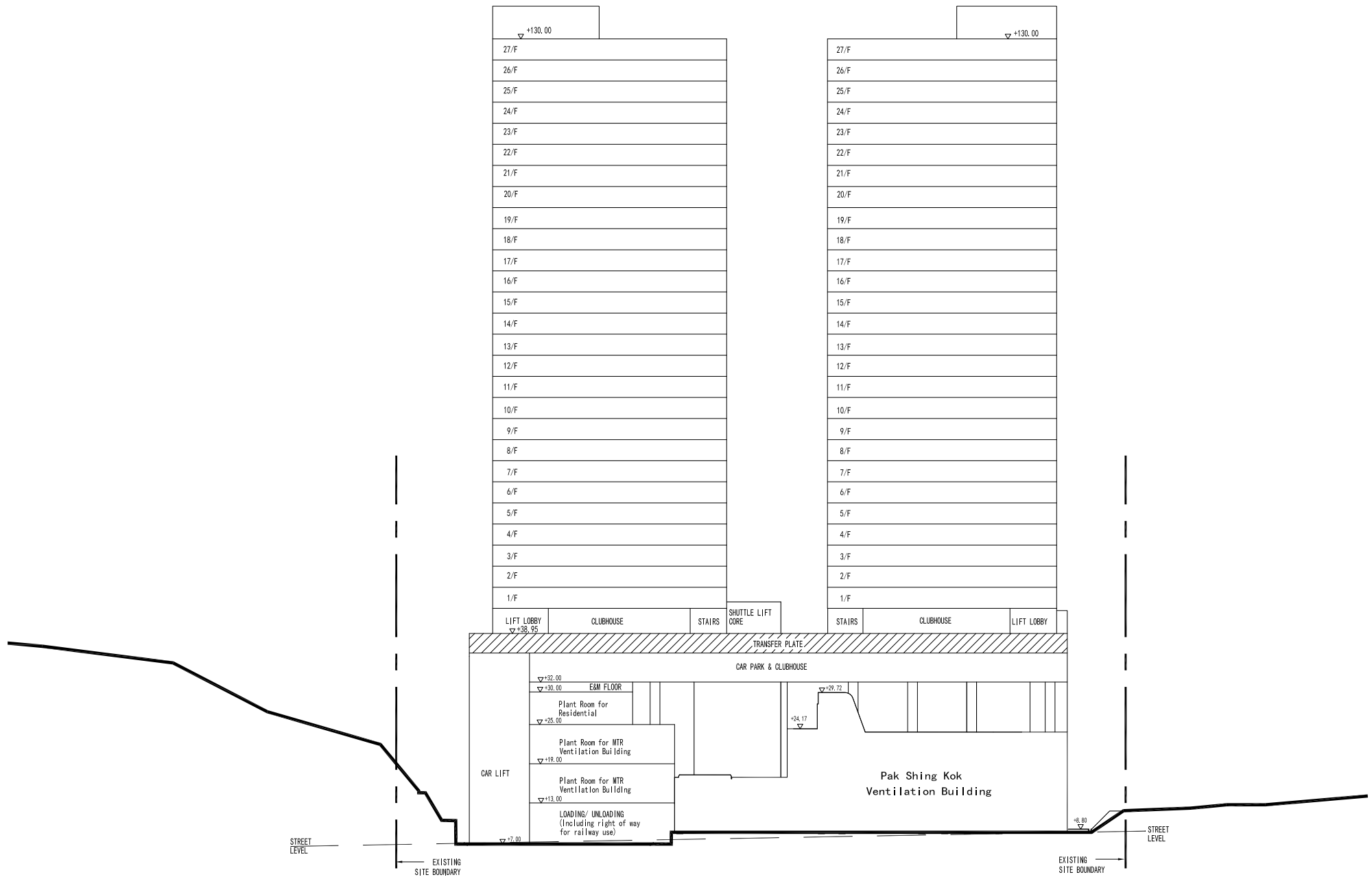


**Figure 2.1 Conceptual Scheme**

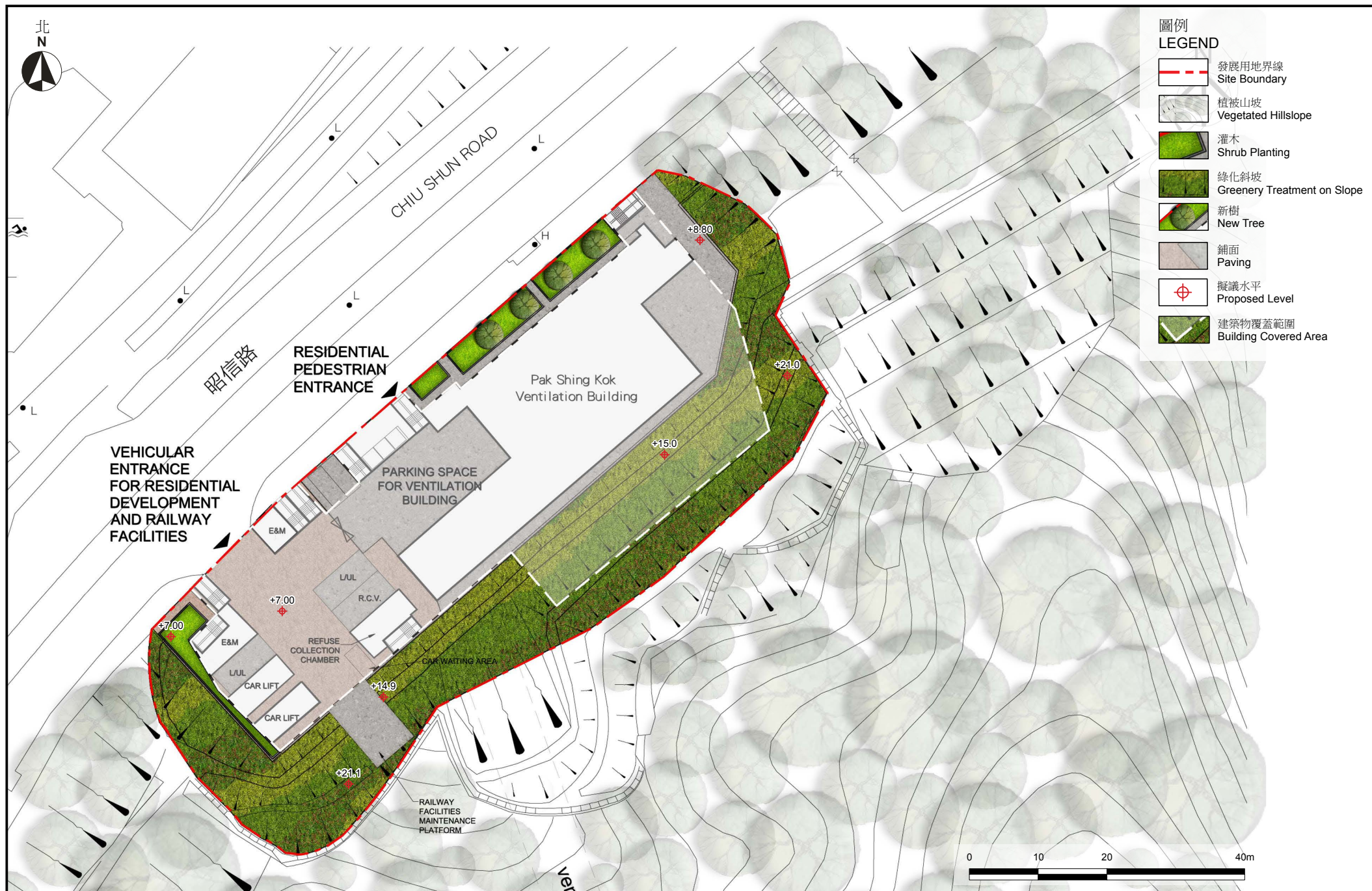
