

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

**1. PURPOSE OF THE PLANNING BRIEF**

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for the comprehensive development at the Exhibition (EXH) Station site (the Site) of the Shatin to Central Link (SCL) in Wan Chai North.
- 1.2 The Site is zoned “Comprehensive Development Area” (“CDA”) on the approved Wan Chai North Outline Zoning Plan No. S/H25/4 (the OZP) (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for the permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).
- 1.3 While the current PB only provides guidance on the development above the EXH Station at the “CDA” zone, any railway station facilities and other related facilities which would be affected by the development should be illustrated in the MLP.

**2. BACKGROUND**

- 2.1 The SCL project was authorized by the Chief Executive in Council (CE in C) on 27.3.2012. The EXH Station is one of the stations in the cross harbour section of the SCL from Hung Hom to Admiralty and the interchange station between SCL and the future North Hong Kong Island Line (NIL).
- 2.2 The Site is at a prime waterfront location and well served by public transport. The ground level of the Site will mainly be occupied by a Public Transport Interchange (PTI), the railway entrances and other facilities of the SCL/NIL. A ferry pier is to its north. The Site is also conveniently linked to the Mass Transit Railway (MTR) Wan Chai Station

of Island Line via a network of elevated pedestrian walkways.

- 2.3 As traffic would be a major concern in the area, an appropriate planning control over the development mix, scale, design and layout of the development is needed. The site was rezoned to “CDA” in the draft Wan Chai North OZP No. S/H25/3, which requires the submission of technical assessments including a Traffic Impact Assessment (TIA) as part of the MLP for the approval of the Board. The draft OZP was exhibited for public inspection on 24.5.2013. After giving consideration to the representation on 18.10.2013, the Board decided to propose amendments, amongst others, to partially meet the representation by specifying the requirement for preparation of a PB in the Explanatory Statement of the “CDA” zone. 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 under section 9(5) of the Ordinance.

### **3. PLANNING CONTEXT**

- 3.1 The planning intention of the “CDA” zone is for 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. 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.
- 3.2 Development within this zone is subject to a maximum building height (BH) of 50mPD. Architectural design with variations in height should be adopted to create an interesting built form to complement the harbour-front setting. Moreover, an open space should be provided at the northwestern corner of the Site to enhance visual permeability and pedestrian accessibility. To enhance the landscape quality and soften the building mass, greening on podium/roof and vertical greening on facades should be provided as far as practicable. Planting along the edges and terraced design with greening should be considered for visual relief and interest.

- 3.3 To further improve the existing footbridge network in Wan Chai and the pedestrian circulation between the Wan Chai hinterland and the harbour-front, the topside development should be connected to Great Eagle Centre, Harbour Centre, the proposed public elevated landscaped deck across the Road P2 to the waterfront and a future possible link across Tonnochy Road (**Plan 4b**). The applicant should also provide a public pedestrian walkway to link up the topside development with the Hong Kong Convention and Exhibition Centre (HKCEC) Extension.

#### **4. THE SITE AND SURROUNDING AREAS (Plans 2 and 3)**

- 4.1 The Site has an area of about 1.65 ha (subject to survey), and is bounded by Road P2 to be constructed under the Wan Chai Development Phase II (WDII) project to the north, Tonnochy Road to the east, Great Eagle Centre and Harbour Centre to the south and Fleming Road to the west. At present, the Site is occupied by a PTI in the west, a public toilet, the Harbour Road Sports Centre (HRSC) and the Wan Chai Swimming Pool (WCSP) in the east.
- 4.2 To the further west and the northwest of the Site across Fleming Road and Expo Drive East are the HKCEC and the HKCEC Extension respectively. To the east across Tonnochy Road is the Wan Chai Sports Ground. To the immediate southeast is the “Government, Institution or Community(1)” (“G/IC(1)”) site for reprovisioning of the HRSC and the WCSP. To the further south across Harbour Road are mainly existing office/commercial buildings.
- 4.3 Across the future Road P2 to the north is a construction site for the WDII and the Central-Wan Chai Bypass (CWB) projects. Upon completion of these projects, the area will be developed as a waterfront promenade with a new ferry pier and waterfront related commercial and leisure uses.

