

**灣仔北沙中線會展站  
「綜合發展區」用地的規劃大綱擬稿**

**Draft Planning Brief  
for the “Comprehensive Development Area” Site  
at the Exhibition Site of the Shatin to Central Link, Wan Chai North**

**港島區海濱發展專責小組會議  
Task Force on Harbourfront  
Developments on Hong Kong Island  
Meeting  
(19.5.2014)**



**規劃署  
Planning Department**

# 背景 Background

- ◆ 位處海旁位置，現時主要是一個公共運輸交匯處，與及東面的港灣道體育館、灣仔游泳池和一所公廁。

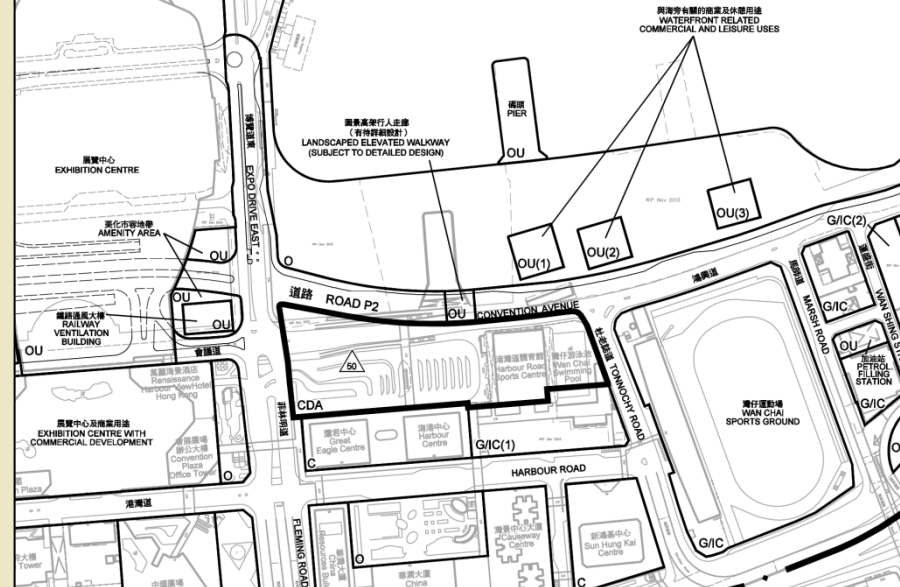
The Site is at a waterfront location and is occupied by a PTI, and Harbour Road Sports Centre, Wan Chai Swimming Pool and a public toilet in the east.

- ◆ 鄰近會展及會展新翼。

Close proximity to HKCEC and HKCEC Extension.

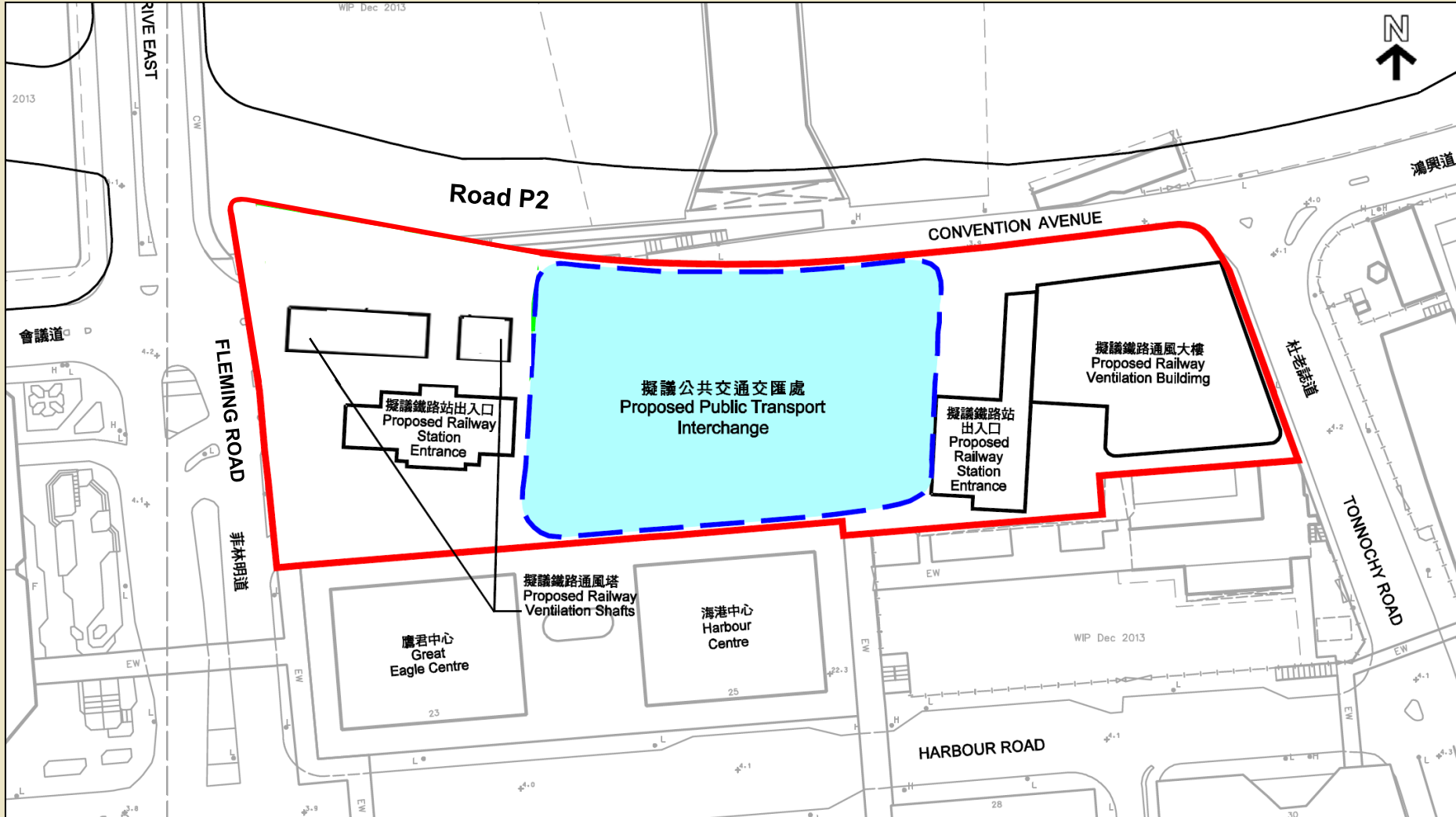
- ◆ 將會是一個重要的公共交通樞紐（沙中線及北港島線鐵路站、渡輪、巴士及過境巴士、完善的行人天橋系統）。

