



Urban Design Study for the New Central Harbourfront

中環新海濱城市設計研究

Information Digest 資料摘要



規劃署
Planning Department

Aedas

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Introduction

引言

The new Central harbourfront will be the centerpiece of Hong Kong. Our vision is to create a vibrant, green and accessible waterfront in Central.

In 2007, Planning Department commissioned the Urban Design Study for the New Central Harbourfront (the Study) to refine the urban design framework and to prepare planning and design briefs for the key sites to guide the future development.

中環新海濱將是香港的中心點，我們的願景是締造一個朝氣蓬勃、綠化和暢達的中環新海濱。

規劃署於二零零七年進行「中環新海濱城市設計研究」，以優化中環新海濱現有城市設計大綱及擬備主要用地的規劃/設計綱領作為未來發展指引。



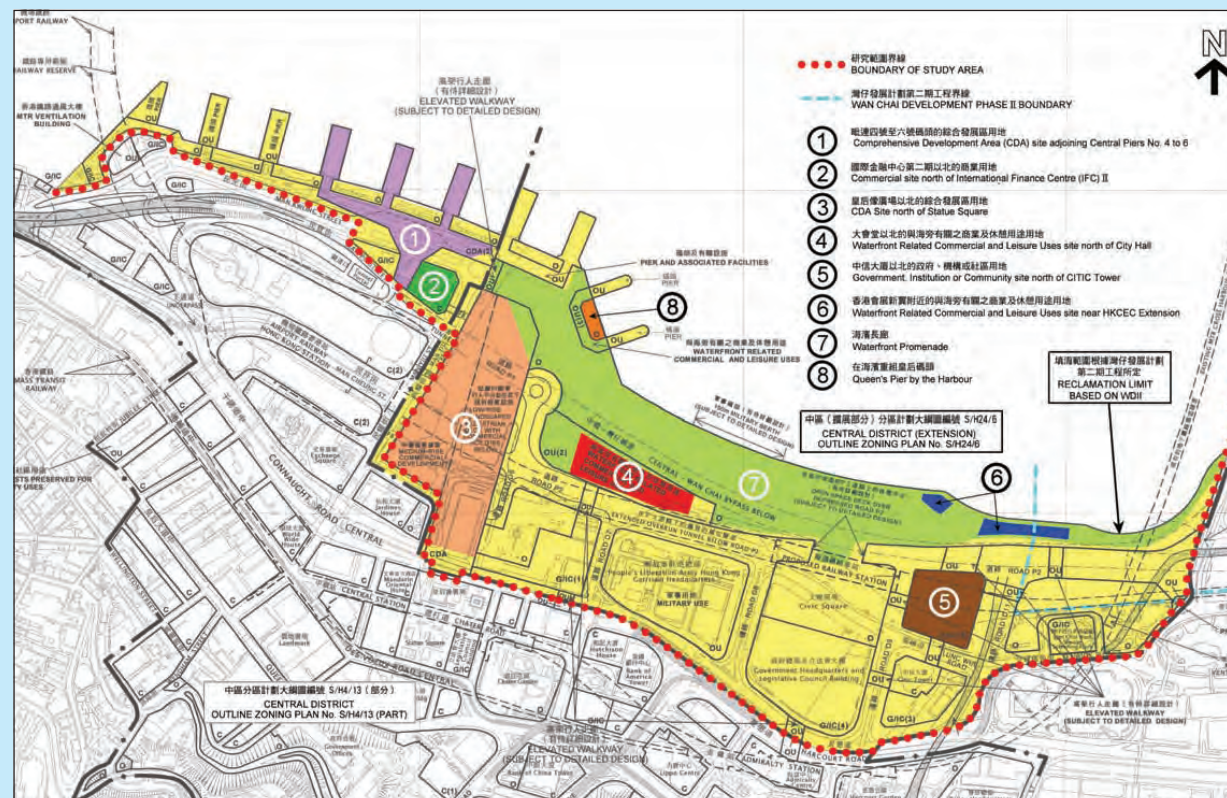
Study Area and Key Sites 研究範圍及主要用地

The new Central harbourfront encompasses area stretching from the Central Piers to the Hong Kong Convention and Exhibition Centre (HKCEC) Extension. It mainly includes the new reclamation under the Central Reclamation Phase III (CRIII) and Wan Chai Development Phase II (WDII) projects, which are needed to provide land for essential transport infrastructures. CRIII has been substantially completed. WDII is targeted for completion in 2017. There are eight Key Sites within the study area.

中環新海濱由中環碼頭延伸至香港會議展覽中心新翼。新填海區包括中環填海計劃第三期及灣仔發展計劃第二期。有關填海計劃主要是為基礎運輸設施提供必需的土地。中環填海計劃第三期已大致完成，而灣仔發展計劃第二期預計於2017年完成。研究範圍內共有八個主要用地。



Central Reclamation Phase III 中環填海計劃第三期



Study Area and Key Sites 研究範圍及主要用地

Site 1	Adjoining Central Piers 4 to 6	一號用地	毗連中環四號至六號碼頭
Site 2	North of International Finance Centre (IFC) II	二號用地	國際金融中心二期以北
Site 3	North of Statue Square	三號用地	皇后像廣場以北
Site 4	North of City Hall	四號用地	大會堂以北
Site 5	North of CITIC Tower	五號用地	中信大廈以北
Site 6	West of the HKCEC Extension	六號用地	香港會展中心新翼以西
Site 7	Waterfront Promenade	七號用地	海濱長廊
Site 8	Near Central Piers 9 and 10	八號用地	鄰近中環九號及十號碼頭

Engaging the Public 公眾參與

An open, transparent and collaborative process was adopted in the two stages of public engagement held in 2007 and 2008 respectively. Public views were widely canvassed through exhibitions, workshops, forums, comment cards, interviews and telephone polls. An independent research institute was commissioned to analyze the public views collected. The Task Group (TGUDS) under the then Harbour-front Enhancement Committee (HEC) provided valuable inputs to the Study and the public engagement process.

Taking into consideration the public views received and recommendations of the TGUDS, we have revised the urban design proposals for the key sites as well as the Master Layout Plan.

中環新海濱城市設計研究分別於2007及2008年以公開、透明及多方參與的過程進行了兩個階段的公眾參與活動。透過展覽、工作坊、論壇、意見卡、面談及電話訪問等，廣泛徵詢公眾意見。我們亦委託了獨立的研究機構分析經蒐集得來的公眾意見。此外，前共建維港委員會屬下的專責小組也就研究及公眾參與過程提供了寶貴的建議。

經考慮了公眾的意見，加上專責小組的建議後，我們修訂了各主要用地的城市設計建議及總綱發展藍圖。



Based on public aspirations and views, the Town Planning Board's (TPB's) Vision Statement for Victoria Harbour, HEC's Harbour Planning Principles and Guidelines, Urban Design Guidelines, and findings of other relevant studies, we have refined the urban design framework in the two Outline Zoning Plans (OZPs) covering the Central harbourfront and finalized the design concepts for the key sites.