## 5. PLANNING REQUIREMENTS FOR THE “CDA” SITE

Item	Particulars	Remarks
<b>Major Development Parameters</b>		
<b>OZP Zoning and Planning Intention</b>	<p>“CDA” - intended for 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. 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.</p> <p>Development is subject to a maximum building height (BH) of 50mPD. Minor relaxation of the BH restriction may be considered by the Board on application under section 16 of the Ordinance.</p> <p>A MLP should be prepared in accordance with Town Planning Board Guidelines on Submission of Master Layout Plan (TPB-PG No. 18A).</p>	
<b>Proposed Use</b>	Convention and meeting facilities, other commercial related uses, railway station facilities, a PTI and other supporting facilities.	

Item	Particulars	Remarks
Site Area	About 1.65 ha	Subject to verification upon setting out of site boundary.
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations.	
<b>Planning Requirements</b>		
Urban Design Considerations	<p>The development scheme should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>▪ extend and enhance pedestrian linkage to the HKCEC Extension, the waterfront, across Tonnochy Road, and the integrated podium and elevated walkway network to improve the overall pedestrian connectivity of the area (<b>Plan 4b</b>);</li> <li>▪ adopt a building design and form with variation in building height commensurate with the waterfront setting and complementing the building of the HKCEC Extension and the future waterfront promenade;</li> <li>▪ creative building design is encouraged. Special regard should be paid to integrate the design of the topside development with that of the railway station facilities/ventilation shafts exposed above ground to the north, the</li> </ul>	<p>Please also refer to visual aspect and air ventilation aspect.</p> <p>In the MLP submission to the Board, the applicant is required to demonstrate that the development can comply with the Sustainable Building Design Guidelines promulgated in the Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Engineers APP-152 issued by the Building Authority.</p> <p>The MLP should demonstrate the design integration of the proposed development with the above-ground railway station facilities/ventilation shafts and building. The broad exterior design of the</p>

Item	Particulars	Remarks
	<p>ventilation building to the east abutting Tonnochy Road, and the railway station entrances at the ground and podium levels (<b>Plan 4a and 4b</b>) with a view to minimizing the visual impact;</p> <ul style="list-style-type: none"> <li>▪ provide high quality greening at the northwestern corner of the Site to minimize the visual impacts of the free-standing ventilation shafts associated with the SCL (<b>Plan 4a and 4b</b>);</li> <li>▪ provide building setback for greening along Road P2 and Fleming Road as far as possible; and</li> <li>▪ improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level.</li> </ul>	<p>railway station facilities, ventilation shafts and building should be indicated in the MLP.</p>
<b>Open Space Provision</b>	<p>An at-grade public open space of not less than 1,300m<sup>2</sup> should be provided at the northwestern corner of the Site (<b>Plan 4a</b>) to enhance visual permeability and pedestrian accessibility. Provision of open space at locations other than ground level should be justified with good reasons. It should be open 24 hours to the public free of charge. The applicant should provide, manage and maintain the public open space.</p>	<p>The public open space should be coherently integrated with the layout of the development to enhance the vibrancy of the area.</p> <p>The design of the public open space should not affect the pedestrian crossing facilities at the adjacent road junction and the public transport</p>

Item	Particulars	Remarks
	<p>A minimum coverage of greenery of 30% at the public open space should be provided but without affecting the maintenance access to the railway plant rooms, fireman access and evacuation route for railway operation. The proposed open space should be designed with high landscape quality including maximizing the greening areas, provision of quality paving and high quality street furniture of suitable colour and texture as well as lighting, etc. to create an interesting space for public enjoyment.</p>	<p>facilities for the proposed PTI.</p>
<p><b>Landscape Aspect</b></p>	<p>A Landscape Master Plan (LMP) should be prepared and submitted by the applicant as part of the MLP submission and with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> <li>▪ create a comprehensive landscape proposal to soften the building mass into the development in order to minimize the adverse impact on the existing landscape character and resources;</li> <li>▪ due consideration should be given to preserve the existing trees on the Site as far as practicable;</li> <li>▪ a minimum coverage of greenery of 20% at the Site (calculated based on the net site area excluding the public open space). The</li> </ul>	<p>A tree survey report and a tree preservation proposal should be included in the LMP submission.</p> <p>Reference should be made in accordance with the requirements and procedures as stipulated in Development Bureau Technical Circular (Works) No. 10/2013 – Tree Preservation.</p>

