

For discussion  
26 September 2015

LanDAC Paper No. 07/2015

## **LANTAU DEVELOPMENT ADVISORY COMMITTEE**

### **Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge – Feasibility Study**

#### **PURPOSE**

This paper is to brief Members on the Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities (HKBCF) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB) (the Study).

#### **BACKGROUND**

2. The whole HKBCF artificial island is about 150 hectares in size (including about 130 ha of reclamation for the HKBCF and about 20 ha of reclamation for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) southern landfall) (**Appendix 1**). Commanding a strategic location at the landing point of the HZMB and being adjacent to the Hong Kong International Airport (HKIA) and its expansion area, the HKBCF Island will serve as a gateway for Hong Kong and the western Pearl River Delta (PRD) for the development of “bridgehead economy”<sup>1</sup>. We propose to optimise the utilisation of land at the HKBCF Island for commercial development and other economic activities with a view to leveraging this unique locational advantage and to create synergy with the HKIA (including the Three-Runway System under planning), Asia World-Expo (AWE), the North Commercial District (NCD) on the airport island, the Tung Chung New Town Extension and other tourist and business destinations on Lantau.

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<sup>1</sup> In economic geography, a bridgehead refers to a strategic frontier springboard with the ability to control, develop and influence the flow of people, goods, capital and information. Bridgehead economy refers to economic activities that harness the development potential of such a strategic location.

## **THE STUDY**

3. The Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) jointly commissioned the Study on 23 January 2015 for completion in 25 months (i.e. February 2017). The main objective of the Study is to ascertain the feasibility of the potential commercial development and other economic activities on the HKBCF Island through topside and underground development and optimise its scope and scale. It will also recommend an overall development concept and appropriate development parameters, assess the financial viability and propose a market positioning and implementation strategy for the proposed development.

4. The Study includes a two-stage community engagement exercise. CE1 will focus on the initial development concept and Stage 2 Community Engagement (CE2) will consult the community on the draft Recommended Outline Development Plan (RODP).

## **THE TOPSIDE DEVELOPMENT WITHIN THE OVERALL PLANNING CONTEXT OF LANTAU**

5. Besides the HKBCF Island, a number of sizeable areas in north Lantau, including the Tung Chung New Town Extension, Siu Ho Wan and Sunny Bay, have the potential for commercial development. An overall economic development strategy for Lantau is being prepared by the PlanD to ensure synergy and to avoid undue competition among these areas. It proposes that Lantau should capitalise on the anticipated economic growth and tourist growth in Hong Kong and the PRD Region and the increase in flows of international and regional visitors and goods to Lantau arising from the airport expansion and the commissioning of HZMB. For the major developments in Lantau, the development concepts of “A Thriving Community”, “A New Platform for the Economic Pillars” and “A Bridge for Tomorrow” would be pursued. The HKBCF Island will mainly focus on the latter two concepts, while the other major developments will contribute to the first concept.

## **OPPORTUNITIES AND CONSTRAINTS**

6. We have analysed the opportunities that are available to the Topside Development and the constraints that need to be taken into account or overcome. These opportunities and constraints are summarised as follows:

### Opportunities

- (i) Potential for bridgehead economy – The HKBCF Island is a strategic “double-gateway” of Hong Kong connecting to the PRD and to the world, and thus a key node where flows of international, regional and local visitors, talents and goods converge. There is great potential to develop bridgehead economy at this strategic location;
- (ii) PRD regional development and enhanced connectivity – The HKBCF Island is located at the crossroads of two strategic regional development axes in the PRD Region. The commissioning of the HZMB will significantly reduce the travelling time to the western PRD. Most parts of the PRD Region will be within the one-hour traffic circle from Hong Kong. The HKBCF Island will be a great location for international, regional and local firms and organisations to establish offices and business in Hong Kong;
- (iii) Synergy with existing and planned attractions of Lantau – Lantau is endowed with rich natural and cultural resources and various tourist attractions. This means that Lantau has great potential to strengthen its position as a premier leisure and tourist destination after the commissioning of the HZMB. With a new office node proposed in Tung Chung East, together with the AWE and the NCD under planning on the airport island, development at the HKBCF Island could also capitalise on the synergy effect to promote economic vibrancy, provide local job diversity and improve social development; and
- (iv) Well-planned transport infrastructure – As the landing point of the HZMB, various road connections have been planned for the HKBCF Island. Apart from connections to the airport and the rest of Hong Kong, it will also have direct link to the north-western part of the New Territories through TM-CLKL, allowing goods and passengers to be transported to different parts of Hong Kong efficiently. HKBCF Island can take full advantage of the well-planned transport infrastructure and optimise the development scale.

### Constraints

- (v) Airport height restrictions – Due to proximity to the HKIA, the

**(Translated Version)**

maximum height of the buildings within the HKBCF Island is constrained by the Airport Height Restrictions;

- (vi) Aircraft noise and air quality issue – The majority of the HKBCF Island is located within the coverage of the Noise Exposure Forecast (NEF) 25 contour and subject to aircraft noise impact. Careful consideration will also be given to the location of fresh air intake points to ensure that the indoor air quality is acceptable;
- (vii) Security requirements – As the main function of the HKBCF Island is for passenger and goods clearance, certain areas will require full customs, immigration and quarantine (CIQ) control. Topside development at these areas would take into account the security requirements of the HKBCF;
- (viii) Internal connectivity issue – Comprehensive planning of pedestrian and vehicular networks would be required taking into account the requirements related to the efficient functioning of the HKBCF and those serving the Topside Development proposed on the island; and
- (ix) External connectivity – The Study will take into account the planned transport links and those under construction and will undertake a transport and traffic impact assessment and propose appropriate mitigation measures if necessary.

## **MARKET POSITIONING AND INITIAL DEVELOPMENT THEME**

7. We have conducted an intercept survey to investigate, among other things, the views of local residents and travellers on what should be developed on the HKBCF Island. “Family-oriented” retail, hotels and “themed” entertainment facilities were ranked among the top three choices. To gauge the views of the stakeholders and the experts, interviews with respect to specific land uses or industries were also carried out. The interviewees generally considered that offices, conference facilities, business hotels, retail facilities and logistics development might be suitable to be located on the HKBCF Island.

8. We consider that heavy reliance on cross-boundary retail may not be sustainable in the long run. There is a need to focus on Hong Kong’s cosmopolitan character, its function as an exchange hub, and its renowned calibre of offerings and



**(Translated Version)**

services which will serve as the long-term appeal of Hong Kong to Mainland and international visitors. In addition, Hong Kong's role as a launchpad for international and Mainland businesses to enter the Asia-Pacific markets or go global should be emphasised.

9. It is expected that the commissioning of the HZMB will help usher in a new economic geography which is characterised by significant growth in the western PRD region. The Topside Development will attract local residents, as well as passengers arriving/leaving Hong Kong by plane or via HZMB. It will also facilitate the flow of air cargoes to arrive/leave Hong Kong via HZMB.

10. To capture the bridgehead potential at this gateway location, it is suggested that the initial development theme of the Topside Development would be "The World Converging", which emphasises the convergence of people, innovation, goods and products on the HKBCF Island and facilitates exchange, innovation and promotion. It features three core elements:

- (i) "Experiencing Hong Kong and the World" – bringing the World to Hong Kong and Hong Kong to the World to inspire innovations and exchange of ideas. This core element comprises multi-functional hybrid spaces/galleries for showcase/event space, retail, catering, leisure and entertainment. It will target both internationally renowned businesses and local startups. It will allow visitors to experience the latest technologies, innovation, lifestyle trends, state-of-the-art design and craftsmanship etc. It will also provide supporting facilities and services for other users on the HKBCF Island;
- (ii) "Business Launchpad" – providing offices and business hotels with conference/multi-functional facilities with the aim of capturing the business opportunities and fostering business growth in Hong Kong and the PRD Region. The office space will be attractive to Mainland firms seeking opportunities abroad as well as global and local firms wishing to expand into the Mainland and the Asia-Pacific region. The provision of business hotels with conference/multi-functional facilities will increase the hotel supply in Lantau, strengthening Hong Kong's position in the global meetings, incentive travels, conventions and exhibitions (MICE) industry; and
- (iii) "Logistics Support" – taking advantage of the proximity to the airport

**(Translated Version)**

and cross-boundary strategic road link, it focuses on the development of high value-added logistics markets. This core element will provide integrated logistics services for valuables requiring special handling and high security such as art works, antiques, wine, pharmaceuticals and electronics, as well as for e-commerce that requires just-in-time delivery.

