

# TOWN PLANNING BOARD

**TPB Paper No. 10398  
For Consideration by the  
Town Planning Board on 9.3.2018**

**DRAFT PLANNING AND DESIGN BRIEF FOR THE  
PROPOSED REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY**

**DRAFT PLANNING AND DESIGN BRIEF FOR THE  
PROPOSED REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY**

**1. Purpose**

This paper is to brief Members on the draft Planning and Design Brief (PDB) at **Annex A** prepared for the proposed redevelopment of Queensway Plaza (the Site) (**Plan 1 of Annex A**), Admiralty.

**2. Background**

2.1 On 9.1.2014, the “Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study” (the Study) was commissioned by Planning Department. The main objective of the Study is to investigate the planning, architectural and engineering feasibility in redeveloping the Study Site for commercial uses, including Grade A office and retail uses, and to make recommendations to upgrade the existing public realm with convenient pedestrian connections to Central and Wan Chai.

2.2 According to the Recommended Development Scheme (RDS) of the Study (**Annexes B1 to B3**), a core part of the Site (Site A) was identified as suitable for redevelopment and a scheme with the development of a commercial tower for Grade A office atop a five-storey retail/dining podium (including a landscaped podium deck) and five levels of basements beneath was proposed. A total gross floor area (GFA) of 93,300m<sup>2</sup> equivalent to a non-domestic plot ratio of 15 would be generated. The western part of Queensway Plaza (QP) (i.e. Queensway Walkway (Site B))<sup>1</sup> was recommended to be preserved in-situ with some enhancement to its external façade and landscaping, and about 2,400m<sup>2</sup> in GFA (subject to survey) for retail/dining and public passageway would be provided.

2.3 The Study concluded that the RDS is technically feasible on the architectural, traffic and transport, visual, landscape, air quality, air ventilation and various infrastructural aspects. The Study has also formulated a PDB based on the design concept and recommended development parameters to guide the design and development of the Site.

2.4 The RDS, including the planning parameters, key design feature and broad major requirements to be set out in the PDB, was presented to the Town

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<sup>1</sup> Site B is situated directly above the underground Mass Transit Railway (MTR) station box where there would be very limited development opportunities and subject to high development constraints.

Planning Board (the Board) on 30.10.2015 (TPB Paper No. 10025). Extract of the minutes is at **Annex C**. Members had no adverse comments on the RDS but expressed views on various aspects including building height, visual and air ventilation impacts, design of public open space, preservation of Old and Valuable Tree (OVT), traffic condition and pedestrian connectivity, etc. Members' views had been taken into account in the study process.

- 2.5 On 20.11.2015, the proposed amendments to the approved Central District Outline Zoning Plan (OZP) No. S/H4/14 incorporating, inter alia, the rezoning of the Site were agreed by the Metro Planning Committee of the Board. The draft OZP No. S/H4/15 was exhibited for public inspection on 11.12.2015. A total of 72 representations and 14 comments were received. After consideration of the representations and comments on 17.6.2016, the Board decided not to uphold the representations. However, the Board agreed that the views of the Members, representers and commenters on the design of the future redevelopment of the Site should be incorporated into the PDB where appropriate to guide the future planning and design of the redevelopment and the PDB would be submitted to the Board for consideration. The draft OZP was subsequently approved by the Chief Executive in Council under section 9(1)(a) of the Town Planning Ordinance on 1.11.2016.
- 2.6 Taking advantage of the redevelopment project which would further enhance the connectivity and walkability of the area and bring vibrancy to the new Central harbourfront, an engineering feasibility study (EFS) on the pedestrian connection with barrier free access (BFA) between the Site and the existing Tamar Footbridge was conducted as additional services under the Study. The EFS recommended that a direct and all-weathered same-level pedestrian connection via Admiralty Centre should be taken forward. The proposed connection will provide a direct and convenient pedestrian route between the new Central harbourfront and its hinterland (**Annex D**).
- 2.7 The PDB (**Annex A**) has been updated to incorporate Members' views and the recommendations of the EFS.

### **3. The Site and Its Surroundings (Plan 1 of Annex A)**

- 3.1 The Site comprises two parts, namely Site A and Site B, which are zoned "Commercial (4)" ("C(4)") and "Other Specified Uses" annotated "Elevated Walkway cum Retail Uses" ("OU (Elevated Walkway cum Retail Uses)") on the approved Central District OZP No. S/H4/16 respectively (**Plan 1** of **Annex A**). According to the Notes of OZP for "C(4)" zone, Site A is subject to a maximum site coverage of 65% (excluding basement(s)) and a maximum building height (BH) of 200mPD (including rooftop structures). Not less than 2,100m<sup>2</sup> of public open space (POS) (not less than 1,400m<sup>2</sup> of which should be at grade) should also be provided. For Site B, a maximum BH of 21mPD is stipulated on the OZP.