Item	Particulars	Remarks
	<p>greening should be provided at ground level, podium, rooftop, pedestrian walkway or vertical greening, etc. At least half of the greening should be provided at grade or levels easily accessible to pedestrians (e.g. street level and/or platform/podium accessible to the public);</p> <ul style="list-style-type: none"> <li>▪ while preserving an open view towards the waterfront to the north, landscape planting at street level, or on podium level/roof and vertical greening on façade should be provided. Planting along the edges and terraced design with vertical greening should be adopted; and</li> <li>▪ provide at-grade amenity treatment (e.g. high quality roadside trees and street furniture) to provide a pedestrian friendly environment and create a strong sense of place.</li> </ul> <p>The LMP should illustrate:</p> <ul style="list-style-type: none"> <li>▪ conceptual and detailed landscape proposals including hard and soft landscape;</li> <li>▪ other amenities, street furniture and facilities to be provided;</li> <li>▪ the relationship of the development with the surroundings, especially</li> </ul>	

Item	Particulars	Remarks
	<p>with the public open space at the northwestern corner of the Site and the above ground railway facilities and ventilation shafts; and</p> <ul style="list-style-type: none"> <li>▪ layout and landscape design of open spaces including pedestrian circulation in relation to adjoining development and areas.</li> </ul>	
<b>GIC Facilities</b>	<p>The following GIC facilities should be provided at ground level of the Site:</p> <ul style="list-style-type: none"> <li>▪ a public toilet for the Food and Environmental Hygiene Department (FEHD) with a GFA of about 99m<sup>2</sup>; and</li> <li>▪ a store room for the FEHD with a GFA of about 43m<sup>2</sup>.</li> </ul>	<p>The GIC facilities are for re-provisioning of the existing facilities at the Site.</p> <p>Actual provision, composition and standards of the facilities, and the eventual locations of the public toilet and the store room, are subject to the agreement of relevant Government departments/authorities.</p> <p>The public toilet and the store room should be handed over to FEHD for management and maintenance upon completion.</p>
<b>Public Transport</b>	A PTI at the ground level of the Site should be provided ( <b>Plan 4a</b> ) in	The PTI is for re-provisioning of the

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<b>Facilities</b>	<p>accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>▪ 11 bus bays (viz. 2 double width and 9 single width bus bays) for franchised bus routes and cross-boundary coaches (total length of about 312m);</li> <li>▪ 1 taxi stand of about 50m long;</li> <li>▪ 2 general loading/unloading bays (with a total length of about 50m) for pick-up/drop-off;</li> <li>▪ sufficient space should be reserved for placement of transformer / switch gear / ventilation room(s) and bus regulators' kiosks / ticket office; and</li> <li>▪ a minimum clear height of 5.5 metres plus allowance for a service zone for the necessary illumination, ventilation and other systems for operations of the PTI.</li> </ul> <p>The design and provision of the above PTI facilities are subject to the agreement of the Commissioner for Transport (C for T).</p>	<p>existing taxi stand, bus, cross-boundary coach termini and a general pick-up/drop-off point at the Site. During the construction of SCL project, the PTI will be re-sited to the waterfront area temporarily.</p> <p>The applicant should consult the Transport Department (TD), Highways Department and MTR Corporation Limited (MTRCL) on the interface between the temporary / reprovisioned PTI and the railway facilities. The design and provision of the PTI are subject to the agreement of C for T.</p> <p>The PTI should be handed over to the relevant Government departments for management and maintenance upon completion if it is owned by Government; or the private developer should be required to undertake all the maintenance, management and cleansing responsibilities</p>

Item	Particulars	Remarks
		<p>of the PTI if it is owned by the private developer and constructed at its own cost.</p> <p>Reference should be made to Environmental Protection Department's Practice Note for Professional Persons for Control of Air Pollution in Semi-Confined Public Transport Interchange (ProPECC PN1/98).</p>
<b>Pedestrian Connection</b>	<p>The pedestrian connection with the PTI, the railway station and its supporting facilities at the Site and the adjoining developments should be addressed and indicated clearly in the MLP. The change in the pedestrian flow due to the proposed connections shall be assessed and not to affect the original design provision of the railway station facilities.</p> <p>The future topside development should be connected to:</p> <ul style="list-style-type: none"> <li>▪ Great Eagle Centre and Harbour Centre via the two EXH Station entrance connections at podium level;</li> <li>▪ the HKCEC Extension at podium level; and</li> </ul>	<p>According to the authorized scheme of the SCL project, the EXH Station will have two entrances at the ground level and at the podium level respectively leading to the underground concourse. Two station entrance connections to the podium of Great Eagle Centre and Harbour Centre will be provided by MTRCL as part of the SCL project.</p>