Potential major transport hub (stations of SCL/NIL, ferry, buses and cross boundary buses, network of elevated pedestrian walkways).



# 已規劃的鐵路 / 運輸設施 (地面)

## Planned Railway / Transport Facilities (Ground Level)





# 背景 Background

- ◆ 該用地 (約1.65公頃) 於《灣仔北分區計劃大綱草圖編號S/H25/3》改劃為「綜合發展區」地帶，並於2013年5月24日刊憲。  
The Site (about 1.65 ha) was rezoned to “CDA” in the draft Wan Chai North OZP No. S/H25/3, exhibited on 24.5.2013.
- ◆ 本署於2013年6月7日，曾就分區計劃大綱圖的修訂諮詢港島區海濱發展專責小組。HKTF was consulted on the amendments to the OZP on 7.6.2013.
- ◆ 2014年2月18日，有關草圖已提交行政長官會同行政會議核准。《灣仔北分區計劃大綱核准圖編號S/H25/4》於2014年2月28日刊憲。  
The draft OZP was approved by the CE in C on 18.2.2014. On 28.2.2014, the approved Wan Chai North OZP No. S/H25/4 was notified in the Gazette.



# 規劃大綱擬稿 Draft Planning Brief

- ◆ 為「綜合發展區」地帶內會展站的擬議上蓋發展提供指引，並載列擬定用途、發展參數，以及規劃和設計要求，以便申請人擬備總綱發展藍圖，提交予城規委會審批。

To guide the proposed topside development above the EXH Station in the “CDA” site and set out the intended uses, development parameters, planning and design requirements to facilitate the applicant in preparing a Master Layout Plan submission to the Board for consideration.

- ◆ 該地盤的規劃意向是作綜合發展，主要作會議設施及其他與商業有關的用途，並關設鐵路車站設施、公共運輸交匯處及其他輔助設施。

It is intended to develop the Site for a comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a PTI and other supporting facilities.