- 3.2 The Site is located at a prime location in Admiralty which is bounded by Queensway to the south, Tamar Street to the west and Drake Street to the north. The Site is surrounded by a number of high-rise commercial buildings with offices, retail shops and hotels including United Centre to the east, Admiralty Centre to the north, Lippo Centre to the west, Far East Finance Centre to the northwest and Pacific Place to the south. The Site is situated above the MTR Admiralty Station (**Plans 2 and 3 of Annex A**).
- 3.3 At present, the QP is a Government property and serves mainly as an elevated passageway to connect MTR Admiralty Station and developments in Admiralty including United Centre, Pacific Place, Admiralty Centre and Lippo Centre. It has also been used as a shopping mall since 1981.

#### **4. Draft Planning and Design Brief**

##### Purpose

- 4.1 The purpose of the PDB (**Annex A**) is to set out the planning intention, broad planning parameters, development requirements and urban design considerations to facilitate the preparation of Master Layout Plan (MLP) under lease to ensure an integrated and compatible layout for development at the Site before development proceeds.
- 4.2 The PDB would set out broad planning and design objectives and principles rather than very prescriptive controls such that the developer would have sufficient flexibility to cater for innovative design according to the site circumstances. Specific controls would be exercised through lease mechanism and other statutory requirements, such as Buildings Ordinance.
- 4.3 Pursuant to paragraph 2.5 above, the major concerns/views expressed by Members, representers/commenters on the design of the future development include:
- (a) possible adverse impact on visual and air ventilation;
  - (b) loss of at-grade public open space (POS) and the quality and accessibility of POS should be enhanced;
  - (c) preservation of existing tree cluster and more greening should be provided;
  - (d) pedestrian connectivity for the area should be enhanced and the existing pedestrian connection to Central and adjacent developments should be maintained throughout the construction and upon completion of development;
  - (e) flexibility should be allowed for alternative Public Transport Interchange (PTI) layout option; and

- (f) some elements should be incorporated within the future development to recapture the history of Admiralty.

4.4 To address the above concerns/views of Members, representers/commenters, some urban design and landscape requirements have been set out in the PDB which are highlighted below:

- (a) **Visual and Air Ventilation Impact** – the future developer is required to adopt sensitive layout and building disposition to preserve the view corridor along Tamar Street (**Plan 4 of Annex A**). Based on the Air Ventilation Assessment findings, the RDS (notional scheme) with a site coverage restriction of 65% and setbacks from adjoining roads and chamfered podium design, the air ventilation impact at the pedestrian level would be minimized. To ensure such air ventilation enhancement measures would be provided by the future developer, the site coverage restriction is stipulated in the Notes of the OZP and the setback requirements from adjoining streets (**Plan 4 of Annex A**) are specified in the PDB (**Item 7 of PDB in Annex A**);
- (b) **Provision of POS** - the provision of POS including the minimum area of at-grade POS has been stipulated in the Notes of the OZP. The future developer is required to observe the ‘Public Open Space in Private Development Design and Management Guidelines’ promulgated by the Development Bureau. Such design and management guidelines and principles have been incorporated into the PDB (**Item 8 of PDB in Annex A**) to ensure that the future developer would provide quality POS of high accessibility and usability. Moreover, the at-grade POS should be opened 24 hours for free public access while the deck-level POS should be opened to the public free of charge at reasonable hours. Public vertical pedestrian connection points in the form of elevators and/or escalators should be provided to connect the multi-level pedestrian network and POS;
- (c) **Tree Preservation** – the future developer is required to preserve in-situ the existing OVT and as far as possible, other existing tree cluster (**Plan 4 of Annex A**). A tree protection zone should be provided to protect the OVT and trees identified for retention. Due consideration should be given to integrate the planning and design of the POS with the OVT and the existing trees to be preserved. The requirement of minimum 30% coverage for greening within the POS and maximization of tree planting opportunities on the at-grade POS are also specified. A tree survey and tree preservation proposal should be prepared as part of the Landscape Master Plan forming part of the MLP submission under lease (**Item 9 of PDB in Annex A**);
- (d) **Pedestrian Connectivity** - the existing pedestrian connectivity with the surrounding developments through the existing footbridges

would be maintained (**Plan 3** of **Annex A**). To enhance connectivity of the area (**Annex D**), a new 24-hour pedestrian connection with BFA linking the Site to Tamar Footbridge<sup>2</sup> via Admiralty Centre (**Plan 4** of **Annex A**) should be provided. The new connection could provide an all-weathered walkway that would be more direct without the need to route through different levels from the hinterland location such as Pacific Place to the Central harbourfront (**Annex D**). In the new development, public connection between the MTR Concourse/Exits and the elevated walkway system with BFA should also be provided to facilitate easy and direct horizontal and vertical access and efficient connections. To avoid disruption, pedestrian circulation will be maintained during construction stage through temporary arrangement to the satisfaction of the Government (**Item 10** of PDB in **Annex A**);