11. An initial development concept plan has been prepared at **Appendix 2** and the development potential has been initially identified. Subject to studies on technical feasibility and financial viability, the gross floor area of the Topside Development could be more than 300,000 m<sup>2</sup> and could possibly be brought up to 500,000 m<sup>2</sup>.

## **STAGE 1 COMMUNITY ENGAGEMENT ACTIVITIES**

12. CE1 was launched on 6 July 2015 for two months and completed on 7 September 2015. It included briefing sessions for the relevant statutory and advisory bodies, focus group meetings, a community forum in Tung Chung and a roving exhibition. A study website has been established to provide a convenient channel for the promulgation of community engagement materials as well as collection of public views. The Digest of CE1 is at **Appendix 3**.

13. The public generally had no objection to the topside development. The Tung Chung residents consulted were generally supportive, but they were also concerned about the transport connectivity to the HKBCF Island and whether there would be enough job opportunities for the local residents.

## **NEXT STEPS**

14. We would take into account the public views received during CE1 and environmental impact assessment and other technical assessments in formulating a draft RODP. We will consult the community on the draft RODP in CE2.

**ADVICE SOUGHT**

15. Members are invited to provide views on the Study including the market positioning and the initial development concept for the HKBCF Island.

**ATTACHMENTS**

Appendix 1 – Location of HKBCF Island

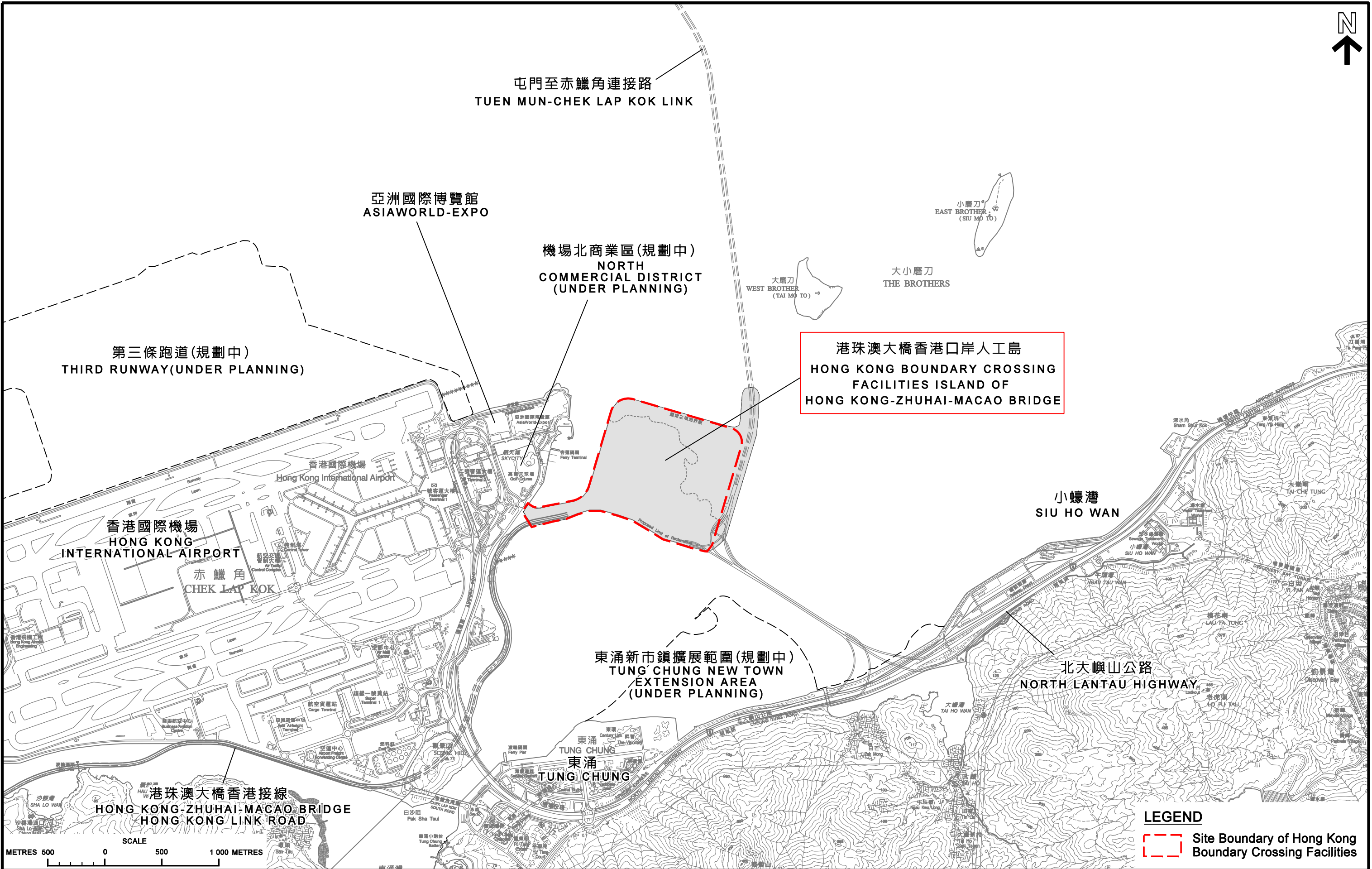
Appendix 2 – Initial Development Concept

Appendix 3 – CE1 Digest

**Planning Department**

**Civil Engineering and Development Department**

**September 2015**



圖則編號 Plan No.: M/CID/15/130

日期 Date: 27-07-2015

位置圖 LOCATION PLAN  
港珠澳大橋香港口岸上蓋發展的規劃、工程及建築研究  
PLANNING, ENGINEERING AND ARCHITECTURAL STUDY FOR TOPSIDE DEVELOPMENT AT  
HONG KONG BOUNDARY CROSSING FACILITIES ISLAND OF HONG KONG-ZHUHAI-MACAO BRIDGE



規劃署  
PLANNING DEPARTMENT



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT



圖例 LEGEND

- 上蓋發展  
Topside Development
- 地下發展  
Underground Development







港珠澳大橋香港口岸上蓋發展的規劃、工程及建築研究 - 可行性研究  
PLANNING, ENGINEERING AND ARCHITECTURAL STUDY FOR TOPSIDE DEVELOPMENT AT HONG KONG  
BOUNDARY CROSSING FACILITIES ISLAND OF HONG KONG - ZHUHAI - MACAO BRIDGE - FEASIBILITY STUDY

二零一五年七月  
July 2015

第一階段社區參與摘要  
STAGE 1 Community Engagement Digest



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您的意見  
YOUR VIEWS



### 港珠澳大橋香港口岸人工島

### The Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF) Island

港珠澳大橋香港口岸坐落於面積約一百五十公頃的人工島上(包括香港口岸約一百三十公頃，及屯門至赤鱗角連接路南面出入口填海約二十公頃)。港珠澳大橋香港口岸人工島（下稱「香港口岸人工島」）落成後，將為通過港珠澳大橋的旅客及貨物提供出入境檢查及通關設施。香港口岸人工島的填海及基礎建設工程現正進行中。