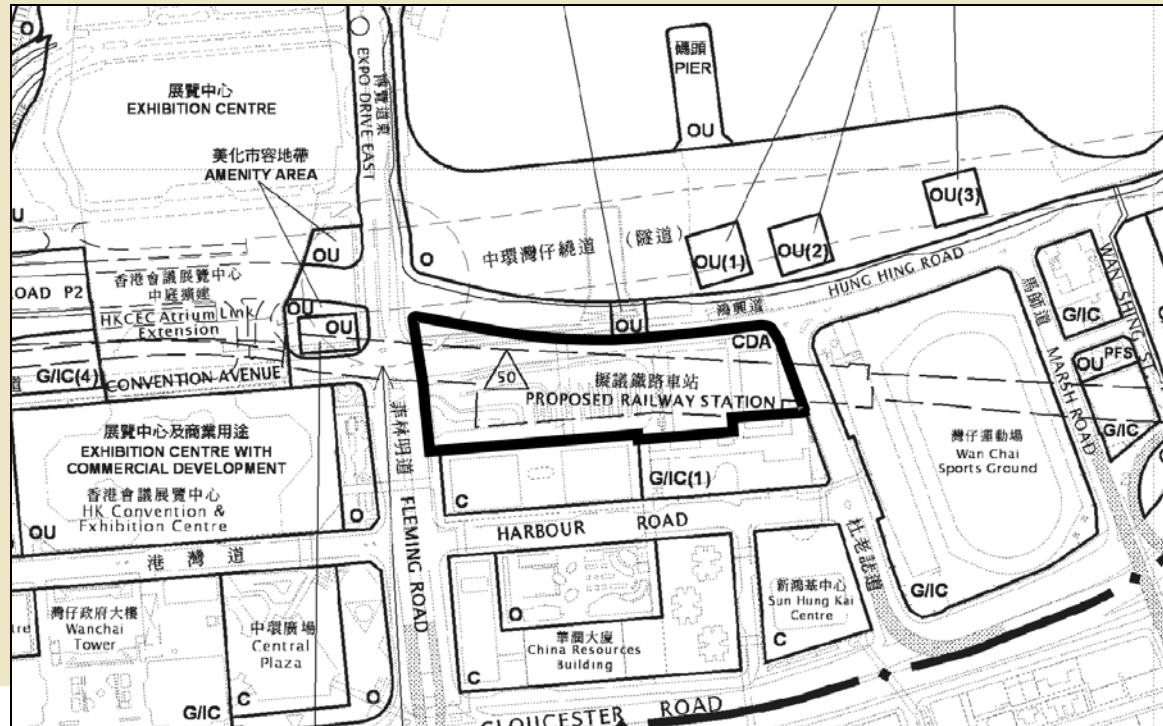
- ◆ 設立此地帶，是方便當局因應環境、交通、基礎設施等各種限制和其他限制，對發展的組合、規模、設計和布局實施適當的規劃管制。

The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.



# 發展管制 Development Control

- ◆ 地盤總面積：約1.65公頃  
Site Area : about 1.65 ha
- ◆ 最高建築物高度：主水平基準上50米  
Maximum Building Height : 50mPD
- ◆ 可按第16條提出的申請，考慮略為放寬建築物高度限制。  
Minor relaxation of BH restriction may be considered under s.16 application.
- ◆ 須提交總綱發展藍圖  
Submit Master Layout Plan (MLP)





# 城市設計要求 Urban Design Requirements

- ◆ 採用高低有致的建築設計，以配合海濱景致，並與會展新翼建築物及未來的海濱長廊相互協調。

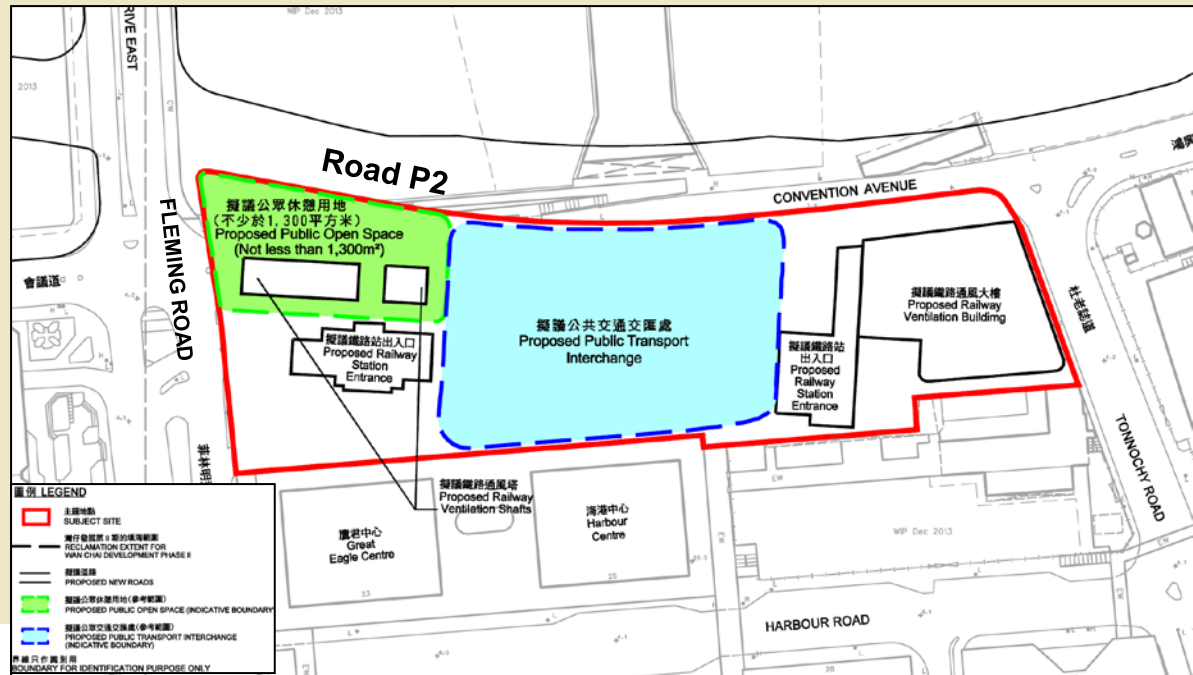
Variation in building height to commensurate with waterfront setting and to complement the HKCEC Extension building and the future waterfront promenade.