根據公眾的期望和意見、城市規劃委員會的「維多利亞港的理想宣言」、共建維港委員會的「海港規劃原則及指引」、「城市設計指引」及其他相關研究的結果，我們優化了涵蓋中環海濱的兩份分區計劃大綱圖所載的城市設計大綱及制定了主要用地的設計概念。



Stage 1 Public Engagement 第一階段公眾參與



Stage 2 Public Engagement 第二階段公眾參與

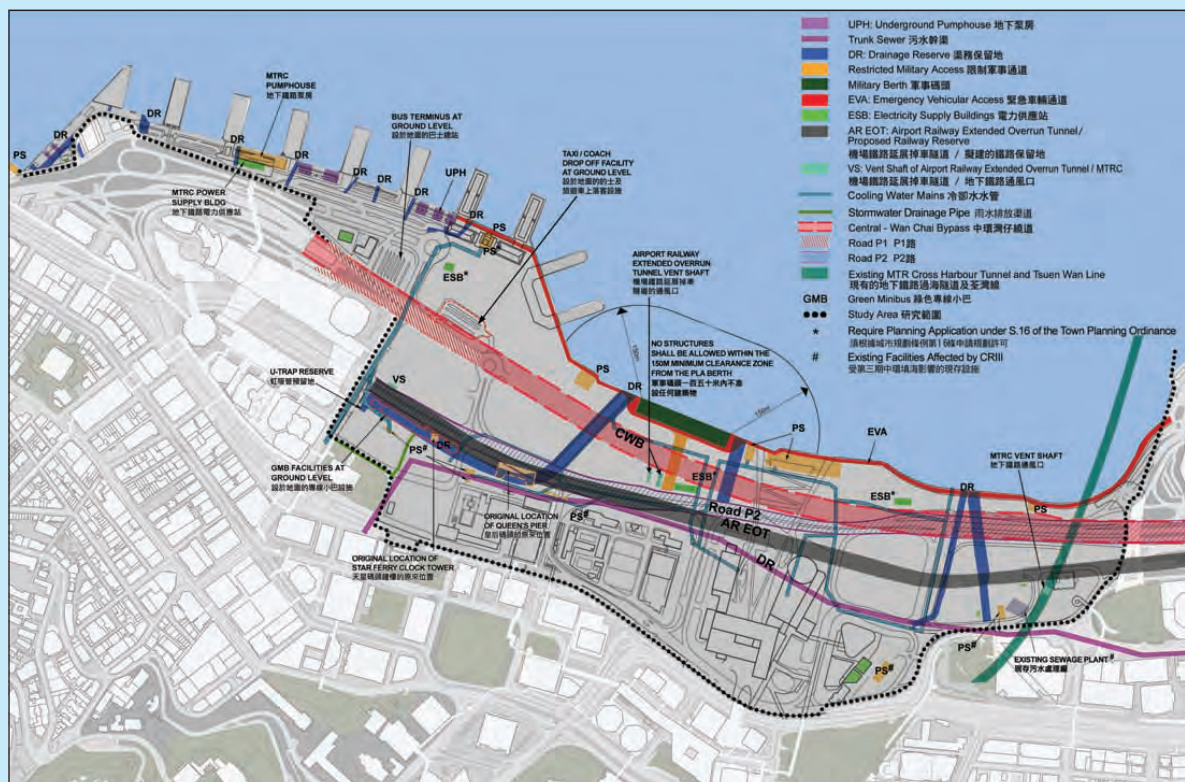


Refined Urban Design Framework 經優化的城市設計大綱

Our Urban Design Vision is to create a **Vibrant, Green and Accessible New Central Harbourfront** that is symbolic of Hong Kong and that we are all proud of.

我們的城市設計理想是締造**朝氣蓬勃、綠化和暢達的中環新海濱**，足以象徵香港並且令我們引以為傲。

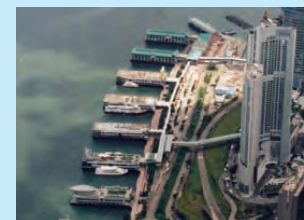




Design Constraints 設計限制

Due regard has been given to the design constraints, in particular the existing, committed and planned developments, and infrastructure facilities including the Central-Wan Chai Bypass (CWB), railway reserves, underground pumphouses, drainage, etc. in the study area.

我們亦充分考慮研究範圍內的設計限制，尤其是現有及已承諾的發展及基建設施，當中包括中環灣仔繞道、鐵路預留用地、地下泵房、排水道等設施。



Site 1 一號用地



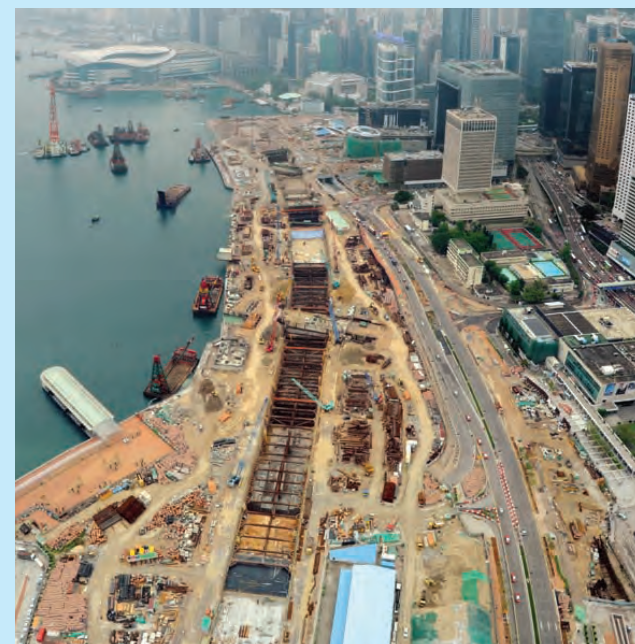
Site 2 二號用地



Site 3 三號用地



Site 4 四號用地



Sites 5 to 8 五號至八號用地

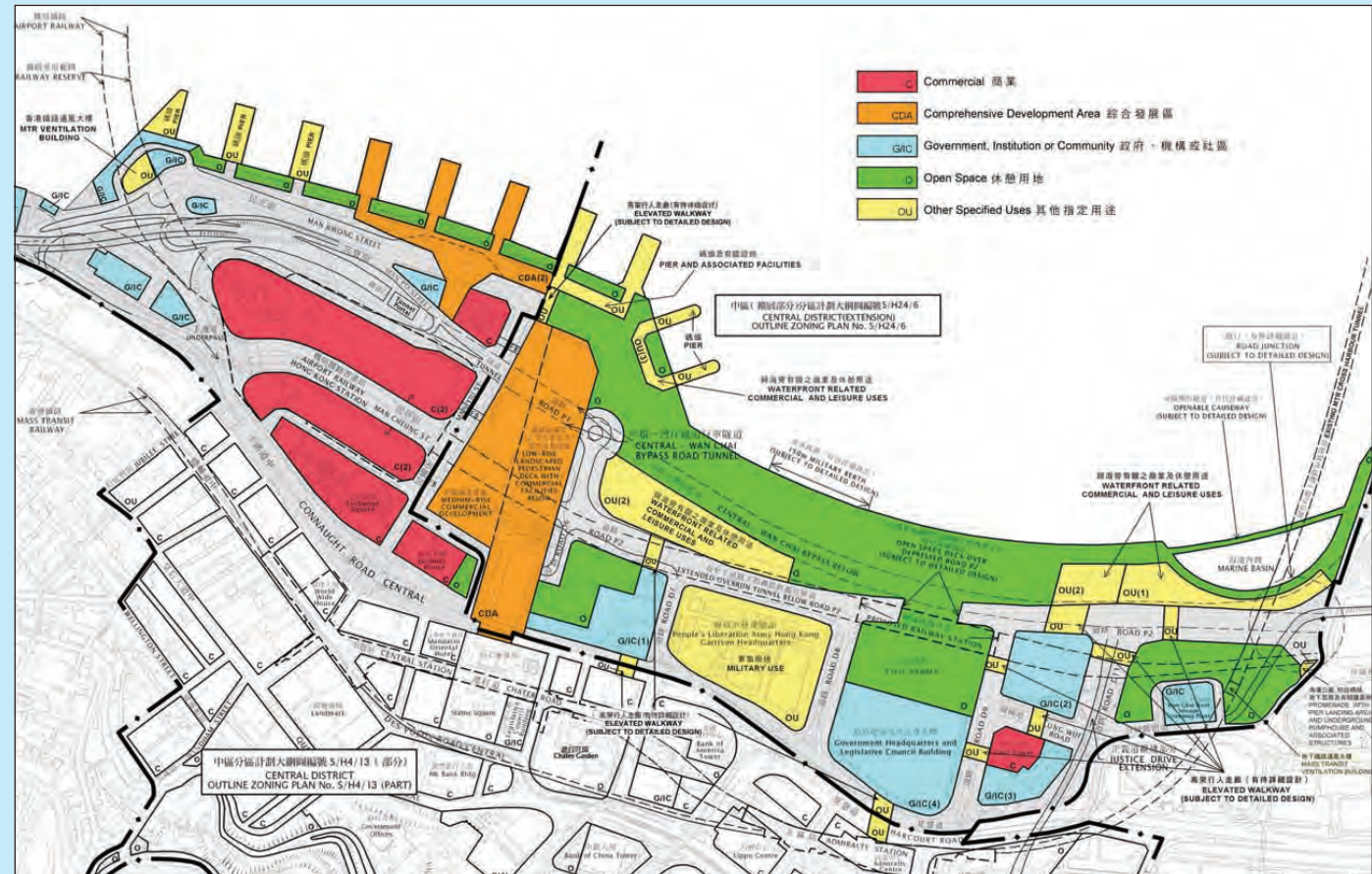
Urban Design Emphases

城市設計重點

The new Central harbourfront will have the following six urban design emphases:

中環新海濱共有六個城市設計重點：

- 1 Diversity and Vibrancy**
注入多元化用途和朝氣活力
- 2 Development Intensity in Harmony with the Harbourfront**
與海濱融和的發展密度
- 3 Respecting the Natural Context and Existing Urban Fabric**
融合自然環境及周邊發展
- 4 Enhancing Access and Pedestrian Connectivity**
暢達性和行人通道連貫性
- 5 Respecting Cultural Heritage**
尊重文化歷史脈絡
- 6 Promoting Environmentally Friendly Design and Greening**
提倡環保設計及綠化



Approved Central District (Extension) OZP and Draft Central District OZP 中環（擴展部分）分區計劃大綱核准圖及中區分區計劃大綱草圖



Varieties of nodal attractions along the new waterfront 沿新海濱長廊多元化的景點

1 Diversity and Vibrancy 注入多元化用途和朝氣活力

- There will be a mix of commercial, retail, recreational, civic and tourism uses and different anchoring public spaces to create different harbour experiences.

不同的商業·零售·康樂·文娛·旅遊等設施以及公共空間為新海濱提供多元化的體驗。

- Design corridors and precinct, each with its own character are defined. The Waterfront Promenade will unify the water edge and by itself is a green icon of the new Central harbourfront.

設計走廊和特色區域·各具特色。海濱長廊除作為新海濱的綠色地標外·也連通整個海岸。

2 Development Intensity in Harmony with the Harbourfront 與海濱融和的發展密度

- The development intensity for five key sites has been reduced to meet public aspirations for lowering development intensity in harmony with the harbourfront setting.

為回應公眾對新海濱減低發展密度的期望·我們減低了五個主要用地的發展密度·營造一個和諧海濱環境。

- A controlled massing approach is adopted to control the building bulk. No bonus GFA or GFA concessions are allowed for dedication for public passage, surrendering for road widening, building set back, etc.

我們採用控制建築體積的方法·為新海濱定立合適的發展密度。交回土地作公眾通道、道路擴寬及建築物退入等·將不可獲得豁免或額外的建築樓面面積。



Reduction of Development Intensity of Five Key Sites 減低五個主要用地的發展密度

Site 用地	Original Estimated GFA (m ²) [^] 原本預計的總樓面面積 (平方米) [^] (A)	Revised GFA (m ²) 現在擬議的總樓面面積 (平方米) (B)	Difference (m ²) 差別 (平方米) (B-A)
1	92,465 [#] (117,240 [@])	35,120	-57 345 (-82,120 [@])
2			
3	190,000 [#]	157,400	-32,600
4	14,580	7,500	-7,080
6	24,415	2,900 [*]	-21,515
Total 合共	321,460 [#] (346,235 [@])	202,920	-118 540 (-143,315 [@])

[^] Estimated GFA conveyed to the then LegCo Panel on Planning, Lands and Works in June 2007, unless otherwise stated. 預計的總樓面面積於2007年6月提交前立法會規劃地政及工程事務委員會·除特別聲明外。

[#] Public transport facilities were excluded from GFA calculation in the original estimated GFA. 在原本預計的總樓面面積的計算中並不包括公共交通設施。

[@] The estimated GFA for Sites 1 and 2 were 55,740m² and 61,500m² respectively according to the OZP. 根據分區計劃大綱核准圖·一號用地及二號用地原本預計的總樓面面積分別為55,740平方米及61,500平方米。

^{*} GFA is reduced due to reduction of the reclamation extent and site area. 基於填海範圍及用地面積減少·總樓面面積因此減少。

3 Respecting the Natural Context and Existing Urban Fabric

融合自然環境及周邊發展

- Six visual corridors are identified to preserve visual permeability and the visual linkages with the harbour. They should be reinforced by well-defined building edges and landscaped corridors.

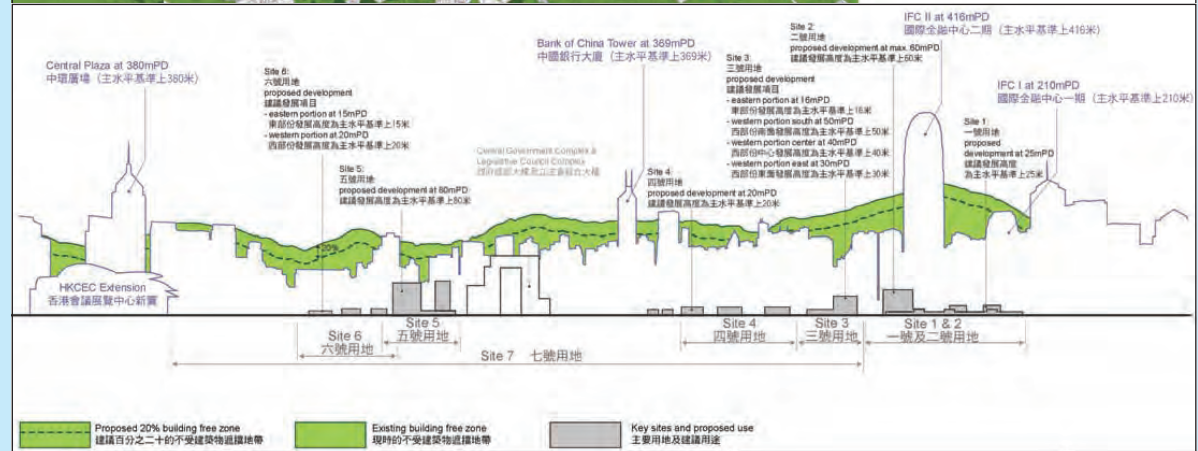
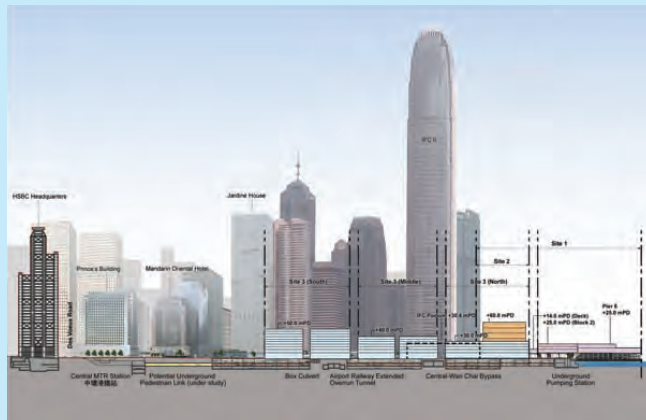
六條景觀廊以保護與海港的看透度及視覺連繫。此外，確定建築物的界線，及園景走廊的設計能有效增強景觀廊的效果。

- Varying building heights descending towards the harbour, building setback and building separation are proposed to allow better integration with the ridgeline and waterfront setting.

建議採取不同方法，包括不一的建築物高度向海濱逐漸遞減、建築物後移，及建築物間距以提高與天際線及海濱景致的融合。

- Low and medium rise buildings are proposed to complement the dynamic skyline of Central.