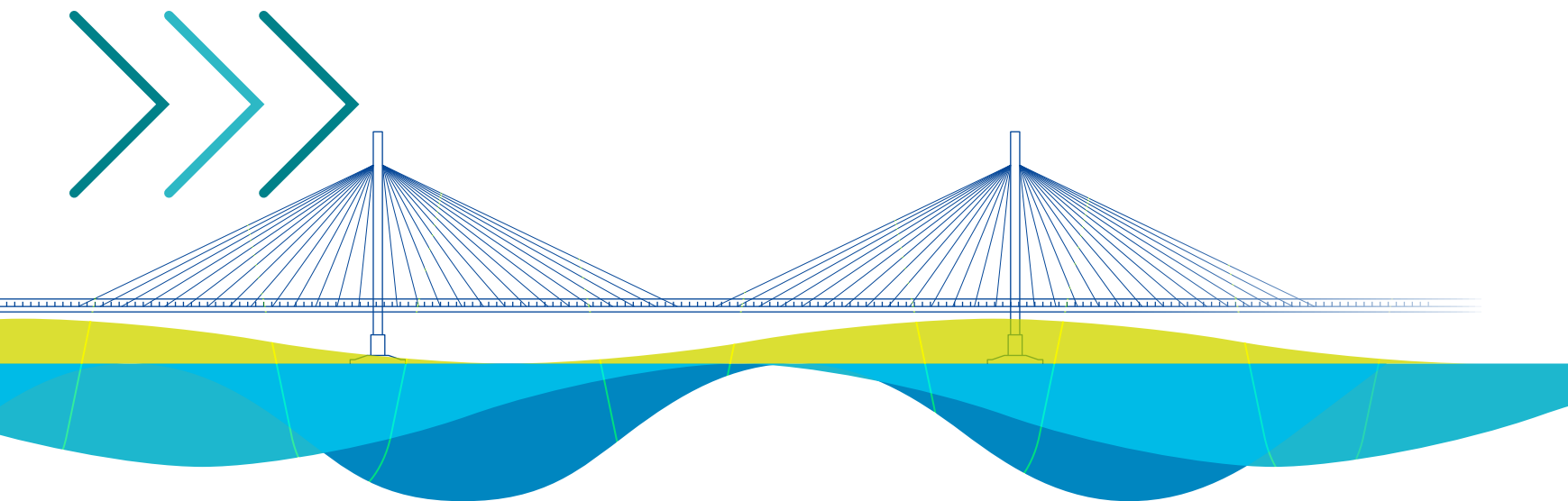
香港口岸人工島的設施包括貨物、旅客及相關車輛檢查和通關設施、執法部門（如入境事務處，香港海關等）的辦公地方、道路設施、停車場、公共運輸交匯處，以及相關的土木工程、交通控制及監察系統和環境美化工程等。

As part of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the Hong Kong Boundary Crossing Facilities (HKBCF) will be located on a 150-hectare artificial island (about 130 hectares for HKBCF and about 20 hectares for Tuen Mun-Chek Lap Kok Link (TM-CLKL) Southern Landfall). The HKBCF Island will provide clearance facilities for passengers and goods using the HZMB. Reclamation and infrastructure works of the HKBCF project are currently under construction.

The facilities on the HKBCF Island include cargo and passenger clearing and vehicle inspection facilities, offices for law enforcement agencies (such as Immigration Department, Customs & Excise Department, etc.), roads, car parks, public transport interchange and associated civil works, traffic control and surveillance system and landscaping works, etc.







## 發展背景 The Development Context

除了提供跨境設施，香港口岸人工島亦有潛力發展其他用途，以善用珍貴的土地資源。作為北大嶼山的區域交通樞紐、連接港珠澳大橋、香港國際機場、港鐵機場快線和港鐵東涌線，香港口岸人工島將受惠於協同效益，成為香港的關鍵門戶。

此外，隨著港珠澳大橋及本地相關工程的落成，香港口岸人工島將成為珠江三角洲東、西兩部的交匯點。它可發揮其地理優勢，從而提升香港在大珠三角地區的經濟地位。

除了香港口岸人工島，北大嶼山幾個區域都具備商業發展潛力，包括東涌新市鎮擴展區、小蠔灣及欣澳。這些區域的規劃必須互相配合以產生協同效應和避免不良競爭。

因此，規劃署正制定大嶼山的整體經濟發展策略，並建議大嶼山把握珠三角地區預期的經濟和旅客增長以及大嶼山日益增加的國際和區域性人流和物流，建基於大嶼山現有優勢，(尤其是其策略性基建、旅遊資源)，抓緊機場的擴建計劃和新交通基礎設施帶來的機遇，並與香港和珠三角地區內其他地點/用途配合以產生協同效應。大嶼山未來的大型發展項目將配合「蓬勃社區」、「支柱產業新平台」及「明日之橋」的發展概念，而香港口岸人工島將集中在「支柱產業新平台」及「明日之橋」的發展概念。

In addition to the planned boundary-crossing facilities, the HKBCF Island has the potential to develop other uses to optimise the utilisation of valuable land resources. As part of the regional multi-modal transport hub in North Lantau, which includes HZMB, the Hong Kong International Airport, MTR Airport Express and MTR Tung Chung Line, the HKBCF Island will benefit from the synergy effect and become a key gateway of Hong Kong.

Moreover, with the completion of the HZMB and related local projects, the HKBCF Island would be located at a crossroads connecting to both the Eastern and Western Pearl River Delta (PRD) regions. There is great potential to capitalise on the locational advantage of the HKBCF Island to enhance Hong Kong's economic position in the wider PRD region.

Besides the HKBCF Island, a number of sizeable areas in north Lantau have been identified as having the potential for commercial development. These areas include the Tung Chung New Town Extension, Siu Ho Wan and Sunny Bay. There is a need to ensure greatest synergy among uses in these areas and to avoid undue competition.

For the above reason, an overall economic development strategy for Lantau is being prepared by the Planning Department. It proposes that Lantau should capitalise on the anticipated economic growth and tourist growth in the PRD Region and the increase in flows of international and regional visitors and goods to Lantau. This can be made possible by building on the existing strengths of Lantau (specifically its strategic infrastructure and tourism assets), capturing opportunities arising from airport expansion and new transport infrastructure, and creating synergy with other destinations/uses in Hong Kong and the PRD Region. For the major developments in Lantau, the development concepts of "A Thriving Community", "A New Platform for the Pillars" and "A Bridge for Tomorrow" would be pursued. The HKBCF Island will mainly focus on the latter two concepts.





區域背景  
REGIONAL CONTEXT

廣深港高速鐵路  
Guangzhou-Shenzhen-Hong Kong Express Rail Link

南沙  
Nansha

虎門大橋  
Humen Bridge

深圳寶安國際機場  
Shenzhen Bao'an International Airport

深中跨江高速(規劃中)  
Shenzhen-Zhongshan Cross-River Expressway (Under Planning)

廣深沿江高速  
Guangzhou-Shenzhen Coastal Expressway

廣深高速  
Guangzhou-Shenzhen Expressway

深圳  
Shenzhen

中山  
Zhongshan

前海  
Qianhai

深港西部通道  
Hong Kong-Shenzhen Western Corridor

港鐵西鐵綫  
MTR West Rail Line

香港特別行政區  
HONG KONG SPECIAL ADMINISTRATIVE REGION

廣珠西線高速  
Guangzhou-Zhuhai Western Expressway

京港澳高速  
Beijing-Hong Kong-Macao Expressway

屯門至赤鱗角連接路  
Tuen Mun-Chek Lap Kok Link

香港國際機場  
Hong Kong International Airport

港鐵東涌綫及港鐵機場快綫  
MTR Tung Chung Line & Airport Express

港珠澳大橋 HZMB

香港接綫  
Hong Kong Link Road

大嶼山  
Lantau Island

研究範圍  
Study Area

香港口岸人工島  
HKBCF Island

香港特別行政區界 HKSAR Boundary

西部沿海高速支綫  
Western Coastal Highway

珠澳回岸  
Zhuhai-Macao BCF

澳門  
Macao

澳門國際機場  
Macao International Airport

珠海接綫  
Zhuhai Link Road

橫琴  
Hengqin

N北  
0 5km公里

地圖由地政總署提供 Map from Lands Department  
衛星圖片由美國地質調查局提供 Satellite Image by Courtesy of US Geological Survey



## 研究範圍 STUDY AREA



## 研究目的 Study Objectives

2015年1月，土木工程拓展署及規劃署展開「港珠澳大橋香港口岸上蓋發展的規劃、工程及建築研究—可行性研究」（下稱「本研究」）。本研究旨在探討如何善用香港口岸人工島的上蓋和地下空間作商業及其他經濟土地用途。本研究將會建議整體的發展概念，制定合適的發展參數，並推薦市場定位及實施策略。

In January 2015, the Civil Engineering and Development Department and the Planning Department commissioned the "Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge – Feasibility Study" (the Study). The Study aims to explore the optimum utilisation of land at the HKBCF Island for topside and underground development for commercial and other economic land uses. It will recommend an overall development concept, formulate the appropriate development parameters, and recommend the market positioning and implementation strategy.





## 第一階段社區參與 Stage 1 Community Engagement

本研究包括兩個階段的社區參與。第一階段社區參與主要提出香港口岸人工島的發展機遇、限制、策略性規劃目標、初步發展構思和可提供的土地用途。收集到的公眾意見，將會在下一階段制定發展計劃時考慮。

Community Engagement for the Study will be conducted in two stages. This Stage 1 Community Engagement sets out the opportunities, constraints, strategic planning goals, initial development concept and possible land uses for the HKBCF Island. Public views collected would be taken into consideration in the formulation of the development proposals at the next stage of the Study.