- ◆ 鼓勵創新的建築設計，融合上蓋發展的設計與鐵路車站設施、通風塔、通風大樓和車站入口的外部設計。

Creative building design is encouraged. Integration of the design of the topside development with that of the railway station facilities, ventilation shafts/building and station entrances.

- ◆ 伸延並優化行人通道、綜合平台及高架行人道網絡，以改善該區整體的行人通道連接。

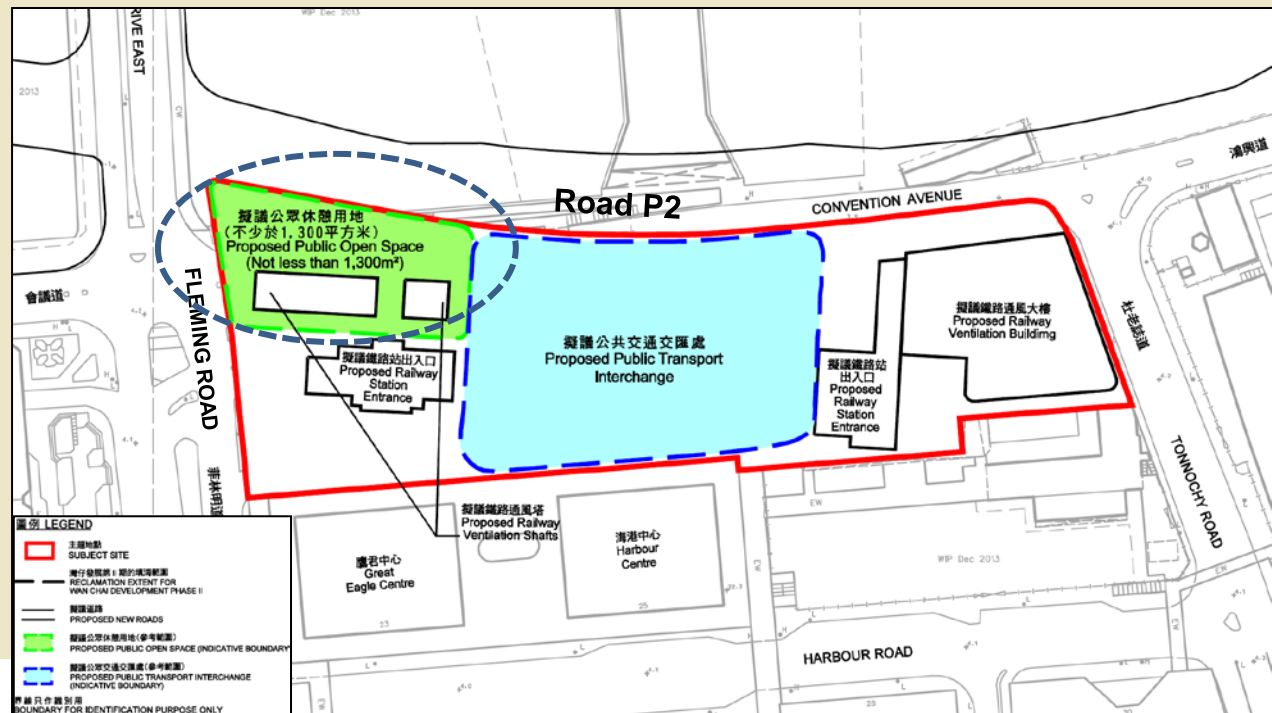
Extend and enhance the pedestrian linkage, integrated podium and elevated walkway network to improve the overall pedestrian connectivity of the area.



# 城市設計要求 Urban Design Requirements

- ◆ 在西北隅利用優質的綠化，以期盡量減低獨立式通風塔所造成的視覺影響。  
High quality greening at the NW corner to minimize the visual impact of the free-standing ventilation shafts.
- ◆ 建築物須沿P2路及菲林明道後移，以進行綠化。  
Building setback for greening along Road P2 and Fleming Road.
- ◆ 改善街景及市容，使用優質物料鋪築路面，於地面設置街道裝置、照明設備、種植樹木和進行綠化。

Improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level.