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	<ul style="list-style-type: none"> <li>▪ the public elevated landscaped deck at podium level with connection to the ground across the Road P2 to the waterfront area.</li> </ul> <p>A public passageway (open 24 hours) at podium level (<b>Plan 4b</b>) accessible to the above connections should be provided, managed and maintained by the applicant in the topside development. Adequate separation shall be kept to the railway ventilation shafts and the ventilation building.</p> <p>A public pedestrian walkway (open 24 hours) connecting between the podium level of the topside development and the HKCEC Extension should be provided, managed and maintained by the applicant.</p> <p>A landing point should be reserved at podium level of the topside development to connect the proposed public elevated landscaped deck in the north. Space should also be reserved on the ground level for vertical pedestrian connection from the landscaped deck.</p> <p>Another landing point should be reserved at podium level for a future possible link across Tonnochy Road in the east.</p> <p>The applicant should review the pedestrian connectivity at ground level</p>	

Item	Particulars	Remarks
	<p>between the Site and the surrounding areas.</p> <p>The applicant should propose and indicate clearly in the MLP the pedestrian connections from the entrances/exits of the EXH Station to the podium level of the topside development with a view to ensuring smooth pedestrian flow at all levels.</p>	
<b>Loading and Unloading Provision</b>	<p>The 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.</p> <p>All loading/unloading bays and lay-bys should be incorporated as part of the MLP submission.</p>	
<b>Other Technical Requirements</b>		
<b>Environmental Aspect</b>	<p>An Environmental Assessment (EA) should be conducted by the applicant to examine any possible environmental problems that may cause to or by the proposed development during and after construction and the proposed mitigation measures to tackle them. The summary, findings and conclusion of the Sewerage Impact Assessment (SIA) should be incorporated into the EA report.</p> <p>The EA report should be completed to the satisfaction of the Director of</p>	

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	Environmental Protection (DEP) and submitted together with the MLP for consideration by the Board.	
<b>Traffic and Transport Aspects</b>	<p>A TIA should be conducted by the applicant to the satisfaction of C for T. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</p> <p>Any road/junction improvements proposed in the TIA should be designed and implemented by the applicant to the satisfaction of C for T.</p> <p>The TIA should be completed to the satisfaction of C for T and submitted together with the MLP for consideration by the Board.</p>	The TIA should include the assessment on pedestrian, vehicular traffic and public transport facilities during the construction stage and completion stage.
<b>Sewerage and Drainage Aspects</b>	<p>A Sewerage and Drainage Impact Assessment (S&amp;DIA) should be carried out by the applicant to examine any possible sewerage and drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them.</p> <p>The SIA and DIA should be completed to the satisfaction of the DEP and the Director of Drainage Services respectively, and submitted together with the MLP for the consideration by the Board.</p>	

Item	Particulars	Remarks
<b>Air Ventilation Aspect</b>	<p>An Air Ventilation Assessment (AVA) should be conducted by the applicant and submitted as part of the MLP submission.</p> <p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas.</p>	<p>The AVA should be conducted in accordance with the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular No. 1/06 on AVAs.</p> <p>Due to the close proximity to Great Eagle Centre and Harbour Centre, the proposed development on the site should be designed to mitigate any adverse impacts at the pedestrian level fronting Great Eagle Centre and Harbour Centre. Terraced podium design and permeable elements should be explored in the building design with a view to enhancing permeability and minimizing the building bulk.</p>
<b>Visual Aspect</b>	<p>A Visual Impact Assessment (VIA) should be carried out by the applicant to examine any possible visual impacts that may be caused by the proposed development and suitable mitigation measures should be proposed to tackle</p>	<p>The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to</p>

Item	Particulars	Remarks
	them. The VIA should be submitted together with the MLP for the consideration by the Board.	the Town Planning Board (TPB-PG No. 41).

## 6. IMPLEMENTATION PROGRAMME

- 6.1 An implementation programme is required as part of the MLP submission to indicate the construction programmes of the proposed topside development, public open space, PTI, pedestrian walkway connecting the topside development and the HKCEC Extension and the abovementioned GIC facilities.
- 6.2 Part of the foundation works for the future topside development, which could not be carried out after the opening of the SCL, would be designed and constructed together with the EXH Station main works.