我們在此 We are Here!

研究過程  
Study Process

初步發展大綱圖及  
技術評估  
Preliminary Outline  
Development Plan (PODP)  
and Technical Assessments

第一階段  
社區參與  
Stage I  
Community Engagement

整體發展概念  
與市場定位  
Overall Development  
Concept and Market  
Positioning

基線檢討  
Baseline Review

建議發展大綱草圖  
及技術評估  
Draft Recommended  
Outline Development Plan  
(RODP) and Technical  
Assessments

第二階段  
社區參與  
Stage II  
Community Engagement

制訂建議發展大綱圖  
及技術評估  
Finalisation of RODP and  
Technical Assessments

實施計劃及最終報告  
Implementation Programme  
and Final Report

環境影響評估 (環評)  
Environmental Impact  
Assessment (EIA)

環評初議報告書  
EIA Inception Report

環境基線研究  
Environmental Baseline Study

法定環評報告  
Statutory EIA Report

根據環評條例申請  
環評報告的批准  
Application for EIA Report  
Approval under EIA Ordinance

# 發展機遇及限制

## DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS



機遇 OPPORTUNITIES

### 橋頭經濟的發展潛力

#### Potential for Bridgehead Economy

香港口岸人工島為區域交通樞紐，鄰近香港國際機場，連接全球180個目的地。港珠澳大橋的落成將顯著增加大嶼山的人流。因此，香港口岸人工島是香港的策略性「雙門戶」，連接珠三角以及世界各地，亦是一個匯集各地旅客、人才及貨物的重要樞紐，它具備極大潛力發展橋頭經濟。

As a regional transport hub, the HKBCF Island is located in close proximity to the Hong Kong International Airport which is connected to over 180 destinations worldwide. The completion of the HZMB will significantly increase the patronage to Lantau. The HKBCF Island is a strategic “double-gateway” of Hong Kong connecting the PRD and the world and a key node where flows of international, regional and local visitors, talents and goods converge. There is great potential to develop bridgehead economy at this strategic location.



#### 甚麼是橋頭經濟？

#### What is Bridgehead Economy?

經濟地理學中，橋頭堡是指一個策略性邊境經濟跳板，它能控制、發展和影響人流、貨物、資金及資訊的流通。橋頭經濟則是指善用該策略性的地理位置，促進發展經濟活動。

In economic geography, a bridgehead refers to a strategic frontier springboard with the ability to control, develop and influence the flow of people, goods, capital and information. Bridgehead economy refers to economic activities that harness the development potential of such a strategic location.

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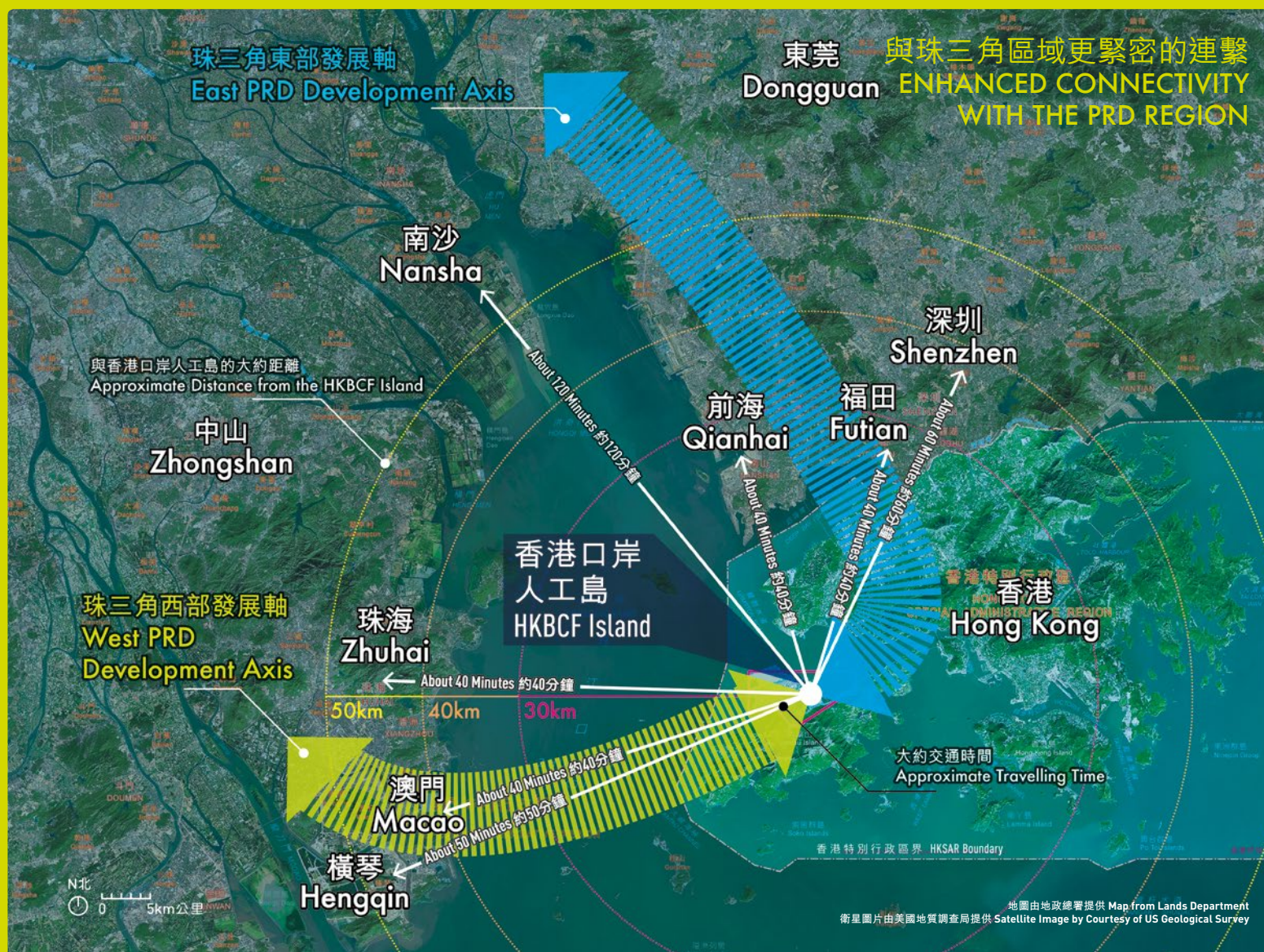


## 珠三角區域發展與更緊密連繫

## PRD Regional Development and Enhanced Connectivity

香港口岸人工島位處珠三角地區兩個策略性區域發展軸的交匯點：一軸向北延伸至深圳和東莞，另一軸則向西伸展到澳門、珠海及中山。港珠澳大橋落成後，前往珠三角西部所需時間將大幅縮減超過六成。珠三角大部份地區將坐落於香港的一小時交通圈內。同時，香港口岸人工島亦能直接連通中國(廣東)的自由貿易試驗區(包括南沙、前海/蛇口及橫琴)。香港口岸人工島將成為國際、珠三角區域和本地商業機構及組織在香港建立辦事處的理想地點。

The HKBCF Island is located at the crossroads of two strategic regional development axes in the PRD Region, one extending north towards Shenzhen and Dongguan and one extending west towards Macao, Zhuhai and Zhongshan. The completion of the HZMB will significantly reduce the travelling time to the Western PRD by more than 60%. Most parts of the PRD Region will be within the one-hour traffic circle of Hong Kong. It will facilitate travellers to go to Nansha, Qianhai / Shekou and Hengqin, which together form the China (Guangdong) Pilot Free Trade Zone. The HKBCF Island will be a great location for international, regional and local firms and organisations to establish offices in Hong Kong.