**圖 2.1 概念方案**

TOWER 1

TOWER 2



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



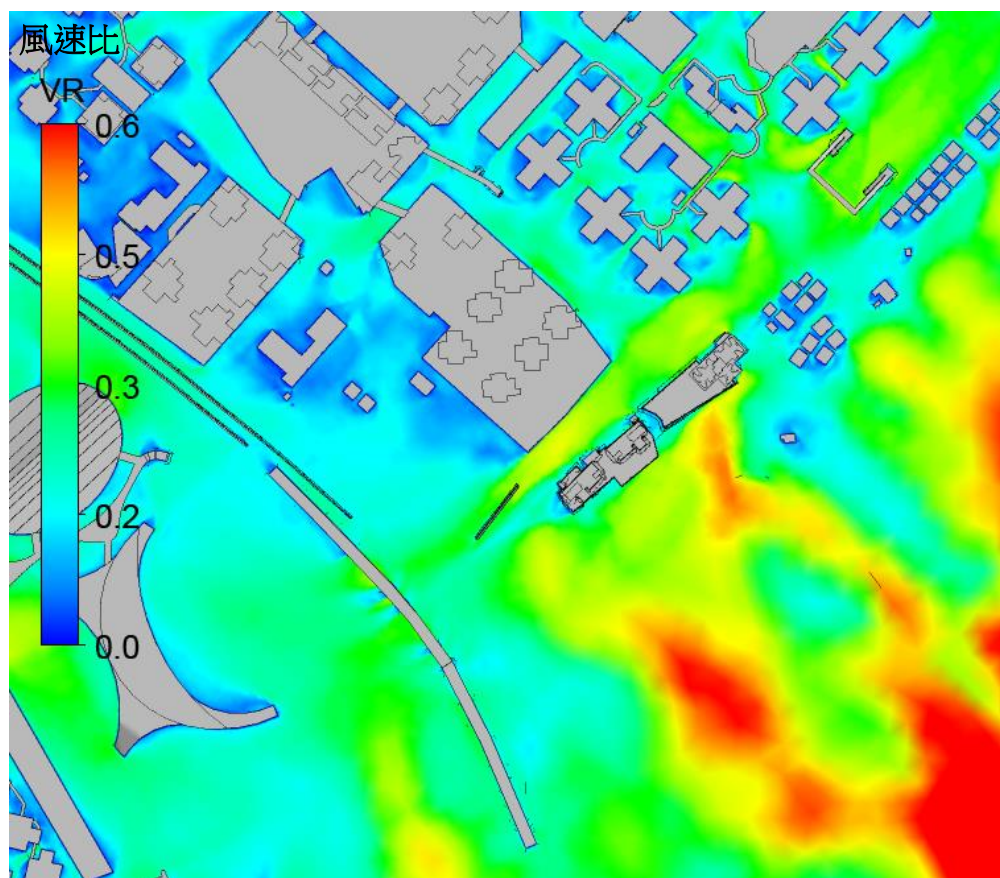
**Figure 2.3 Indicative Landscape Master Plan – Ground Level**