建築物以低至中層高為主，與中區現有錯落有致的天際線互相配合。



View Corridors and Building Height Profile 景觀廊及建築物高度輪廓

4 Enhancing Access and Pedestrian Connectivity

暢達性和行人通道連貫性

- A multi-modal and convenient public transport system including MTR, buses, taxis, ferries and other water-borne transport will facilitate easy access.

中環新海濱的綜合公共交通系統，結合了不同的交通工具設施，包括港鐵、巴士、的士、小輪及其他水上交通工具，使中環新海濱四通八達。

- A comprehensive multi-level (underground, at-grade and elevated walkways/landscaped deck) pedestrian network will help bring people to the harbourfront.

將提供一個完善的多層行人道網絡(包括地下、地面及高架行人通道/園景平台)方便行人往來海濱。

- A reserve for an environmentally friendly mode of transport is planned to enhance the east-west circulation.

引入環保交通運輸工具，以加強海濱長廊東西之間的連繫。

- Car parking provision and loading and unloading facilities will be kept to the minimum to encourage use of mass transport.

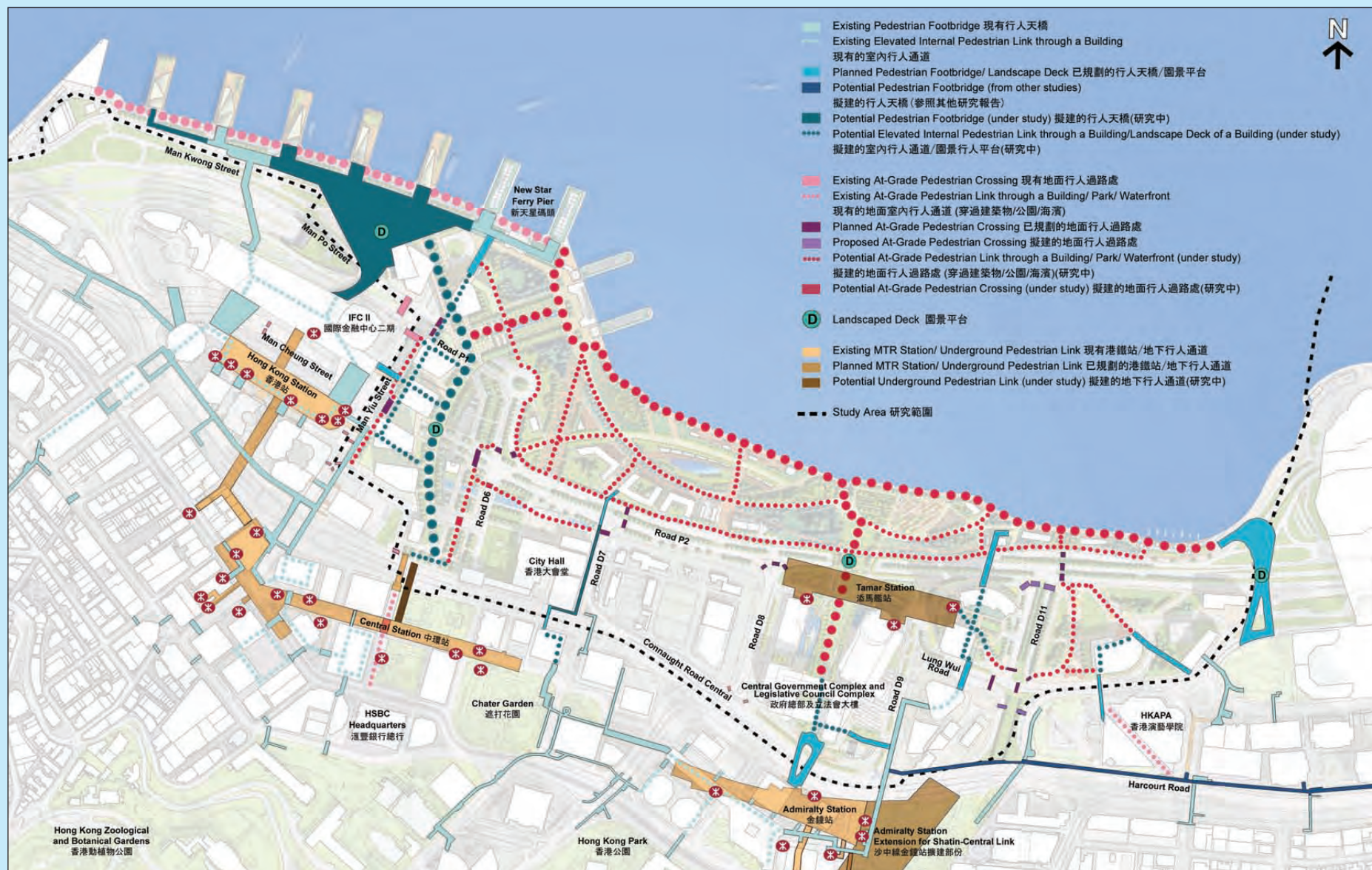
停車場及裝卸設施將減至最少，以鼓勵市民使用集體運輸工具。



Public Transport Plan 公共交通圖



Multi-modal transport system 各項公共交通設施系統



Pedestrian Network Plan 行人道網絡圖

5 Respecting Cultural Heritage

尊重文化歷史脈絡

- The axis of historical buildings will be preserved in the Historic Corridor.

保留歷史走廊內的歷史建築軸線。

- A compatible setting for the existing built heritage will be maintained and the vistas to the harbour extended to the new water edge.

維持現存歷史建築的週邊環境，並將遠眺維港的視覺連繫伸至新海旁。



Sites of Cultural Heritage 文化歷史地點



6 Promoting Sustainable Building Design and Greening 倡可持續建築設計及綠化

- Sustainable site planning and building design focusing on energy efficiency, water conservation, enhanced micro climate, air ventilation, sunlight penetration, renewable energy, green roofs, green facades, etc, should be promoted in the design and development of the key sites. The performance standards for green buildings under BEAM Plus should be followed.

提倡於各主要用地使用可持續用地規劃建築設計，例如提高能源效益、節約用水、改善微氣候、改善空氣流通、調節陽光滲透率、使用可再生能源、綠化屋頂、綠化外牆等。建築物的能源效能表現應合乎綠色建築標準 (BEAM Plus)。