## 與大嶼山現有及規劃中的資源的協同效應 Synergy with Existing and Planned Assets of Lantau

大嶼山坐擁豐富天然及文化資源，加上各式旅遊景點，如昂坪、迪士尼樂園度假區、大澳等，有很大潛力在港珠澳大橋落成後鞏固其作為消閒及旅遊首選目的地的地位。香港口岸人工島可配合東涌東擬建的新辦公室樞紐、機場島上的亞洲國際博覽館和規劃中的北商業區，產生協同效應，推動經濟，並提供多元的本區就業機會及改善社區發展。

The rich natural and cultural resources, coupled with various tourist attractions, such as Ngong Ping, Hong Kong Disneyland, Tai O, etc., mean that Lantau has great potential to strengthen its position as a premier leisure and tourist destination after the commissioning of the HZMB. With a new office node proposed in Tung Chung East, together with the AsiaWorld-Expo and the North Commercial District under planning on the Airport island, development at the HKBCF Island could also capitalise on the synergy effect to promote economic vibrancy, provide local job diversity and improve social development.

### 休閒及旅遊 RECREATION & TOURISM



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### 社區生活 COMMUNITY LIVING



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### 商業及商貿 COMMERCIAL & BUSINESS



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## 完善的交通基建 Well-planned Transport Infrastructure

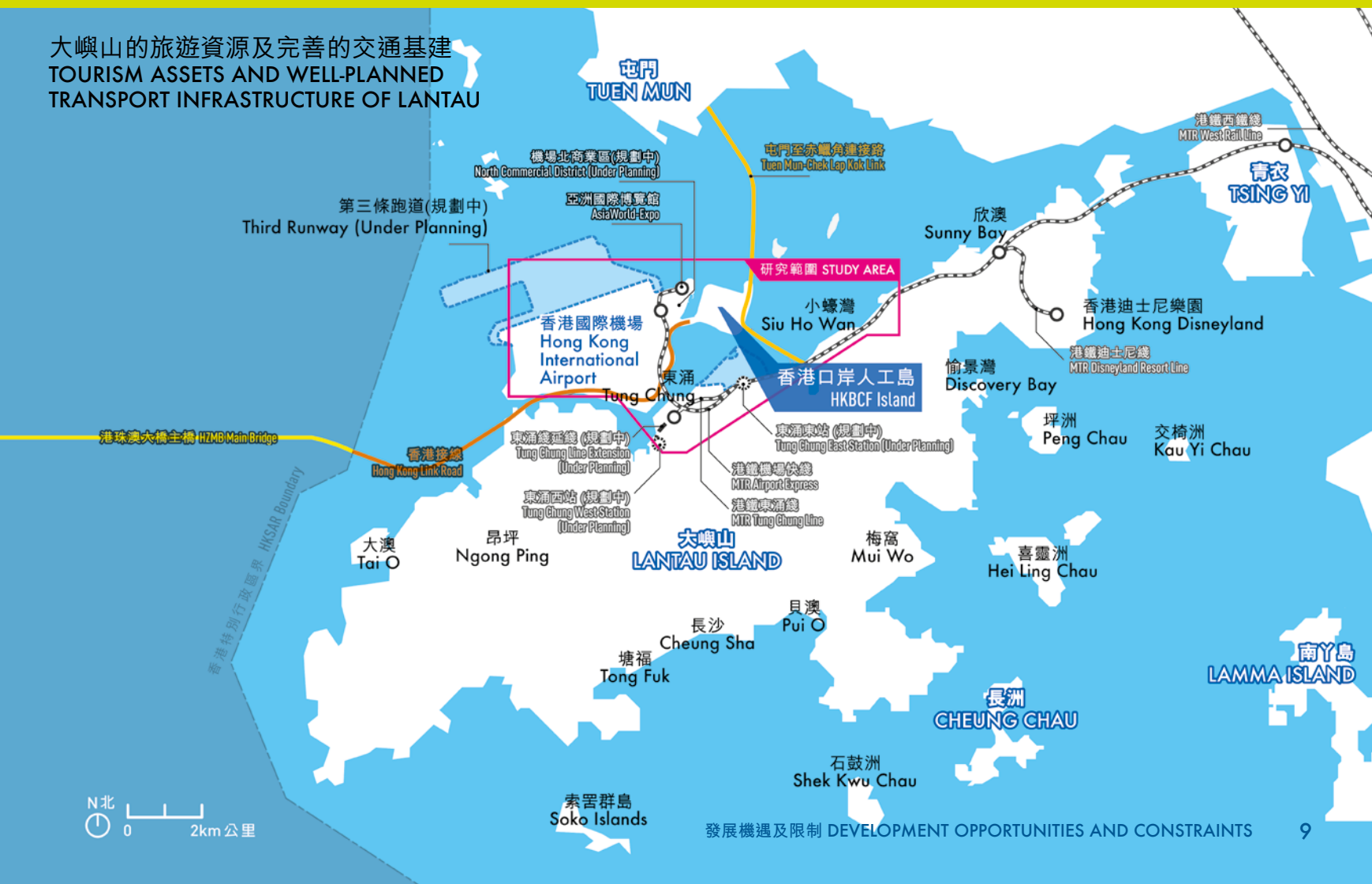
香港口岸人工島作為港珠澳大橋的登陸點，有多條已規劃的道路連接。除了與機場及香港其他地區的連接外，人工島亦透過屯門至赤鱗角連接路，與新界西北連接，令旅客及貨物均能迅速抵達香港各區。

我們將為香港口岸人工島制定適當的發展規模，以善用完善的交通基建。

As the landing point of the HZMB, various road connections have been planned for the HKBCF Island. Apart from connections to the airport and the rest of Hong Kong, it will also be linked directly to the north-western part of the New Territories through TM-CLKL, allowing goods and passengers to be transported to different parts of Hong Kong efficiently.

The scale of the commercial development on the HKBCF Island will be optimised so as to take full advantage of the well-planned transport infrastructure.

### 大嶼山的旅遊資源及完善的交通基建 TOURISM ASSETS AND WELL-PLANNED TRANSPORT INFRASTRUCTURE OF LANTAU







# 發展機遇及限制 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

## 限制 CONSTRAINTS

### 機場高度限制

#### Airport Height Restrictions

香港口岸人工島毗鄰機場，因此島上的建築物高度受制於機場高度限制。

Due to proximity to the Airport, the maximum height of the buildings within the HKBCF Island is constrained by the Airport Height Restrictions.



### 飛機噪音和空氣質素

#### Aircraft Noise and Air Quality Issue

香港口岸人工島大部分區域處於飛機噪音預測 (NEF)25等量線的覆蓋範圍內。因此人工島的規劃需將噪音影響納入考量。另外，建築物新鮮空氣入口的位置應仔細設計，以確保室內空氣質素符合標準。

The majority of the HKBCF Island is located within the coverage of the Noise Exposure Forecast (NEF) 25 contour. The noise impact will therefore be taken into account in the planning of the HKBCF Island. Careful consideration will also be given to the location of fresh air intake points to ensure that the indoor air quality is acceptable.



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## 保安要求 Security Requirements

為旅客及貨物辦理通關手續是香港口岸人工島最主要的用途，所以島上部分地方必須維持海關、出入境及檢疫管制。在這些地方進行上蓋發展，需要考慮口岸的保安要求。

As the main function of the HKBCF Island is for passenger and goods clearance, certain areas will require full customs, immigration and quarantine (CIQ) control. Topside development at these areas would take into account the security requirements of the HKBCF.

## 內部連接問題 Internal Connectivity Issue

需要全面規劃行人和車輛通道(包括支持香港口岸有效運作的通道和通往香港口岸人工島上蓋發展的通道)，同時需要仔細考慮分層交通系統的設計。

Comprehensive planning of pedestrian and vehicular networks would be required taking into account those related to the efficient functioning of the HKBCF and those serving the additional development proposed on the island. Grade separated systems would need to be carefully considered.



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## 對外交通連接 External Connectivity

香港口岸人工島上蓋發展的落成，有可能影響對外交通網絡的承載力。本研究將考慮已規劃和興建中的交通連接，進行交通影響評估及建議交通連接或其他交通措施以解決可能出現的問題。

With the completion of the topside development of the HKBCF Island, the capacity of external transport link may be affected. This Study will take into account the planned transport links and those under construction and will undertake a traffic impact assessment and propose transport links as well as other appropriate measures to resolve any problem that may arise.



# 策略性規劃目標 STRATEGIC PLANNING GOAL

為引導香港口岸人工島的未來發展，我們需要根據其獨特性和機遇，建立一策略性規劃目標。透過全球、區域、全港及本地多個層面的分析，我們會轉化規劃目標為初步發展主題及核心元素，而構思亦會顧及各種發展限制。

To guide the future development of the HKBCF Island, it is vital to establish a Strategic Planning Goal based on the very uniqueness and opportunities available to the HKBCF Island. Through analysis at the global, regional, territorial and local levels, the Goal will be translated to an initial development theme and core elements, taking into account the various development constraints.