# 休憩用地要求 Open Space Requirements

- ◆ 在西北隅地面闢設不少於1,300平方米的公眾休憩用地，並由申請人興建、管理及維修保養。

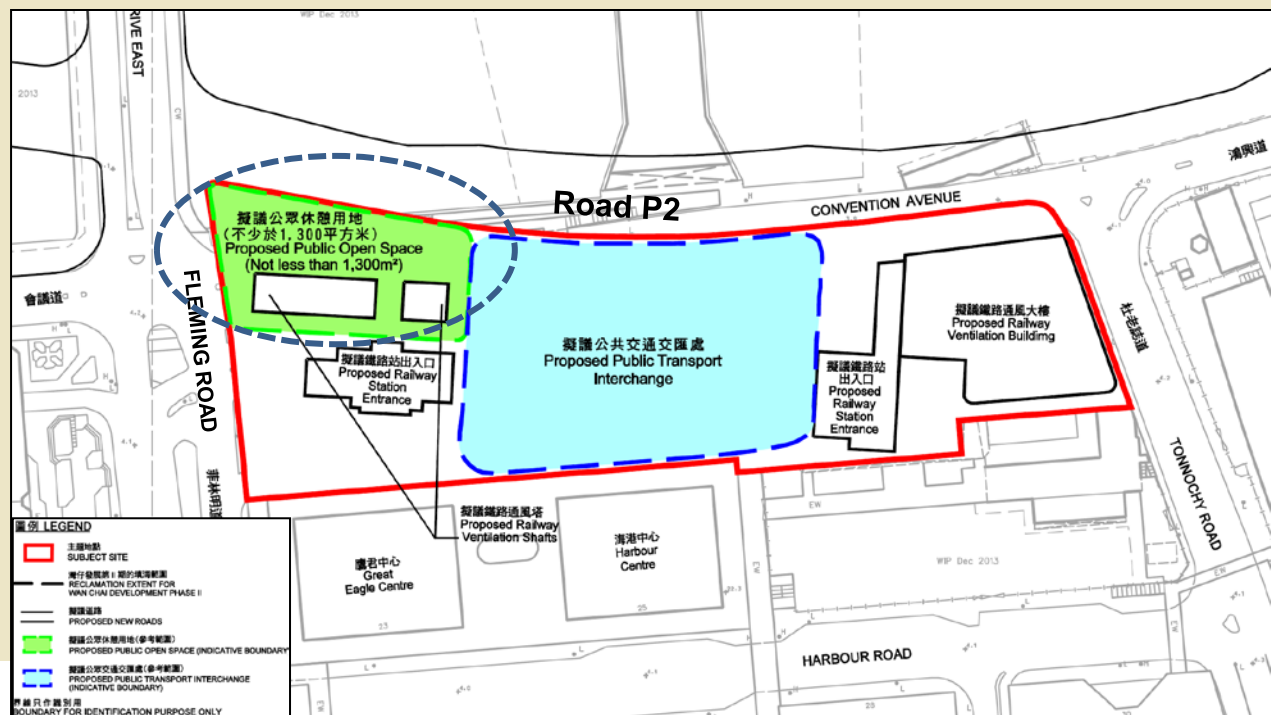
Provision of an at-grade POS of not less than 1,300m<sup>2</sup> at the NW corner to be provided, managed and maintained by the applicant.

- ◆ 公眾休憩用地須至少有30%為綠化地方，休憩用地應採用優質的景觀設計。
- Minimum coverage of greenery of 30% at the POS. Design of the POS should be of high landscape quality.



# 園景要求 Landscape Requirements

- ◆ 須提交園景設計總圖  
Submit Landscape Master Plan (LMP)
- ◆ 該用地須至少有20%為綠化地方(不包括公眾休憩用地)  
Minimum coverage of greenery of 20% at the Site (excluding the POS)
- ◆ 在地面進行美化景觀工程，以提供舒適的步行環境  
At-grade amenity treatment to create a pedestrian friendly environment



# 政府、機構或社區設施要求 GIC Facilities Requirements

- ◆ 於地面重置一個公廁(總樓面面積約為99平方米) 及一個貯物室(總樓面面積約為43平方米)。

Reprovision of a public toilet (GFA of about 99m<sup>2</sup>) and a store room (GFA of about 43m<sup>2</sup>) at ground level.