**圖 2.3 園境設計概念總圖 – 地面**

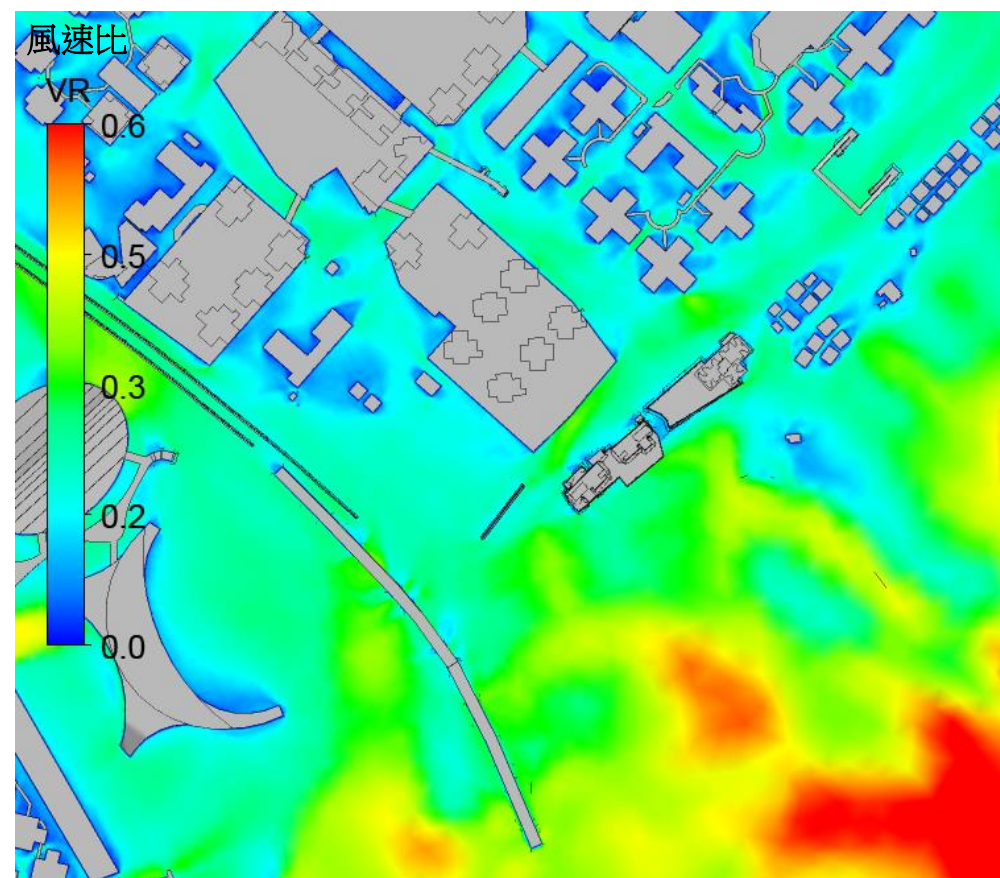


**Figure 2.4 Indicative Landscape Master Plan – Podium Level**

**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**

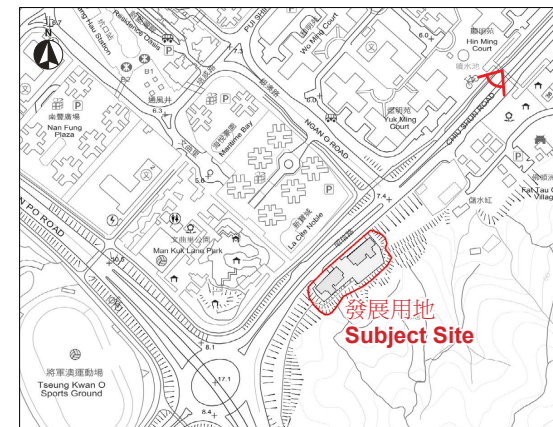