## 「把握橋頭機遇」 “Capturing the Bridgehead Potential”

香港口岸人工島位於橋頭位置，是區域以及國際門戶，人流、物流在此聚散。因此，香港口岸人工島的首要發展目標，是把握這些人流和物流所帶來的機遇，發展橋頭經濟。

The HKBCF Island is at a bridgehead location. It serves as both an international gateway and a regional gateway. It is where the flows of people and goods converge and radiate out to different locations. Therefore, the paramount goal for the development of the HKBCF Island would be to capture the opportunities arising from these flows of people and goods and develop a bridgehead economy.





實踐策略性規劃目標

IMPLEMENTING THE STRATEGIC PLANNING GOAL



發展機遇與限制

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

策略性規劃目標：把握橋頭機遇

STRATEGIC PLANNING GOAL: CAPTURING THE BRIDGEHEAD POTENTIAL

海外橋頭發展案例  
OVERSEAS CASE STUDIES OF  
BRIDGEHEAD DEVELOPMENT

定位考慮  
POSITIONING CONSIDERATION

橋頭位置具發展潛力產業  
的市場分析  
MARKET ANALYSIS FOR INDUSTRIES  
WITH DEVELOPMENT POTENTIAL AT  
BRIDGEHEAD LOCATION

評估有關土地用途在香港  
口岸人工島的合適程度  
EVALUATION OF LAND USE  
SUITABILITY AT THE HKBCF ISLAND

初步發展概念：主題、核心元素、可能的概括土地用途  
INITIAL DEVELOPMENT CONCEPT: THEME, CORE ELEMENTS AND POSSIBLE BROAD  
LAND USES





# 定位考慮 POSITIONING CONSIDERATION

## 海外橋頭發展案例

### Overseas Case Studies of Bridgehead Development

參考世界各地的橋頭發展，有助啟發我們發掘具潛力的產業，以把握橋頭機遇。

Bridgehead developments in different parts of the world can provide inspiration for identifying potential industries to capture the bridgehead potential.

#### 休閒主導發展 LEISURE-ORIENTED DEVELOPMENT

##### 新加坡 樟宜機場寶石計劃 JEWEL CHANGI AIRPORT, Singapore

位處機場核心區域的「樟宜機場寶石計劃」把握樟宜機場的樞紐地位，將發展成一個品味生活的目的地。有別於一般零售、餐飲與酒店的綜合設施，它特別設有一所地標性的溫室，加強新加坡「花園城市」的形象。

Located at the airport's heart, Jewel Changi Airport builds upon the hub position of Changi Airport and will serve as a lifestyle destination. Unlike other conventional retail, catering and hotel complexes, it features an iconic greenhouse which will reinforce Singapore's image as a garden city.

零售  
Retail 90,000 平方米  
sqm

酒店房間數目  
No. of Hotel Rooms 130

室內園林及景點  
Indoor Garden and Attractions 21,700 平方米  
sqm



© Jewel Changi Airport Devt.

#### 商業主導發展 BUSINESS-ORIENTED DEVELOPMENT

##### 法蘭克福 空中廣場 THE SQUAIRE, Frankfurt

「空中廣場」位於城際快車車站的上蓋，而且接鄰法蘭克福機場客運大樓和主要公路交匯處。集設計優良的辦公室、零售與餐飲、酒店及會議設施於一身，空中廣場成功把握其門戶優勢，吸引不少國際著名公司成為其租戶，如畢馬威和德國漢莎航空等。

Built above the InterCity Express high-speed train station which is in close proximity to the Frankfurt Airport terminal and key motorway junctions, THE SQUAIRE has captured its gateway potential by offering a commercial complex with state-of-the-art offices, retail & catering, hotels and conference facilities. It has attracted internationally renowned tenants such as KPMG, Deutsche Lufthansa AG, etc.

辦公室  
Office 96,400 平方米  
sqm

零售  
Retail 7,800 平方米  
sqm

酒店房間數目  
No. of Hotel Rooms 580

#### 休閒、商業及物流樞紐 LEISURE, BUSINESS AND LOGISTICS HUB

##### 仁川 仁川自由經濟區 INCHEON FREE ECONOMIC ZONE, Incheon

仁川自由經濟區藉臨仁川國際機場的地理優勢，透過稅務、基礎設施等各方面的支持，招商引資，銳意打造成國際級大都會。自由經濟區涵蓋的三個主要地區，當中松島將主要發展作國際商務產業用途，永宗地區將發展物流及旅遊，而青羅地區將發展金融服務及休閒等相關產業。

Located strategically next to the Incheon International Airport, Incheon Free Economic Zone (IFEZ) aims to attract foreign investments and to become a world-class mega-city through tax reliefs and well-planned infrastructures. The IFEZ consists of three main areas: Songdo, Yeongjeong and Cheonga. Songdo will be developed as an international business hub, while Yeongjeong will provide logistics and tourism services. Financial services and leisure related industries will mainly be located in Cheonga.

總規劃面積  
Total Planned Site Area 約 170 平方公里  
Approx. 170 sqkm

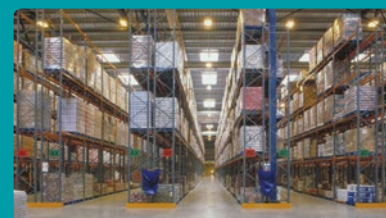
## 商業與物流樞紐 BUSINESS AND LOGISTICS HUB

### 阿姆斯特丹 史基浦機場航空城 SCHIPHOL AIRPORT CITY, Amsterdam

阿姆斯特丹史基浦機場的貨物吞吐量在歐洲擠身三甲，因此吸引了各式商業及物流發展在機場周邊群聚成航空城。而近期發展的史基浦物流園就以高端物流為目標，處理及管理藥劑、時裝、高科技及航天產品。

Capitalising on the Amsterdam Schiphol Airport which ranks third in Europe in terms of cargo volumes, a myriad of business and logistics developments cluster around the airport to form an aerotropolis. One of the latest developments is the Schiphol Logistics Park (SLP) which targets high-quality logistics management for pharmaceutical, fashion, high-tech and aerospace products.

史基浦物流園總土地面積 約 52 公頃  
SLP Total Site Area Approx. 52 ha



© Arup

## 多用途綜合保安庫 MULTIFUNCTIONAL SECURITY VAULT

### 新加坡 自由港 LE FREEPORT, Singapore

位處樟宜機場免稅區的「自由港」，提供集航運、倉儲、策展、交易和修理貴重商品如藝術品、珠寶、葡萄酒及古董的綜合服務。「自由港」除了提供高度保密服務和二十四小時全天候保安外，還提供免清關直接空運服務，因此能吸引不同經營貴重商品相關業務的國際企業進駐，如佳士得拍賣行。

LE FREEPORT is a facility located at the tax-free zone of Changi Airport which provides integrated shipping, storage, display, trade and restoration services for valuables, such as art works, jewellery, wine and antiques, etc. The facility provides not only supreme confidentiality and 24-hour maximum security but also direct airside access allowing immediate transfer of the valuables. It has attracted internationally renowned operators, such as Christie's.

總樓面面積 30,000 平方米  
Total Floor Area sqm



© Le Freeport

## 創新主導綜合體 INNOVATION-ORIENTED COMPLEX

### 大阪 大前大阪城 GRAND FRONT OSAKA, Osaka

毗連大阪鐵路站的「大前大阪城」是一混合用途綜合設施，包括提供智能娛樂和展示嶄新科技的「知識中心」。「知識中心」設有多用途劇場以及會議中心，推廣知識交流及創新。「大前大阪城」亦提供辦公室、酒店及集零售、展覽和不同活動的多功能設施。

Located next to the Osaka Japan Railway (JR) Station, Grand Front Osaka is a mixed use complex featuring the Knowledge Capital which is an arena for intelligent entertainment and for showcasing cutting-edge technologies. The Knowledge Capital includes a multi-purpose theatre and a convention centre for fostering knowledge exchange and innovation. The Grant Front Osaka also comprises offices, hotels, and multi-functional spaces involving retail, exhibition and event facilities.