## 7. MASTER LAYOUT PLAN SUBMISSION

- 7.1 A MLP submitted to the Board for approval should contain all the information as required under the Notes of the OZP for the “CDA” zone of the Wan Chai North OZP and to clearly demonstrate that the requirement stated in this PB have been complied with. Relevant requirements for the submission of MLP are provided in the TPB PG-No. 18A – Submission of MLP under Section 4A(2) of the Ordinance. The MLP should indicate the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and gross floor area for various uses where applicable;
  - (iii) the details and extent of public transport facilities and open space to be provided within the area;

- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the Landscape Master Plan and urban design proposals within the area;
- (vi) programme of development in detail;
- (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
- (viii) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a sewerage and drainage impact assessment report to examine any possible sewerage and drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xii) such other information as may be required by the Town Planning Board.

7.2 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant land allocation conditions, existing conditions of the site, the character of the site in relation to the surrounding

areas, principles of layout design, major development parameters and open space facilities.

- 7.3 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

## **8. ATTACHMENTS**

**Plan 1** Location Plan

**Plan 2** Site Plan

**Plan 3** Aerial Photo

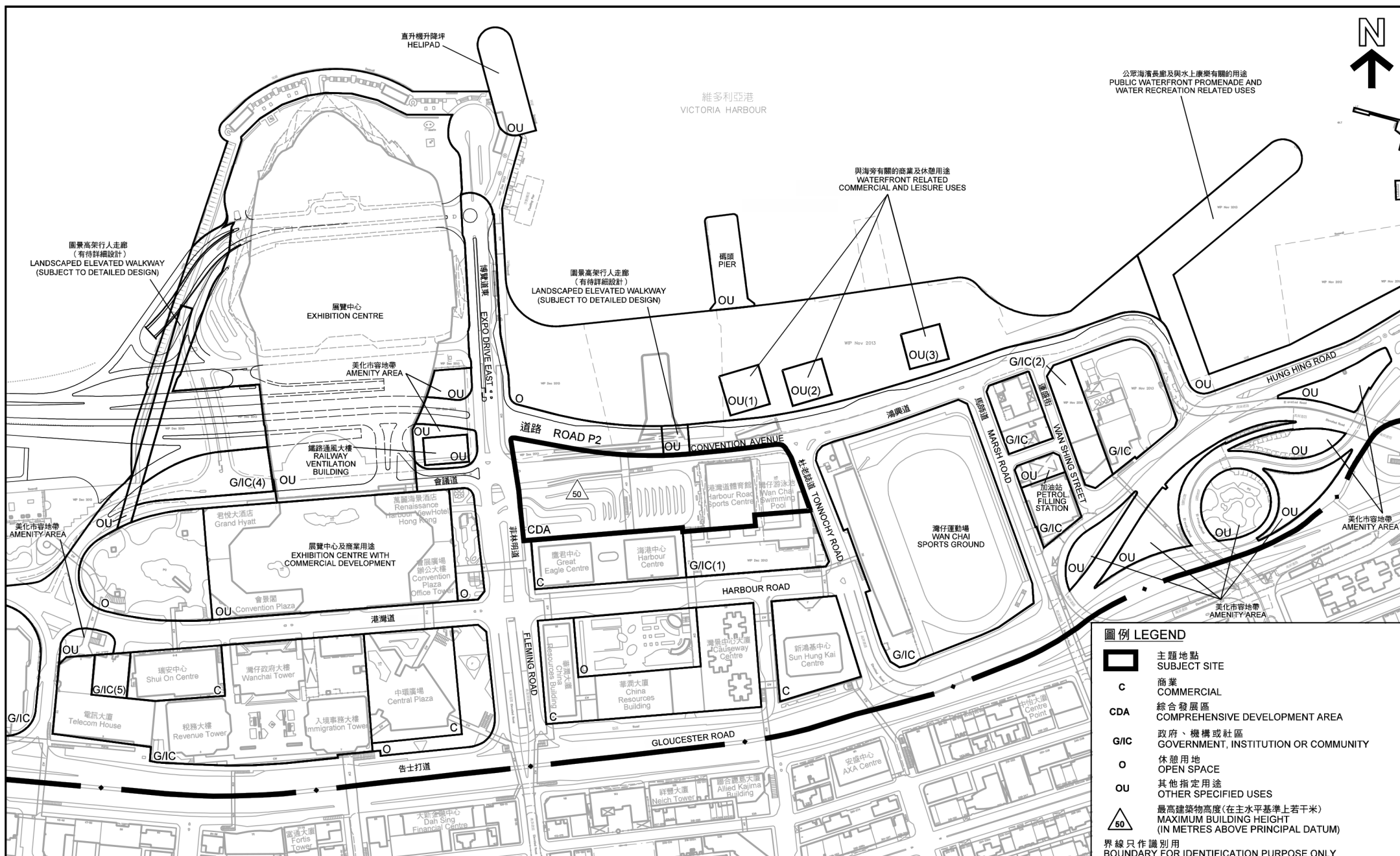
**Plan 4a** General Development Concept (Ground Level)