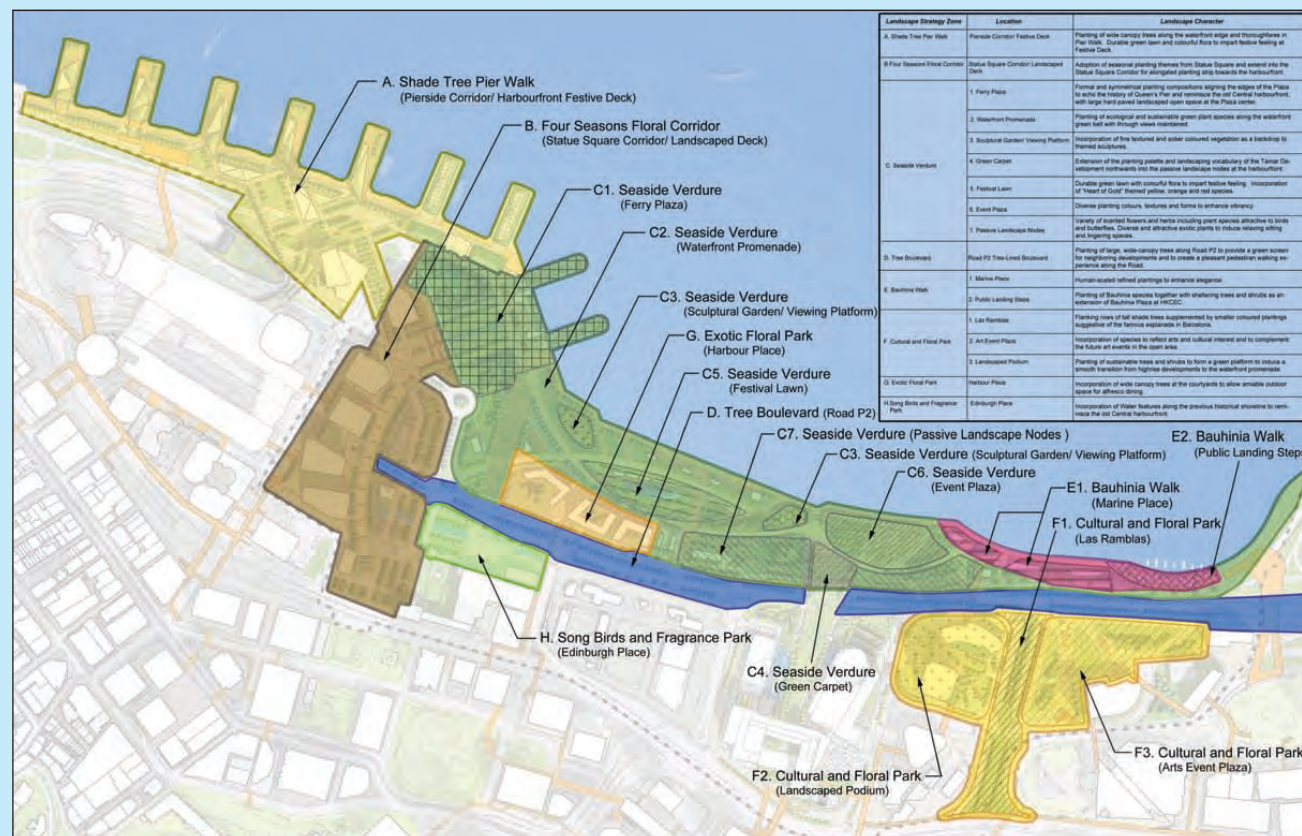
- A comprehensive landscape design strategy and greening network are devised to achieve a vibrant and green harbourfront. 制定綜合的園境策略及綠化網絡能有助建立一個具活力及綠化的海濱。

- Extensive greening and large landscaped garden and decks are introduced at different key sites.

於不同的主要用地廣泛綠化及引入大型公園及園景平台。

- Greening Ratios are recommended for all key sites (minimum of 30% for all private developments and 50% for public open space).

建議為各主要用地制定適當的綠化率 (30%為私人發展項目的最低綠化率及 50%為公眾休憩用地的最低綠化率)。



Landscape Strategy Plan 園景策略圖



Design Corridors and Character Precinct

設計走廊和特色區域

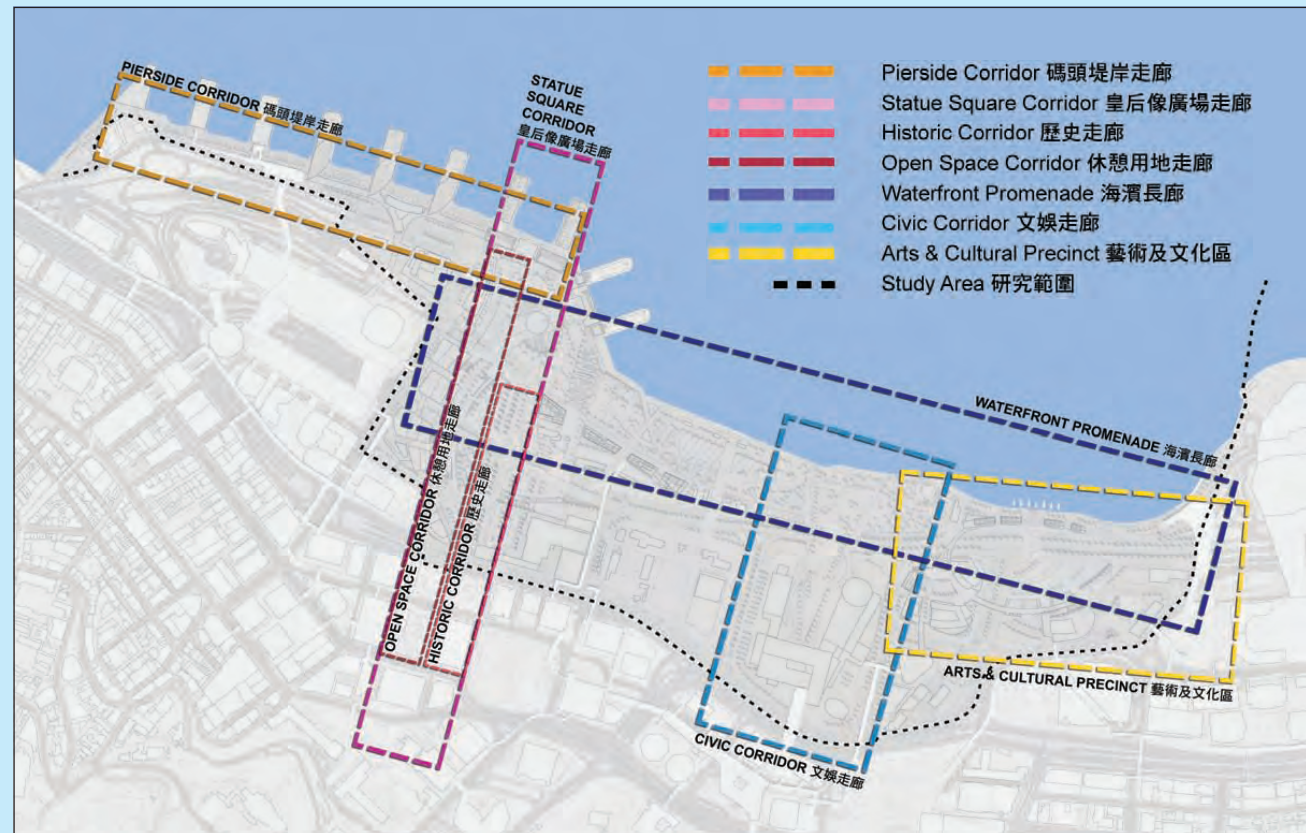
The refined urban design framework provides a coherent and legible structure of land uses, built forms and open spaces. It aims at achieving both functional and design integration with the urban core. The new Central harbourfront is built upon the Waterfront Promenade and four principal design corridors:

經優化的城市設計大綱就用途、建築形態及休憩用地提供了一個統一而明確的架構，並達至與城市核心在功能與設計上融合的目標。中環新海濱是以海濱長廊及四條主要設計走廊為骨幹：

- **Waterfront Promenade** 海濱長廊
- **Pierside Corridor** 碼頭堤岸走廊
- **Statue Square Corridor** 皇后像廣場走廊
- **Civic Corridor** 文娛走廊
- **Arts and Cultural Precinct** 藝術及文化區

Design concepts for the design corridors and character precinct as well as the key sites are reflected in the Master Layout Plan.