總商業樓面面積 483,600 平方米  
Total Commercial Floor Area sqm



## 具發展潛力產業分析 Potential Industries Analysis

除參考其他國家的例子外，我們亦應考慮在橋頭位置具發展潛力的產業及其趨勢，以及該產業坐落於香港口岸人工島的利好因素、效益及恰當規模。

Apart from looking into international examples, it is also important to consider the current and future development trends of the industries that are potentially suitable for the bridgehead location, as well as the favourable conditions, potential benefits and their appropriate scale on the HKBCF Island.





## 旅遊 TOURISM

旅遊業是香港的支柱行業，過去數年，隨著過夜旅客數字的增長，預計未來旅客對酒店房間的需求仍然殷切。另外，旅客過度集中在傳統旅遊地區，造成擠逼，應考慮提供新旅遊點，以分流旅客。

Tourism is a pillar industry in Hong Kong. With increasing number of overnight visitors over the past few years, the demand for hotel rooms is expected to remain strong. The high concentration of visitors in traditional popular tourist areas has led to congestion. It would be desirable to attract tourists to non-traditional tourist spots.



© Arup



### 利好因素及效益

#### FAVOURABLE CONDITIONS & POTENTIAL BENEFITS

- 吸引經港珠澳大橋及機場來港的旅客，並提供住宿予觀光旅客及商務旅客(如來自鄰近辦公室/ 企業會議、獎勵旅遊、國際會議及展覽(會展旅遊)設施的旅客)  
Attract visitors coming to Hong Kong via HZMB and the airport, and provide accommodations for visitors as well as business travellers from surrounding offices / meetings, incentive travels, conventions and exhibitions [MICE] facilities
- 與大嶼山其他旅遊景點產生協同效應  
Create synergy with other tourist attractions in Lantau
- 紓緩市區旅遊景點的擠逼情況  
Alleviate congestion at tourist attractions in the urban area
- 善用廣闊海濱和優美景色  
Utilise the extensive waterfront and panoramic views



## 零售 RETAIL

香港是熱門的購物點，亦是商家進軍內地市場的重要灘頭陣地。電子商貿佔全球零售銷售比重越來越多，迅速改變零售業的傳統格局。實體商店正轉化為以體驗為主的購物點。

Hong Kong is a popular shopping destination and a vital beachhead for launching new products to the Mainland market. Looking ahead, e-commerce is taking up an increasing share of total retail sales globally and is rapidly changing the retail landscape. Physical stores are therefore evolving into experience-based destinations.



© Chris Gasoigne



### 利好因素及效益

#### FAVOURABLE CONDITIONS & POTENTIAL BENEFITS

- 吸引經港珠澳大橋及機場來港的旅客，以及香港居民  
Attract visitors coming to Hong Kong via HZMB and the airport, as well as Hong Kong residents
- 配合附近的旅遊業發展及辦公室/會展設施  
Complement surrounding tourism developments and office / MICE facilities
- 為大嶼山及新界西的居民提供就業機會  
Create employment opportunities for the residents of Lantau and western New Territories
- 紓緩市區的擠逼情況  
Alleviate congestion in the urban area
- 提供特大整層樓面面積作旗艦店或體驗店  
Provide large floor plate for flagship and experience stores





## 創意產業 CREATIVE INDUSTRIES

中西文化薈萃以及世界級的交通連繫和物流服務，令香港成為全球最大的藝術品市場之一，以及舉辦國際藝術展的理想地點。

With world-class transport connectivity and logistics services, Hong Kong, as a city where East meets West, has become one of the world's largest art markets and an ideal venue for international art fairs.



© Hufton + Crow



## 利好因素及效益 FAVOURABLE CONDITIONS & POTENTIAL BENEFITS

- 吸引經港珠澳大橋及機場來港的旅客，以及來自鄰近會展設施的商務旅客  
Attract visitors coming to Hong Kong via HZMB and the airport, as well as business travellers from nearby MICE facilities
- 可與香港口岸人工島上其他用途合作，如結合物流，發展高增值藝術品及其他貴重商品的倉儲、管理及策展綜合服務  
Collaborate with other users on the HKBCF Island, such as collaborating with logistics to develop integrated high value-added storage, management and display services of art and other precious commodities



## 企業會議、獎勵旅遊、國際 會議及展覽(會展旅遊) MEETINGS, INCENTIVE TRAVELS, CONVENTIONS AND EXHIBITIONS (MICE)

全球及亞太區的會議及展覽業正不斷增長。藉全球約170個國家國民可免簽證來港的優勢，香港是會展旅遊的理想地點。拓展更多會展設施和酒店供應，有助香港把握會展旅遊業的增長，並提高香港作為會展旅遊目的地的吸引力，有助面對鄰近地區，如澳門和珠海的競爭。

The exhibition and convention industries in the world and the Asia-Pacific region are growing continuously. With visa-free entry for visitors from around 170 countries, Hong Kong is an ideal location for MICE. Additional provision of MICE facilities and hotels will help capture the regional growth in MICE industry, improve the attractiveness of Hong Kong as a MICE destination so that it would remain competitive vis-à-vis adjacent areas such as Macao and Zhuhai.



## 利好因素及效益 FAVOURABLE CONDITIONS & POTENTIAL BENEFITS

- 把握與世界及區域內各地緊密的連接，吸引經港珠澳大橋及機場來港的商務旅客  
Capitalise on the excellent regional and global connectivity, and attract business travellers coming to Hong Kong via HZMB and the airport
- 配合亞洲國際博覽館及大嶼山現有旅遊景點以產生協同效應  
Synergise with AsiaWorld-Expo and existing tourist attractions on Lantau
- 滿足香港對會議場地的需求  
Meet the demand for convention space in Hong Kong



© Marcel Lam Photography



## 商業及專業服務 BUSINESS AND PROFESSIONAL SERVICES

許多世界金融機構和跨國公司均在香港開設區域總部。珠三角經濟迅速轉型，亦增加對香港商業及專業服務的需求。同時，香港是有意在海外擴張的內地企業以及有意進軍內地的國際公司和機構的理想落腳點。香港有充分市場潛力，為該些企業提供辦公室空間。

Hong Kong is an international business hub, housing regional headquarters of many of the world's financial institutions and multinational corporations. The rapid re-structuring of the PRD economy warrants increasing demand for business and professional services from Hong Kong. Hong Kong is an ideal launchpad for both Mainland firms looking for opportunities to expand abroad and for overseas companies attempting to enter the Mainland market. There is potential for providing more office space targeting these companies.



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### 利好因素及效益 FAVOURABLE CONDITIONS & POTENTIAL BENEFITS

- 憑藉與區域內及全球不同地方緊密的連接，可吸引物流、供應鏈管理和貿易公司以及國際組織和機構  
Attract logistics, supply chain management and trading companies as well as international organisations and institutions due to the excellent regional and international connectivity
- 香港口岸人工島鄰近珠三角及機場，適合拓展國際市場的內地企業或透過香港進入內地或亞太區市場的外國企業在此成立香港的代表處辦公室  
Proximity to the PRD and the airport makes the HKBCF Island a great location for Mainland firms going global or foreign firms attempting to enter the market in Mainland China and Asia-Pacific to establish representative offices in Hong Kong



## 物流 LOGISTICS

香港的傳統物流業正面臨來自珠三角和亞太地區內不斷加劇的競爭。因此物流業正日益開拓較專門的市場，例如葡萄酒倉儲和配送服務、藝術品物流和倉儲服務，以及處理貴重商品的專門物流服務等。

Hong Kong is facing increasing regional competition for conventional logistics industry within the PRD and in the Asia-Pacific region. The logistics industry is increasingly exploring niche market, such as wine storage and distribution services, art logistics and storage services, and specialised logistics services for valuables, etc.



### 利好因素及效益 FAVOURABLE CONDITIONS & POTENTIAL BENEFITS

- 憑藉與區域內及全球不同地方緊密的連接，實現快速即時派遞  
Benefit from the excellent regional and international connectivity which enables rapid transfer and just-in-time delivery
- 與香港現有的物流樞紐緊密連接  
Well-connected with existing logistics hubs in Hong Kong
- 為貴重商品提供專業認可的測試和驗證服務  
Providing accredited testing and certification services for valuable goods

# 初步發展構思 INITIAL DEVELOPMENT CONCEPT

## 初步發展主題 Initial Development Theme



建基於「把握橋頭機遇」的策略性規劃目標，建議以「世界匯流」為規劃香港口岸人工島的初步發展主題。

In line with the Strategic Planning Goal which is to "capture the bridgehead potential", it is proposed that the HKBCF Island will be planned under the initial development theme of "The World Converging".