**Plan 4b** General Development Concept (Podium Level)

**PLANNING DEPARTMENT**

**JULY 2014**





本摘要圖於2014年2月28日擬備，所根據的資料為  
測量圖編號11-SW-9B、9D、10A、10B、10C、10D、14B、15A和15B  
EXTRACT PLAN PREPARED ON 28.2.2014 BASED ON  
SURVEY SHEETS No. 11-SW-9B, 9D, 10A, 10B, 10C, 10D, 14B, 15A AND 15B

平面圖 SITE PLAN  
灣仔北沙田至中環線會展站綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA SITE  
AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

米 METRES 50 0 50 100 150 200 METRES 米

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/14/21

圖 PLAN  
2



#### 圖例 LEGEND

- 主題地點  
SUBJECT SITE
- 灣仔發展第二期填海範圍  
RECLAMATION EXTENT FOR  
WAN CHAI DEVELOPMENT PHASE II
- 擬議道路  
PROPOSED NEW ROADS

本摘要圖於2014年4月17日製備，所根據的資料為地政總署  
於2013年8月27日拍攝的航攝照片編號CS44893及CS44894  
EXTRACT PLAN PREPARED ON 17.4.2014 BASED ON AERIAL PHOTOS NO.  
CS44893 AND CS44894 TAKEN ON 27.8.2013 BY LANDS DEPT.

### 航攝照片 AERIAL PHOTO

#### 灣仔北沙田至中環線會展站綜合發展區 COMPREHENSIVE DEVELOPMENT AREA SITE AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/14/21

圖 PLAN  
3



香港會議展覽中心新翼  
Hong Kong Convention and Exhibition Centre Extension

WIP Nov 2013

EXPO DRIVE EAST

WIP Dec 2013

WIP Dec 2013

會議道

喜來登酒店  
Renaissance  
Harbour View Hotel  
Hong Kong

香港會議展覽中心  
Hong Kong Convention and Exhibition Centre

會展廣場  
辦公大樓  
Convention  
Plaza  
Office Tower

港灣道

菲林街

鷹君中心  
Great  
Eagle Centre

海港中心  
Harbour  
Centre

HARBOUR ROAD

FLEMING ROAD

香港大廈  
China  
Resources building

灣景中心大廈  
Causeway  
Centre

新灣基中心  
Sun Hung Kai  
Centre

鴻興道

HUNG HING ROAD

杜利道  
TONKIN ROAD

灣仔運動場  
WAN CHAI  
SPORTS GROUND

## 圖例 LEGEND

- 主題地點  
SUBJECT SITE
- 灣仔發展第II期的填海範圍  
RECLAMATION EXTENT FOR  
WAN CHAI DEVELOPMENT PHASE II
- 擬議道路  
PROPOSED NEW ROADS
- 擬議公眾休憩用地(參考範圍)  
PROPOSED PUBLIC OPEN SPACE (INDICATIVE BOUNDARY)
- 擬議公共交通匯處(參考範圍)  
PROPOSED PUBLIC TRANSPORT INTERCHANGE (INDICATIVE BOUNDARY)

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

## 整體發展概念(地面水平) GENERAL DEVELOPMENT CONCEPT (GROUND LEVEL)

灣仔北沙田至中環線會展站綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA SITE  
AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