總綱發展藍圖反映設計走廊和特色區域及主要用地的設計理念。



Design Corridors and Character Precinct 設計走廊及特色區域



Waterfront Promenade 海濱長廊



Pierside Corridor 碼頭堤岸走廊



Statue Square Corridor 皇后像廣場走廊



Civic Corridor 文娛走廊



Arts and Cultural Precinct 藝術及文化區

Master Layout Plan 總綱發展藍圖

Legend 圖例

Anchoring Public Spaces along the waterfront 海濱的匯聚公共空間

Leisure and Recreation Facility 消閒及康樂設施

- A1 Board Walk 木板步行徑
- A2 Ferry Plaza 渡輪廣場
- A3 Status Square Corridor
(with Landscaped Deck and Landscaped Open Space at-grade)
皇后像廣場走廊 (包括圍欄平台及地面園林休憩用地)
- A4 Clock Tower & Gallery 鐘樓及展覽館
- A5 Entrance Plaza 入口廣場
- A6 Reassembled Queen's Pier 重組的皇后碼頭
- A7 Bicycle Station 單車站
- A8 Visual / Pedestrian Corridor 景觀/行人走廊
- A9 Water Feature 水景
- A10 Edinburgh Place 愛丁堡廣場
- A11 Harbour Place
(Waterfront-related Commercial and Leisure Uses)
海港廣場 (與海濱有關之商業及休憩用地)
- A12 Viewing Platform 觀景平台
- A13 Cycle Track 單車徑
- A14 Food and Beverage Kiosk 餐飲設施
- A15 Festival Lawn 草坪
- A16 Harbourfront Promenade 海濱長廊
- A17 Viewing Platform (Sculpture Garden Theme)
觀景平台 (雕塑花園主題)
- A18 Woodland 園景林地
- A19 Waterfront Event Plaza 海濱廣場
- A20 Green Carpet 草坡
- A21 Marine Place
(Waterfront-related Commercial and Leisure Uses)
海濱廣場 (與海濱有關之商業及休憩用地)
- A22 Las Ramblas 林蔭步行區
- A23 Art Event Plaza 藝術廣場
- A24 Public Landing Steps 公眾登陸梯級
- A25 Marine Place Boardwalk 海濱廣場走廊

Public Facility 公共設施

- B1 Elevated Walkway 高架行人走廊
- B2 CWB Ventilation Building 中環灣仔繞道通風大樓
- B3 Landscaped Deck 園景平台
- B4 Electricity Supply Station (below elevated walkway)
電力供應站 (於高架行人走廊之下)
- B5 Environmentally Friendly Transport Reserve
環保交通工具預留空間
- B6 Tree-Lined Boulevard 翠綠林蔭道
- B7 PLA Berth 解放軍軍碼頭
- B8 Ventilation Shaft 通風頭
- B9 Military Access 軍用通道
- B10 Electricity Supply Station 電力供應站
- B11 Landscaped Podium 園景平台
- B12 Hong Kong Academy for Performing Arts Extension
香港演藝學院擴建部分
- B13 Proposed Hong Kong Visual Arts Education Centre
擬建之香港視覺藝術教育中心
- B14 Landscaped Deck to HKCEC West
通往香港會議展覽中心西面的園景平台

Commercial Facility 商業設施

- C1 Retail / Cafe / Alfresco Dining over the Pier
碼頭上蓋之零售商店 / 茶座 / 露天飲食設施
- C2 Retail / Exhibition / Gallery
零售商店及展銷設施
- C3 Iconic Building / 地標性建築
- C4 Office with Retail below
辦公室大樓及低層零售商店
- C5 Landscaped Podium with Retail below
園景平台及低層零售商店
- C6 Retail 零售商店
- C7 Office 辦公室大樓
- C8 Hotel 酒店



Waterfront Promenade

海濱長廊

The Waterfront Promenade with a total length of 1.3km and an area of 9.9ha will provide a continuous harbourfront public space and a green unifying edge of the harbour. It will project an overall identity as the city's green oasis with anchoring nodal attractions such as Ferry Plaza, Waterfront Event Plaza, waterfront alfresco dining facilities, etc. at selected locations for public enjoyment. It will serve as major east-west pedestrian link along the northern shore of Hong Kong Island, with a number of north-south pedestrian and open space connections bringing people to the waterfront from the hinterland. A cycle track will be provided for leisure and recreational purposes. A reserve for environmentally friendly transport mode is planned to enhance east-west circulation. Sites 4, 6, 7 and 8 are within this design corridor.

海濱長廊長1.3公里，面積9.9公頃，將為中環新海濱提供一條連綿的綠化休憩用地。長廊將打造成都市綠洲，並於不同地點加設各式各樣的中心景點，如渡輪廣場、海濱廣場、海濱餐飲設施等，供市民享用。長廊也會成為港島北一條主要貫通東西的行人要道，輔以不少連接南北之走廊及公眾休憩用地，讓市民可從不同地點直達海濱。長廊範圍內會設置露天茶座，並闢設一條單車徑作消閒及康樂用途。我們亦會於長廊內引入環保交通運輸系統，以加強海濱東西之間的連繫。四號、六號、七號及八號用地位於本設計走廊內。



- 1 The Queen's Pier will be reassembled at Site 8 between Central Piers 9 and 10 to revive its pier function. A new ferry plaza will complement the reassembled Queen's Pier. The exterior of Central Piers 9 and 10 will be refurbished to achieve a coherent design.

皇后碼頭將於中環九號和十號碼頭之間重組，恢復其碼頭功用。毗鄰有新碼頭廣場。九號及十號碼頭的設計將翻新與重組後的皇后碼頭融為一體。

- 2 Memorial elements will be added to the original site of Queen's Pier to commemorate its historical significance.

皇后碼頭原址會加入紀念元素，紀念皇后碼頭的歷史價值。

- 3 For Site 4 located to the north of City Hall, the design theme of 'Harbour Place' will be adopted with separate low-rise building blocks for waterfront-related dining and leisure uses. The courtyard spaces will create an attractive setting for the outdoor and semi-outdoor dining and leisure activities.

位於長廊近大會堂以北的四號用地將會以「海濱廣場」設計概念，興建數幢低層的獨立建築物，作為與海濱有關的餐飲及休閒用途；當中會利用庭院式設計增添戶外餐飲及休憩空間。

- 4 The People Liberation Army (PLA) berth will be integrated in the promenade design and will be open to the public when it is not in military use.

解放軍碼頭會融合海濱長廊的設計，在無需作軍事用途時，會開放給公眾使用。



Pierside Corridor

碼頭堤岸走廊

The Pierside Corridor connects all ten Central Piers and encompasses the adjacent area at Sites 1 and 2. To project the new Central harbourfront as an icon for Hong Kong, the design concept for Sites 1 and 2 has been changed to a distinctive waterfront civic node for public enjoyment of the harbourfront.

「碼頭堤岸走廊」連接十個中環碼頭及毗連的一號及二號用地。為了令中環新海濱成為香港城市面貌的象徵，我們將一號及二號用地的設計概念更改為一個獨特的海濱文娛樞紐，供市民享用海濱。

The existing public transport facilities at Site 2 will be redistributed to the area in front of Central Piers and other location to free up more ground level spaces for street activities.

為騰出更多地面空間，二號用地的現有公共交通設施將會分配到中環碼頭前方及鄰近地區。

1 Within the mixed use urban precinct, an iconic building with a height of about +60mPD and two low-rise structures for exhibition, retail, entertainment, civic and community uses are proposed.

在綜合用途區內，將興建一幢主水平基準高度約六十米的地標式建築，和兩幢與附近碼頭高度協調的低層建築物，作展覽場地、零售、娛樂、公共文化、社區等用途。

2 There will be a large landscaped deck connecting the CBD to the new harbourfront under the concept of a Harbourfront Festive Deck, and it will provide about 1.7ha of public open space.