## 零售及旗艦店 RETAIL AND FLAGSHIP STORES

## 科技體驗 TECHNOLOGICAL EXPERIENCE



### 體驗香港及世界 EXPERIENCING HONG KONG AND THE WORLD



香港口岸人工島上蓋發展的第一核心元素，是要將世界帶入香港，亦同時把香港向外展示，激發創意和意念交流。

這個核心元素包括集陳列推廣/活動場地、零售、餐飲、休閒、娛樂於一身的多功能混合空間/展覽廳，主要對象為國際知名公司及本地的初創企業。這些設施為遊客提供最先進的科技、創意、品味、設計和工藝的體驗，以及對香港口岸人工島的其他用家提供配套設施和服務。

The first core element of the topside development of the HKBCF Island will centre on bringing the World to Hong Kong and Hong Kong to the World to inspire innovations and exchange of ideas.

This core element comprises multi-functional hybrid spaces/galleries for showcase/event space, retail, catering, leisure and entertainment. It will target both internationally renowned businesses and local startups. The facilities will allow visitors to experience the latest technologies, innovation, lifestyle trends, state-of-the-art design and craftsmanship etc., and provide supporting facilities and services for other users on the HKBCF Island.

對此元素有何意見？有沒有其他建議？

Any views on these elements? Any other suggestions?



## 創意工場 CREATIVE WORKSHOP

## 陳列推廣及活動場地 SHOWCASE AND EVENT SPACE



## 商業辦公室 OFFICE SPACE

## 酒店 HOTEL



### 商業跳板 BUSINESS LAUNCHPAD



香港口岸人工島上蓋發展的第二個核心元素將著力營造一個「商業跳板」，設有會議/多用途設施的辦公室和商務酒店，以捕捉商機，促進香港和珠三角地區的商业增長。

擬議的辦公室空間，將吸引有意向國外擴充的內地企業，以及有意進軍中國和亞太地區的國際和本地公司。配以會議/多用途設施的商務酒店，將能增加大嶼山的酒店供應，和鞏固香港在全球會展旅遊業的地位。

The second core element of the topside development of the HKBCF Island will focus on creating a "Business Launchpad" providing offices and business hotels with conference/multi-functional facilities with the aim of capturing the business opportunities and fostering business growth in Hong Kong and the PRD Region.

The office space will be attractive to Mainland firms seeking opportunities abroad as well as global and local firms wishing to expand into the Mainland and the Asia-Pacific region. The provision of business hotels with conference/multi-functional facilities will increase the hotel supply in Lantau, strengthening Hong Kong's position in the global MICE industry.

對此元素有何意見？有沒有其他建議？  
Any views on these elements? Any other suggestions?



## 展覽空間 EXHIBITION SPACE

## 會議設施

## CONFERENCE FACILITIES



## 貴重商品倉儲 STORAGE OF VALUABLES

## 私人展覽 PRIVATE DISPLAY



## 物流支援 LOGISTICS SUPPORT



香港口岸人工島上蓋發展的第三個核心元素，是利用毗鄰機場和跨境策略性道路連接的優勢，以發展針對專門市場的高增值物流服務。

這個核心元素為需要特別處理和高度保安設防的貴重商品(如藝術品、古董、葡萄酒、藥品和電子產品等)提供綜合服務，同時支援需要即時快速送遞的電子商務。

The third core element of the topside development of the HKBCF Island takes advantage of the proximity to the airport and cross-boundary strategic road link and focuses on the development of high-value-added logistics markets.

This core element will provide integrated logistics services for valuables requiring special handling and high security such as art works, antiques, wine, pharmaceuticals and electronics, as well as e-commerce that requires just-in-time delivery.

對此元素有何意見？有沒有其他建議？

Any views on these elements? Any other suggestions?



## 電子商務 E-COMMERCE

## 即時快遞 EXPRESS DELIVERY



## 初步構思 Initial Idea

我們需要全面的規劃以使擬議商業發展配合香港口岸。商業發展將主要集中於上蓋和地下空間，我們正作詳細分析以制定恰當的發展規模。視乎各技術考量，特別是交通、與口岸設施接鄰問題及成本效益，總樓面面積可多於30萬平方米，並可能達至50萬平方米。實際可發展用地的位置、面積及界線有待進一步研究及確定。

在旅客出入境大樓附近的地方將劃作較能吸引人流的用途。

我們會規劃高架或地下道路及行人通道，以加強島上不同地點之間的連接性和協同效應。

我們會提供足夠的交通設施，方便旅客利用不同交通工具抵達香港口岸人工島。

Comprehensive planning is required to integrate the proposed commercial development, which would take up the topside and underground space, with the HKBCF. To optimise the development potential of the commercial development, a detailed review is being conducted. Subject to the satisfactory resolution of the technical issues, especially in respect of connectivity, interface with the boundary crossing facilities, and cost-effectiveness, the development potential could be more than 300,000 sqm and could possibly be brought up to 500,000 sqm. The exact location, size and configuration of the developable area are yet to be worked out.

Land uses that attract more people will be placed closer to the Passenger Clearance Building.

Elevated or underground roads and pedestrian linkages will be provided between different development sites to enhance connectivity and synergy within the HKBCF Island.

Sufficient transport facilities will be provided to facilitate visitors to go to the HKBCF Island through different transport means.

### 圖例 LEGEND

- 上蓋發展  
Topside Development
- 地下發展  
Underground Development



## 初步對外連接概念 Initial Concepts for External Connectivity

擬議的發展將產生額外的交通需求，因此本研究稍後將研究加強對外的連接方案。

Given that the proposed development will induce additional traffic, possible options for additional external transport links will be explored in the next stage of the Study.



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### 圖例 LEGEND

- 現有或已規劃的主要道路  
Existing / Planned Major Roads
- 現有的鐵路線  
Existing Railway
- 現有的鐵路站  
Existing Railway Station
- 鐵路線 (規劃中)  
Railway (Under Planning)
- 鐵路站 (規劃中)  
Railway Station (Under Planning)
- 可能的交通連接方案 (有待研究)  
Possible Transport Links Option (To be Studied)

## 技術考量 Technical Issues

由於現有基建是基於跨境設施而設計，因此可能需要提升現有基建的容量或興建新的基建設施，我們在下一階段將進行技術評估以作進一步研究。同時，我們亦會在下一階段因應保安要求、交通連接及其他發展限制進一步研究相關規劃及建築設計安排。

As the design capacity of existing infrastructure provision is to accommodate mainly the boundary crossing facilities, new or enhanced infrastructural works might be required. This will be studied through technical assessments in the next stage of the Study. Also, planning layout and architectural arrangement will be studied in the next stage to address the security, connectivity and other development constraints.



# 您的意見 YOUR VIEWS

本摘要所提出的初步發展概念旨在方便公眾討論，日後或因技術研究而修訂。我們希望在此初步階段收集您的寶貴意見，以便準備下一階段的工作。

The initial development concept set out in this digest is subject to amendment and further technical assessment. They are shown in the digest for the purpose of facilitating public discussions. We would like to receive your precious views at this early stage of the Study so as to prepare for our next stage of work.

## 社區參與活動 COMMUNITY ENGAGEMENT ACTIVITIES

第一階段社區參與為期兩個月，期間我們將會舉行一系列的社區參與活動。請瀏覽本研究的網頁，參閱更詳盡的資料：  
[www.hzmbbcf-topside.hk](http://www.hzmbbcf-topside.hk)

During the two-month stage 1 community engagement period, a range of community engagement activities will be organized. For details, please refer to the Study website: [www.hzmbbcf-topside.hk](http://www.hzmbbcf-topside.hk).

## 提交您的意見 SUBMITTING YOUR VIEWS

我們誠邀您在**2015年9月7日**或之前將意見以電郵、傳真或郵寄方式送交我們。

You are cordially invited to provide us your views by email, fax or post on or before **7 September 2015**.

土木工程拓展署 -  
港島及離島拓展處

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Disclaimer: A person or an organisation providing any comments to the Civil Engineering and Development Department and/or Planning Department on the "Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong - Zhuhai - Macao Bridge - Feasibility Study" shall be deemed to have given consent to the Civil Engineering and Development Department and/or Planning Department to partially or wholly publish the comments (including the names of the person or organisation). If you do not agree to this arrangement, please state so when providing the comments.