**圖 3.1 年度／夏季加權值地區平均風速比的等高線地圖**



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**

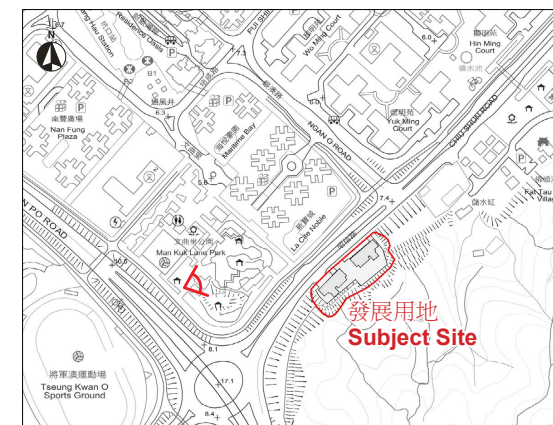
**圖 3.2 合成照片 1：由昭信路行人天橋向西南望**



現有景觀  
Existing View



合成照片  
Photomontage



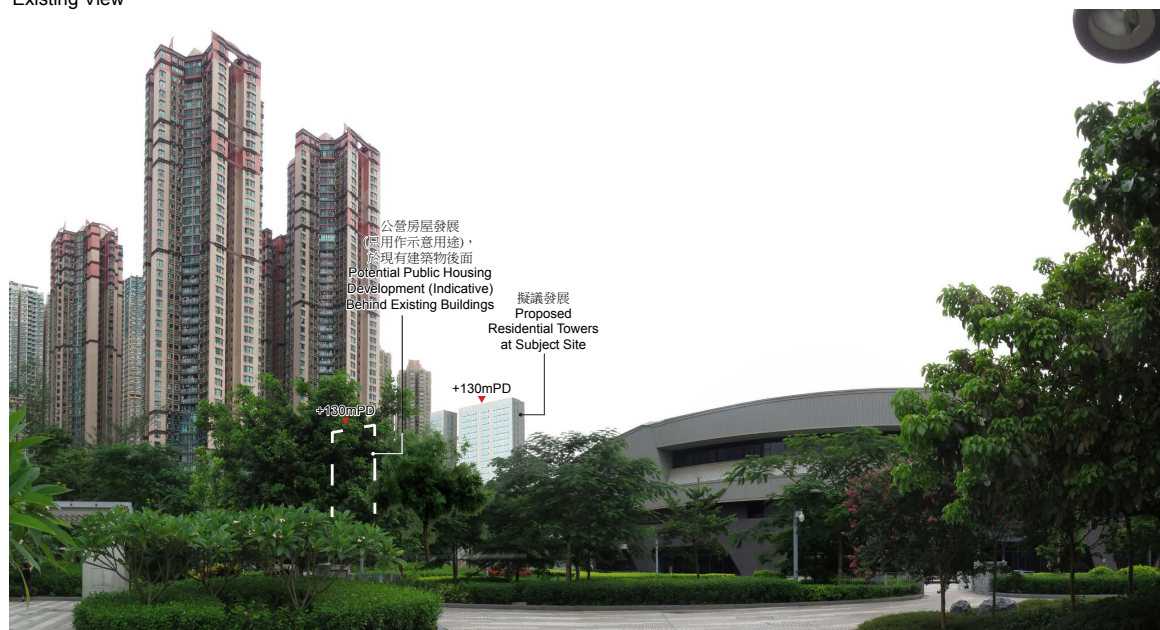
位置圖  
KEY PLAN