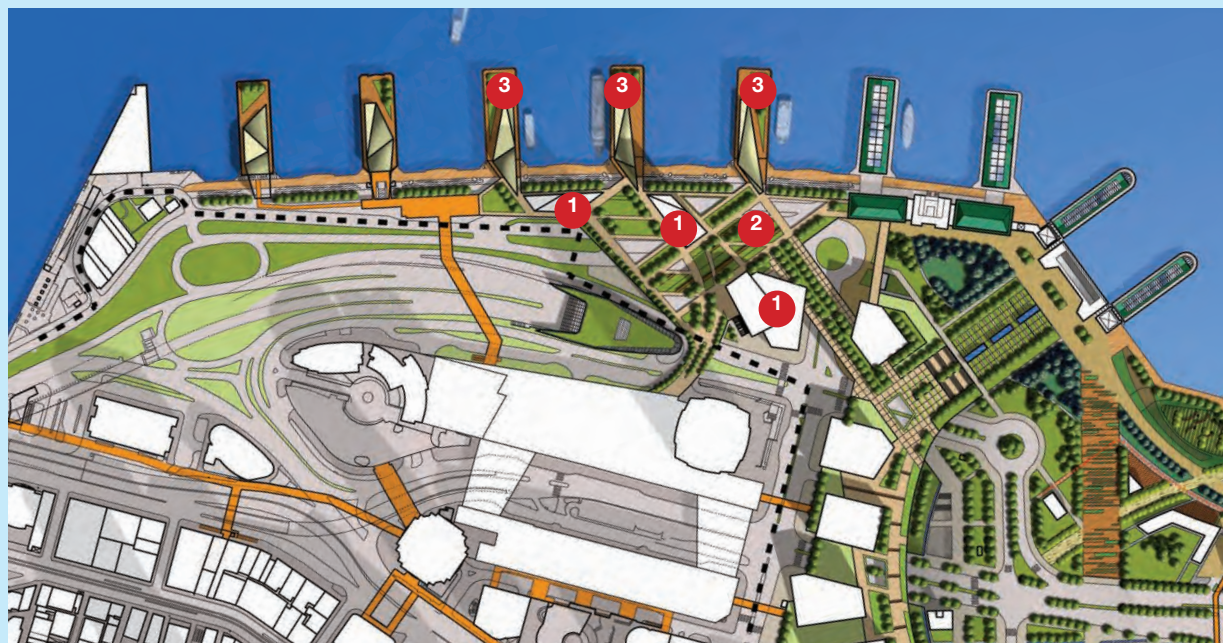
大型園景平台，以「繽紛海濱節日」為設計概念連接商業中心區與新海濱，提供約1.7公頃的公眾休憩用地。

3 One and a half additional commercial floors for dining, retail and other waterfront related uses are proposed above Central Piers 4 to 6.

於中環四號至六號碼頭上蓋增設多一層半的商用樓層，作餐飲、零售及其他與海濱相關用途的設施。



Aerial View of Pierside Corridor 碼頭堤岸走廊鳥瞰圖





Sites 1 & 2 along Pierside Corridor 沿著「碼頭堤岸走廊」的一號及二號用地

Statue Square Corridor

皇后像廣場走廊

The Statue Square Corridor comprises a Historic Corridor formed by an axis of historical buildings including the old Bank of China Building, the Legislative Council Building, the Cenotaph and the City Hall, as well as an Open Space Corridor with both at-grade open space and elevated landscaped deck extending from the Statue Square to the new Star Ferry Pier primarily through Site 3.

「皇后像廣場走廊」包括由舊中國銀行、立法會大樓、和平紀念碑及大會堂所組成的「歷史走廊」，以及三號用地內，由皇后像廣場伸延到新天星碼頭的「休憩用地走廊」，當中包括地面休憩用地及園景平台。

① At Site 3, the office and retail development will be in separate building blocks ranging from +30mPD to +50mPD with a large landscaped deck. Building heights descending towards the harbourfront will complement the harbourfront setting.

三號用地將用作辦公室或零售用途，以高度由主水平基準上三十米至五十米的獨立建築物連接大型園景平台的方式興建，建築物高度將逐步向海濱遞減，以配合海濱環境。

② The landscaped deck will connect with the landscaped deck at Sites 1 and 2 and at-grade open spaces are provided alongside, providing choices of pedestrian access to the harbourfront via the landscaped deck, at-grade open space or underground passageway.

園景平台將連接一號及二號用地的平台，而沿平台的地面上亦同時提供休憩用地。市民可選擇經園景平台、地面休憩用地，或地下通道前往海濱。

③ Taking into consideration the public views, the old Star Ferry Clock Tower will be reconstructed at its original location at Site 3 with a new Clock Tower gallery.

因應公眾意見，在三號用地原址將重建舊天星鐘樓，在旁會新建一所鐘樓展覽廊。



Large Landscaped Deck on the Corridor 走廊上的大型園景平台





Proposed Development at Site 3 三號用地建議發展項目

Civic Corridor 文娛走廊

The Civic Corridor at Tamar embraces the Central Government Complex (CGC), the Legislative Council (LegCo) Complex, and a large public open space under the 'Green Carpet' concept. It will be a distinctive civic core close to the waterfront.

文娛走廊涵蓋添馬艦新政府總部大樓、立法會大樓及以「綠地毯」概念設計的大型公眾休憩用地。它將成為臨海獨特的文娛核心地帶。

- 1 The CGC and LegCo Complexes will be the key anchor of this prime civic core.

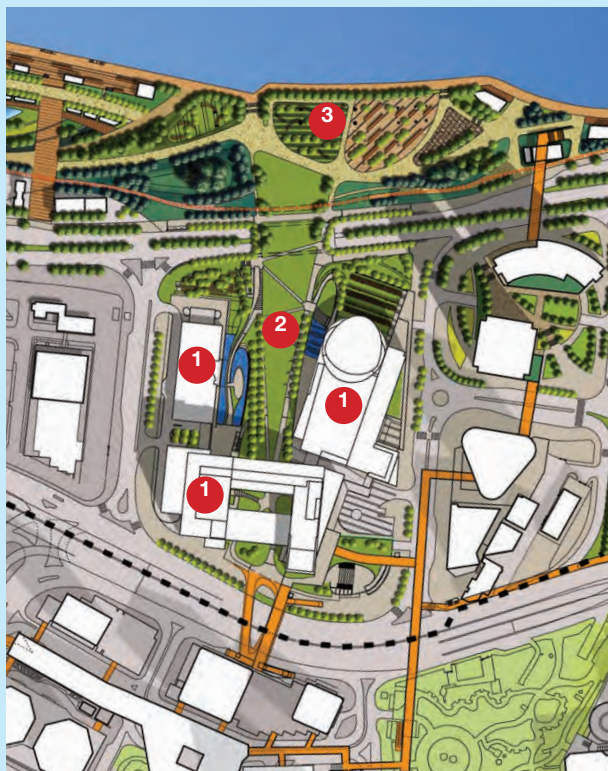
政府總部大樓和立法會大樓將是這重要文娛中心的聚集點。

- 2 The 'Green Carpet' deck offers an extensive open lawn for the public to relax in front of the CGC and LegCo Blocks and a major connection bringing people to the harbour.

「綠地毯」平台在新政府總部大樓及立法會大樓前提供廣闊的休憩草坪，方便市民使用，也成為市民前往海濱的主要連接通道。

- 3 The Waterfront Event Plaza in the Waterfront Promenade will terminate the Civic Corridor and accommodate a wide range of civic and public events.

建議的海濱廣場位處海濱長廊，將有助進行不同種類的文娛和公眾活動。



The Central Government Complex and the Legislative Council Complex 政府總部大樓及立法會大樓

Arts and Cultural Precinct

藝術及文化區

This precinct will become an arts and cultural destination by the harbour, with the Hong Kong Academy for Performing Arts (HKAPA), the Hong Kong Arts Centre and their future extensions as the focus. Sites 5 and 6 are within this precinct.

這區將成為海港內的一個藝術及文化樞紐，當中以香港演藝學院和香港藝術中心及其擴建部分作為中心。五號及六號用地亦位於本區內。

- ❶ Site 5 to the north of CITIC Tower is proposed for hotel and office development. The hotel will add vibrancy to the area. The office development will help extend the CBD to the Wan Chai North.

中信大廈以北的五號用地將用作酒店及商業發展。酒店項目可為該區注入活力，而辦公室發展有助伸延商業中心區至灣仔北。

- ❷ Site 6 near the eastern end of the Waterfront Promenade will have a design theme of 'Marine Place' with low-rise waterfront-related commercial and leisure facilities.

海濱長廊東端的六號用地，以「海岸廣場」為設計概念，只會興建低矮的建築物，發展與海濱有關的商業及休閒設施。

- ❸ An integrated pedestrian walkway system will connect the hinterland to the waterfront. Road D11 located adjacent to the HKAPA will be developed as the 'Las Ramblas' esplanade to enhance the street character as a vibrant and key connector street.