米 METRES 20 0 20 40 60 80 100 120 METRES 米

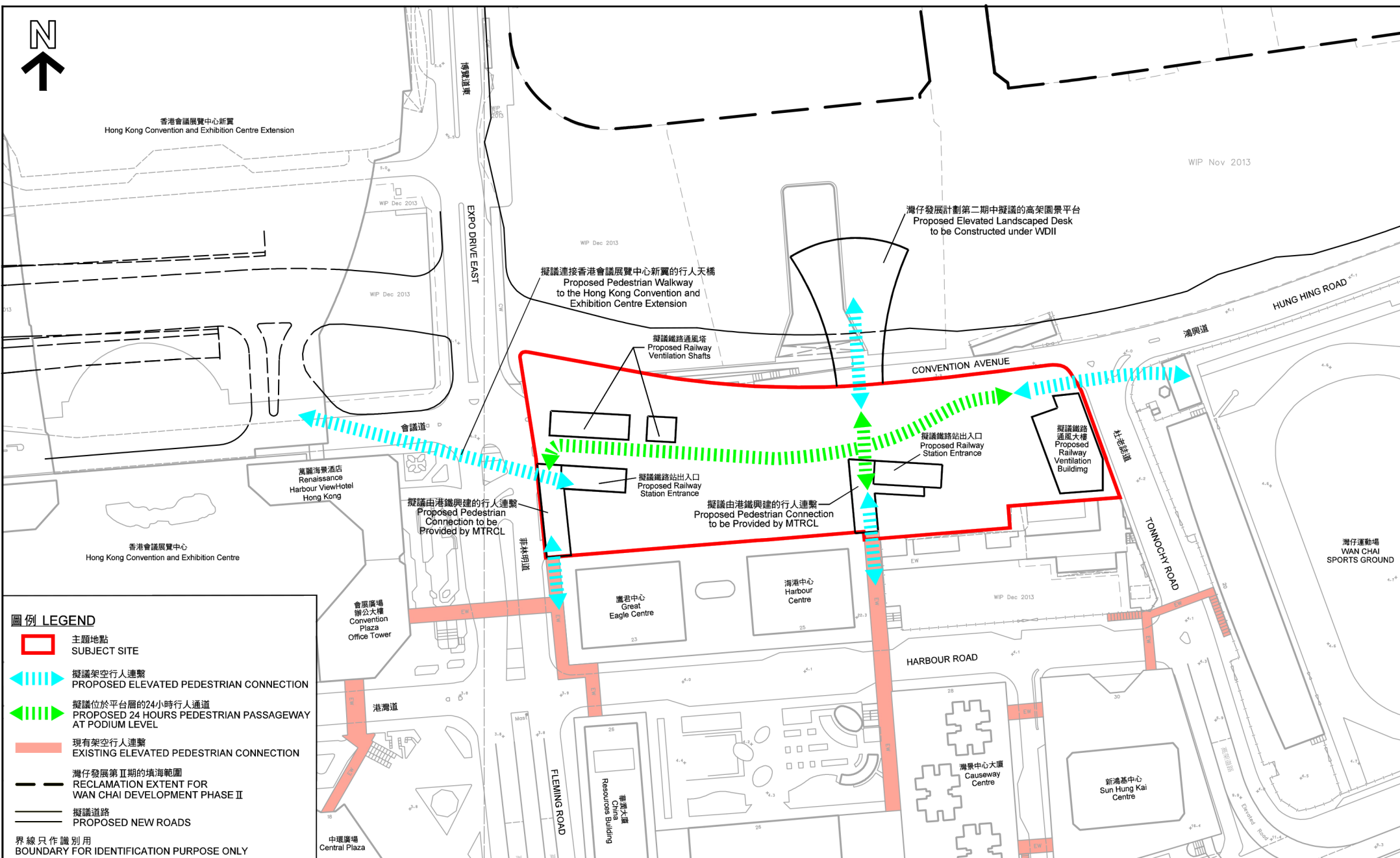
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/14/21

圖 PLAN  
4a

本摘要圖於2014年4月22日擬備，所根據的資料為  
測量圖編號11-SW-9D和110C  
EXTRACT PLAN PREPARED ON 22.4.2014 BASED ON  
SURVEY SHEETS No. 11-SW-9D AND 10C



# 整體發展概念(平台層) GENERAL DEVELOPMENT CONCEPT (PODIUM LEVEL)

灣仔北沙田至中環線會展站綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA SITE  
AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

米 METRES 20 0 20 40 60 80 100 120 METRES 米

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/14/21

圖 PLAN  
4b

本摘要圖於2014年4月28日擬備，所根據的資料為  
測量圖編號11-SW-9D和110C  
EXTRACT PLAN PREPARED ON 28.4.2014 BASED ON  
SURVEY SHEETS No. 11-SW-9D AND 10C