**Figure 3.3 Photomontage 2: View Northeast from Hang Hau Man Kuk Lane Park**

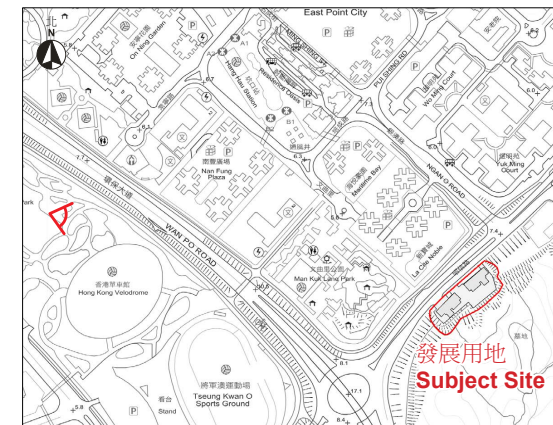
**圖 3.3 合成照片 2：由坑口文曲里公園向東北望**



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**

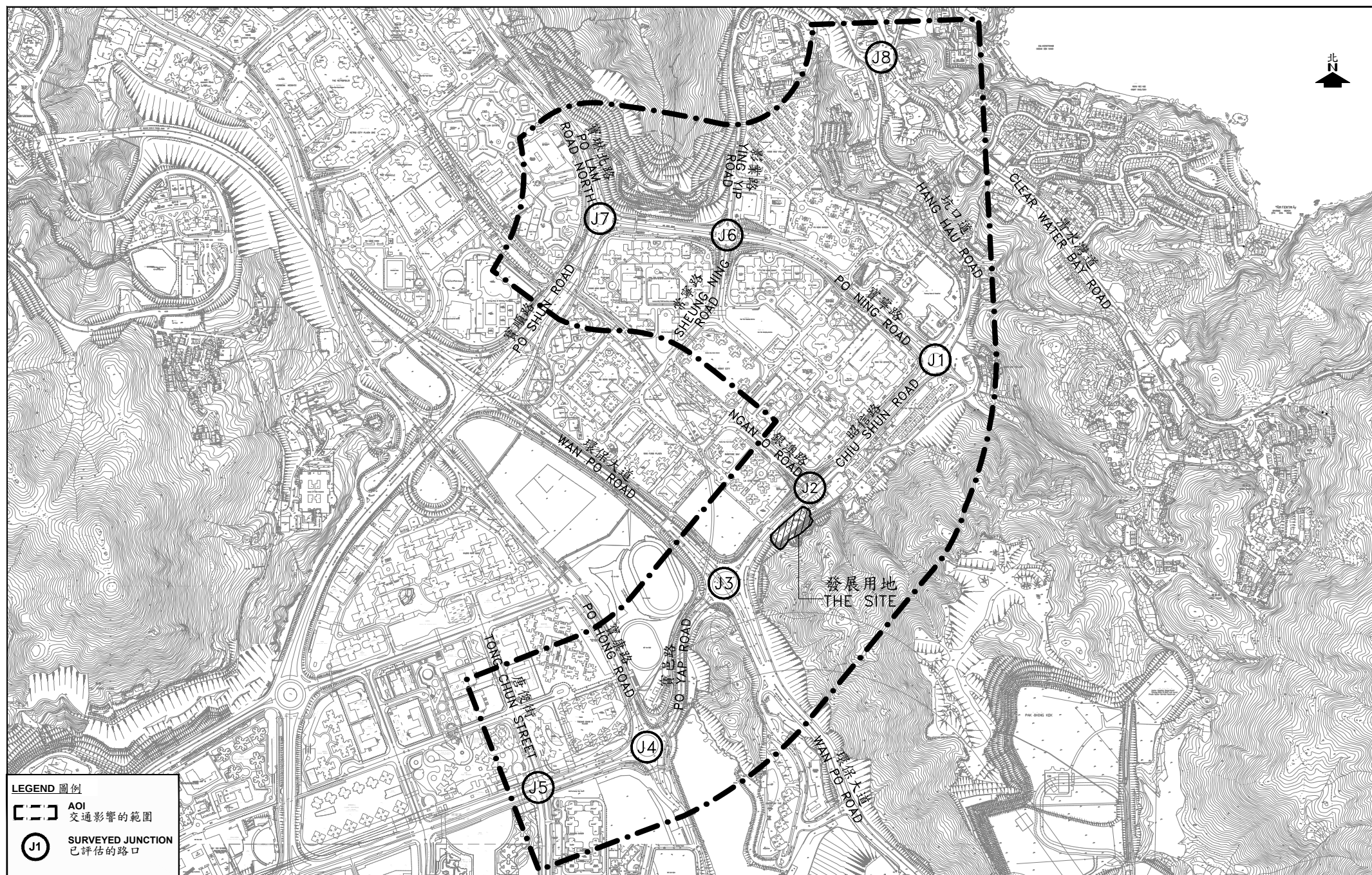


Figure 3.5 Surveyed Junctions

圖 3.5 已評估的路口