區內已制定一套綜合行人路系統，連接海旁與市中心。D11路由香港演藝學院旁向北直出海濱，將以「林蔭步行區」的概念發展，以增強街道特色，將成為在區內一條有活力的主要街道。










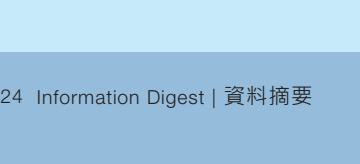
- ❹ A significant open space for outdoor performance, public gathering and art display will become a unifying public space for various arts and cultural venues.

區內將設置大型的休憩用地供戶外表演、公眾聚會和藝術展覽等，作為一個綜合各類藝術及文化活動場地的公共空間。



Aerial View of Sites 5 & 6 五號及六號用地鳥瞰圖

Final Recommended Planning and Design Proposals for the Key Sites

Site (Area)	Design Concept	Proposed GFA (m ²)# (Building Height (mPD))
 Site 1 (1.84 ha) [@]	<ul style="list-style-type: none"> A civic node and a mixed use precinct primarily for public enjoyment Two blocks of +25mPD for retail, restaurant and exhibition uses at Site 1 One iconic block of +60mPD for cultural, retail, restaurant, entertainment, tourism, GIC uses and festive activities at Site 2 	16,120 m ² (including retail, restaurants, exhibition, gallery, etc. and 12,600 m ² above Central Piers 4 to 6) (+25mPD)
 Site 2 (0.4 ha) [@]	<ul style="list-style-type: none"> Additional 1.5 commercial floors above Central Piers 4 to 6 Extensive landscaped deck and public open space of 1.7 ha. for greening, open space and festive events 	19,000 m ² (including exhibition, gallery, retail, theatre, etc.) (+60mPD)
 Site 3 (4.76 ha) [@]	<ul style="list-style-type: none"> Retail and office developments Larger landscaped deck with enhancement to pedestrian connections and visual permeability More at-grade open space with street activities Reconstruction of Star Ferry Clock Tower at original location 	157,400 m ² (including 44,800 m ² for office; 105,200 m ² for retail; 3,600 m ² for public transport facilities; and 150 public car parking spaces [^]) (+50/+40/+30mPD)
 Site 4 (0.93 ha) [@]	<ul style="list-style-type: none"> Waterfront-related commercial and leisure uses with a theme of 'Harbour Place' Small and separate building blocks with intimate courtyard spaces Alfresco dining and restaurants 	7,500 m ² (+20mPD)
 Site 5 (1.16 ha)	<ul style="list-style-type: none"> Two blocks for hotel and office uses on a landscaped podium Possible additional office development south of Site 5 of approx. 21,000m² GFA being explored 	58,000 m ² (including 25,000 m ² for office and 33,000 m ² for hotel) (+80mPD)
 Site 6 (0.35 ha) [@]	<ul style="list-style-type: none"> Waterfront-related commercial and leisure uses with a marine theme Further improvement to pedestrian connectivity 	2,900 m ² (+15/+20mPD)
 Site 7 (9.87 ha) ^{@+}	<ul style="list-style-type: none"> Waterfront promenade A hybrid of 'urban park' and 'urban green' concepts Additional alfresco dining within the area 	480 m ² (+10mPD)
 Site 8 (0.14 ha) [@]	<ul style="list-style-type: none"> Reassembly of Queen's Pier by the Harbour and refurbishment of Central Piers No. 9 and 10 Improve design of Ferry Plaza 	1,200 m ^{2*} (+11.24mPD)
<p># Estimated amount of total GFA is subject to refinement upon detailed design</p> <p>@ Site boundary and area of the subject sites have been refined in accordance with the design concept in the Master Layout Plan in the process of preparing the planning and design briefs for the key sites in the Study</p>		<p>+ Only 9.23 ha under CR III</p> <p>^ Number of public car parking spaces reprovisioned from existing Star Ferry Car Park</p> <p>* Roof area of Queen's Pier</p>

主要用地最後建議的規劃及設計方案

用地(面積)	設計概念	建議的樓面面積(平方米) [#] (建築物高度 (主水平基準上))
 一號用地 (1.84公頃) [@]	<ul style="list-style-type: none"> 主要供市民享用的文娛樞紐和多元化用途區 一號用地包括兩幢主水平基準上25米的建築物，作零售、餐廳和展覽用途 二號用地包括一幢主水平基準上60米的地標式建築物，作文化、零售、餐廳、娛樂、旅遊、政府、機構或社區用途及節日活動之用 	16,120平方米 (包括零售、餐廳、展覽場地、展覽館等及在中環四號至六號碼頭上蓋的12,600平方米) (主水平基準上25米)
 二號用地 (0.40公頃) [@]	<ul style="list-style-type: none"> 在中環四號至六號碼頭上蓋加建一層半商用樓層 廣闊的園景平台和公眾休憩用地達約1.7公頃，供綠化、休憩和節日活動之用 	19,000平方米 (包括展覽場地、展覽館、零售、劇院等) (主水平基準上60米)
 三號用地 (4.76公頃) [@]	<ul style="list-style-type: none"> 零售及辦公室發展 較大的園景平台，改善行人通道的連接及視覺透明度 較多地面休憩用地作街上活動 在原址重建天星鐘樓 	157,400平方米 (包括44,800平方米作為辦公室；105,200平方米作零售用途；3,600平方米作為公共交通設施及150個公眾泊車位 [^])； (主水平基準上50/40/30米)
 四號用地 (0.93公頃) [@]	<ul style="list-style-type: none"> 與海濱有關的商業及零售發展，以「海濱廣場」為主題 細小及獨立的建築物，設有親切的庭園空間 露天食肆和餐廳 	7,500平方米 (主水平基準上20米)
 五號用地 (1.16公頃)	<ul style="list-style-type: none"> 園景平台上兩幢建築物，作酒店及辦公室用途 現正研究在五號用地南面提供額外約21,000平方米總樓面面積的辦公室發展 	58,000平方米 (包括25,000平方米作為辦公室及33,000平方米作為酒店) (主水平基準上80米)
 六號用地 (0.35公頃) [@]	<ul style="list-style-type: none"> 與海濱有關的商業及休憩用途，以海事為設計主題 進一步改善行人通道的連接 	2,900平方米 (主水平基準上15/20米)
 七號用地 (9.87公頃) ^{@+}	<ul style="list-style-type: none"> 海濱長廊 「都市公園」和「都市綠洲」的混合概念 在公園內增設露天食肆 	480平方米 (主水平基準上10米)
 八號用地 (0.14公頃) [@]	<ul style="list-style-type: none"> 在海濱重組皇后碼頭，並翻新九號及十號碼頭 改善渡輪廣場的設計 	1,200平方米* (主水平基準上11.24米)
<div> <div># 預計總樓面面積總數須按詳細設計修訂</div> <div>@ 用地的邊界與面積會因應總綱發展藍圖的修訂，及制訂規劃/設計綱領的過程而有所改變</div> <div>+ 於中環填海計劃第三期內提供9.23公頃</div> </div> <div> <div>^ 由現時天星碼頭停車場所重置之公眾泊車位數目</div> <div>* 皇后碼頭的上蓋面積</div> </div>		

Way Forward

下一步

Taking into consideration the public views gathered from the two-stage Public Engagement and the recommendations of the TGUDS, the planning and urban design proposals and the Master Layout Plan of the new Central harbourfront have been finalized. The planning and design briefs prepared for the key sites will serve as a guide for detailed planning and design. In respect of implementation of the development proposals, the responsible agents will include the public sector, private developers or joint partnership.

We aim to create a vibrant, green and accessible new Central harbourfront through the planning and design framework formulated in the Study.

經考慮在兩個階段公眾參與所收集到的意見及前共建維港委員會屬下的專責小組所提交的建議後，我們修訂了中環新海濱的規劃及城市設計建議和總綱發展藍圖。我們也制定了各主要用地的規劃及設計綱領，為日後發展提供指引。在實施發展計劃方面，負責發展的機構將會包括公營部門，私人發展商或採用公私營合作模式。

通過制定規劃及設計綱領，我們旨於締造一個朝氣蓬勃、綠化和暢達的中環新海濱。