# 公共交通及上落客貨設施要求

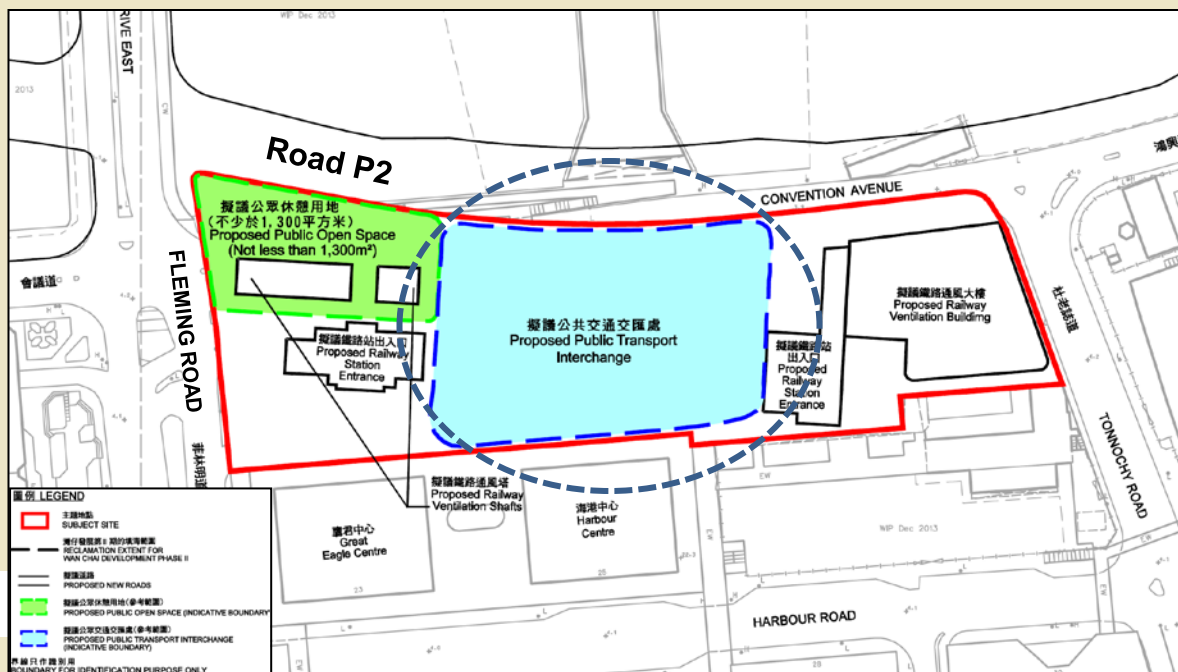
## Public Transport and Loading/Unloading Facilities Requirements

- ◆ 於地面重置一個公共交通交匯處。公共交通交匯處設施的設計須徵得運輸署署長的同意。

Reprovision of a PTI at ground level. Design of the PTI facilities is subject to the agreement of the Commissioner for Transport (C for T).

- ◆ 按交通影響評估的建議，提供附屬上落客貨車位和路旁停車處，並須徵得運輸署署長的同意。

Provision of ancillary loading/unloading bays and lay-bys for pick-up/drop-off should be justified by a TIA and is subject to the agreement of C for T.





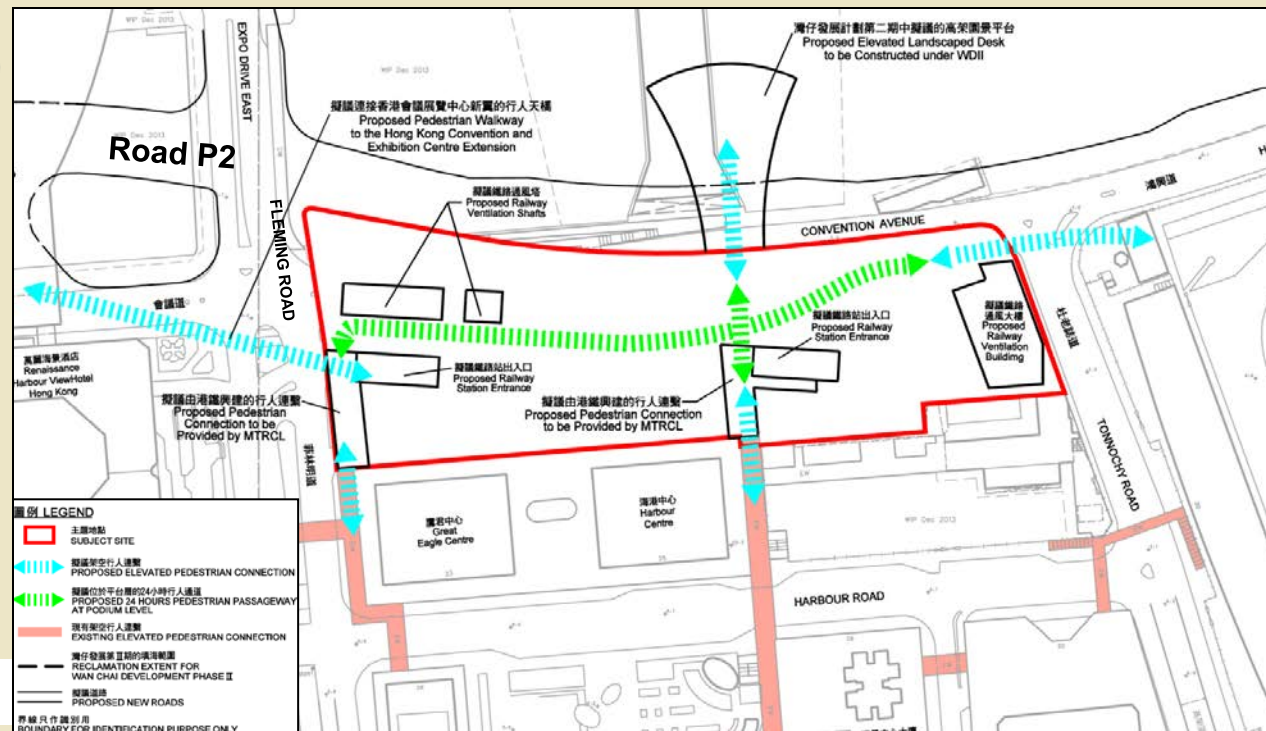
# 行人通道要求 Pedestrian Connection Requirements

- ◆ 申請人須在上蓋發展的平台樓層提供一條24小時開放的公共通道，通往南面、北面及西面，並負責管理和維修保養該通道。

A public passageway (open 24 hrs) at podium level should be provided, managed and maintained by the applicant in the topside development for public access to north, south and west.

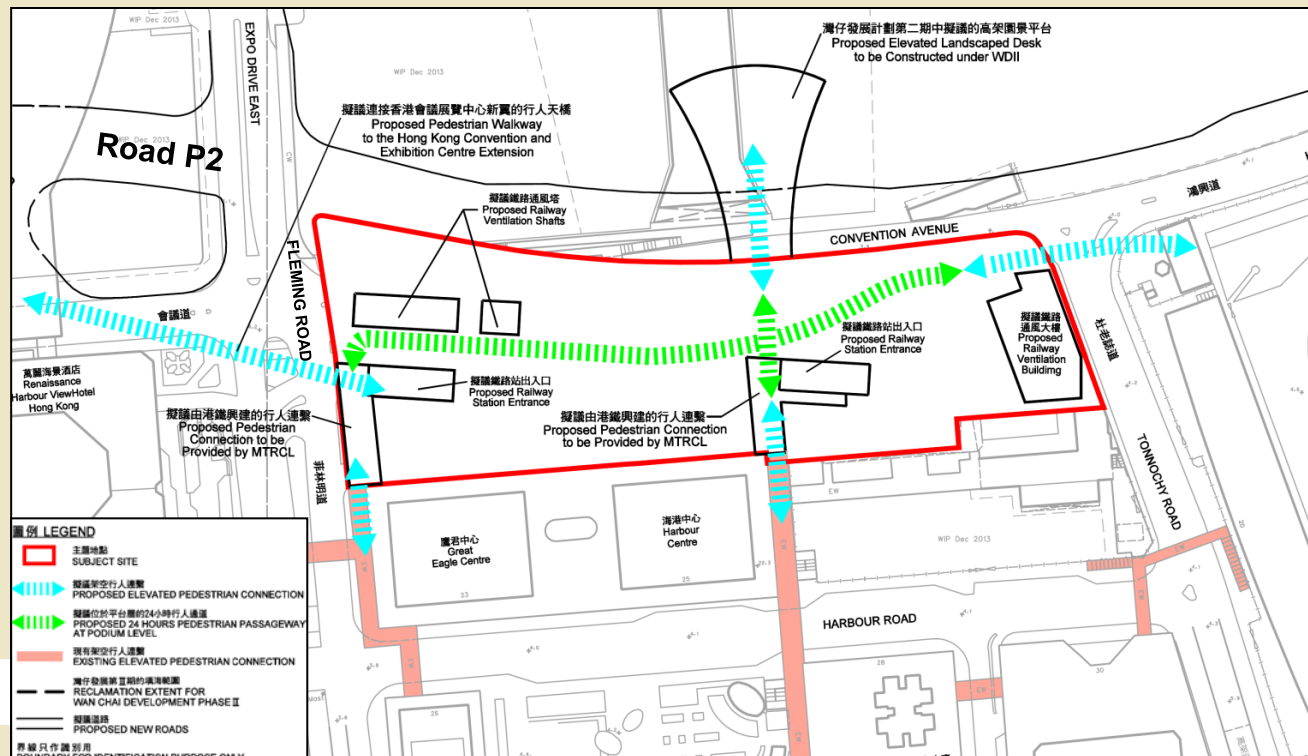
- ◆ 申請人須提供一條24小時開放的公共行人天橋，連接上蓋發展的平台樓層及會展新翼，以及負責管理和維修保養該天橋。

A public pedestrian walkway (open 24 hrs) connecting between the podium level and the HKCEC Extension should be provided, managed and maintained by the applicant.



# 行人通道要求 Pedestrian Connection Requirements

- ◆ 上蓋發展的平台樓層應預留一個連接點，以接駁北面的擬議高架園景平台。  
A landing point should be reserved at podium level to connect the proposed public elevated landscaped deck in the north.
- ◆ 平台樓層亦應預留另一個連接點，以便日後接駁可能位於東面跨越杜老誌道的通道。  
Another landing point should be reserved at podium level for a future possible link across Tonnochy Road in the east.



# 其他技術評估要求

## Other Technical Assessment Requirements

- ◆ 環境評估  
Environmental Assessment
- ◆ 交通影響評估  
Traffic Impact Assessment
- ◆ 排水及排污影響評估  
Sewerage and Drainage Impact Assessment
- ◆ 空氣流通評估  
Air Ventilation Assessment
- ◆ 視覺影響評估  
Visual Impact Assessment

# 海港規劃原則 Harbour Planning Principles

## ◆ 原則1：保存維多利亞港 Principle 1 : Preserving Victoria Harbour

- 不涉及維多利亞港內的填海。

No reclamation within the Victoria Harbour involved.

## ◆ 原則2：公眾參與 Principle 2 : Stakeholder Engagement

- 亦將於2014年6月諮詢灣仔區議會，所收集的意見和修訂後的規劃大綱將提交予都會規劃小組委員會批准。

WCDC will also be consulted in June 2014. Views collected and revised PB will be submitted to MPC for endorsement.

## ◆ 原則3：可持續發展 Principle 3 : Sustainable Development

- 擬議的上蓋發展能善用土地資源，促進會議、展覽及旅遊業發展。

Proposed topside development would optimize land resources, be conducive to the development of MICE and tourism industries.

- 「綜合發展區」地帶對發展的組合、規模、設計和布局實施適當的規劃管制，確保發展不會對環境帶來負面影響。

“CDA” zone has appropriate control over the development mix, scale, design and layout of development, thereby ensuring no adverse impacts on the environment.



# 海港規劃原則 Harbour Planning Principles

## ◆ 原則4 : 綜合規劃 Principle 4 : Integrated Planning

- 為確保未來發展可與海濱環境融合，申請人須提交附有相關技術評估報告的總綱發展藍圖予城規會批准。規劃大綱亦列明詳細的規劃和發展要求，為申請人制備總綱發展藍圖提供指引。

Submission of a MLP supported by relevant technical assessment reports is required for the approval of the Town Planning Board to ensure the future development integrates with the waterfront setting. The PB sets out detailed planning and development requirements to guide the applicant in the preparation of MLP.

## ◆ 原則5 : 積極改善海港 Principle 5 : Proactive Harbour Enhancement

- 擬議的上蓋發展可提供更多元化的土地用途、供興建一座地標式建築，使該區更富活力及創造優質海濱發展的機會。

Proposed topside development provides more diversified land uses, creates a landmark building. It will enhance the vibrancy and create opportunity for quality waterfront development.

# 海港規劃原則 Harbour Planning Principles

## ◆ 原則6 : 朝氣蓬勃的海港 Principle 6 : Vibrant Harbour

- 與原來的計劃相比，擬議的上蓋發展有助於引入多元化的土地用途及增添未來海濱區的活力。

Compared with the original scheme, the proposed topside development will help introduce land use diversity and add vibrancy to the future waterfront area.

## ◆ 原則7 : 交通暢達的海港 Principle 7 : Accessible Harbour

- 位於擬議上蓋發展平台層的公共通道將提供更直接，更安全的連繫通往海旁，進一步改善由灣仔內陸前往海濱連續的行人連繫。

Public passageway at the podium level of the proposed topside development will provide a more direct and safe access to the harbourfront and further enhance the continuous pedestrian access from Wan Chai hinterland to the waterfront.

## ◆ 原則8 : 公眾享用的地方 Principle 8 : Public Enjoyment

- 在西北隅地面闢設不少於1,300平方米的公眾休憩用地，與及於平台層設置的公共通道。

At-grade POS of not less than 1,300m<sup>2</sup> at NW corner; and public passageway at podium level.

# 諮詢 Consultation

- ◆ 城規會轄下的都會規劃小組委員會於2014年5月9日已同意，就上述的規劃大綱擬稿諮詢港島區海濱發展專責小組和灣仔區議會。  
On 9.5.2014, the Metro Planning Committee (MPC) of the TPB had agreed to consult the HKTF and WCDC on the draft PB.
- ◆ 歡迎委員就規劃大綱擬稿提出意見。  
Members are invited to express views on the draft PB.
- ◆ 收集到的有關意見，將連同規劃大綱提交予都會規劃小組委員會作進一步審議和批准  
Views collected would be reported back to the MPC for further consideration of the PB before endorsement.

多謝

Thank You