- (e) ***PTI Layout*** – while the PTI layout and its traffic arrangement in the RDS (notional scheme) are considered appropriate and has struck a balance among various needs, the PDB has allowed flexibility for variations on layout arrangement in that a Traffic Impact Assessment (TIA) should be carried out by the developer for the construction period and upon completion of the development to the satisfaction of the Commissioner for Transport, and submitted as part of the MLP submission under the lease. The TIA should include assessment on pedestrian traffic, vehicular traffic, details of vehicular access arrangement, layout of loading/unloading facilities, lay-bys and PTI (**Item 15** of PDB in **Annex A**); and
- (f) ***Recapture the History of Admiralty*** – to incorporate elements of place-making respecting the function and evolution of Admiralty into the development (**Item 19** of PDB in **Annex A**).

## 5. Way Forward

The PDB will provide guidance for the future developer and serve as a reference for the preparation of MLP under lease and the Government will follow up the implementation issues including land disposal and gazettal in relation to the associated traffic and road works arrangement.

## 6. Advice Sought

Members are invited to offer views on the draft PDB at **Annex A**.

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<sup>2</sup> The new footbridge linking Admiralty Centre with the existing Tamar Footbridge will be constructed by the Government.

**7. Attachments**

<b>Annex A</b>	Draft PDB
	– <b>Appendix I</b> MLP Submission
	– <b>Plan 1</b> Location Plan
	– <b>Plan 2</b> Aerial Photo
	– <b>Plan 3</b> Site Plan
	– <b>Plan 4</b> Development Concept
<b>Annexes B1-B4</b>	Recommended Development Scheme
<b>Annex C</b>	Extract of the Minutes of the TPB Meeting held on 30.10.2015
<b>Annex D</b>	Pedestrian Connectivity with the Surroundings

**PLANNING DEPARTMENT  
MARCH 2018**

擬稿  
Draft

# 金鐘廊重建規劃及設計大綱

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## Planning and Design Brief for the Redevelopment of Queensway Plaza in Admiralty



規劃署  
PLANNING DEPARTMENT

二零一八年三月  
March 2018





**DRAFT PLANNING AND DESIGN BRIEF**  
**FOR THE REDEVELOPMENT OF QUEENSWAY PLAZA IN ADMIRALTY**

**1. PURPOSE OF THE PLANNING AND DESIGN BRIEF**

The purpose of the Planning and Design Brief (PDB) is to set out the planning intention, broad planning parameters, development requirements and urban design considerations to facilitate the preparation of Master Layout Plan (MLP) for the redevelopment of Queensway Plaza (the Site) in Admiralty (**Plans 1 and 2**).

**2. BACKGROUND**

2.1 Queensway Plaza was a Government property built in 1980 as part of the development works for Mass Transit Railway (MTR) Admiralty Station of the Island Line. Whilst its primary function is to serve as an elevated passageway to connect MTR Admiralty Station with the neighbouring developments, its floor space has been leased for commercial uses since 1981, and has thrived on its strategic location surrounded by various commercial and Government buildings and positioned above a major transport hub.

2.2 The current tenancy of portions of Queensway Plaza for commercial uses lasts until January 2019. With the opening of the South Island Line (SIL) on 28 December 2016 to be followed by the Shatin to Central Link (SCL) in 2021, each with a station at Admiralty, the redevelopment of Queensway Plaza would be a timely addition to strengthen the function of Admiralty as a major business and commercial node as well as transportation hub of Hong Kong Island.

2.3 On 9 January 2014, the Planning Department (PlanD) commissioned the “Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study” (the Study) to explore the redevelopment potential of the land which Queensway Plaza occupies with an aim to increase the supply of quality commercial floor space within the Central-Admiralty area, and at the same time to upgrade the public realm in its vicinity including convenient pedestrian connection to the surrounding areas.

2.4 The redevelopment of Queensway Plaza would be subject to various constraints, such as proximity to station structures and facilities and the need to accommodate the existing public transportation facilities and pedestrian connections. An appropriate planning control over the mix of use, scale, design and layout is necessary to achieve a high-quality and well-received development. As such, submission of MLP and supporting technical assessments (**Appendix I**) are suggested to be included in the Conditions of Sale. An indicative development scheme has been prepared under the Study to illustrate the planning and design intention for the future development.

**3. THE SITE AND ITS SURROUNDING AREAS**

3.1 The Site comprises two parts (**Plan 3**). Site A is the core development portion which is zoned “Commercial (4)” (“C(4)”) and restricted to a maximum building height of 200mPD (including roof-top structures) and a maximum site coverage (SC) of 65% (excluding basements) on the Approved Central District Outline Zoning Plan (OZP) No.

S/H4/16. The OZP also stipulates that not less than 2,100m<sup>2</sup> of public open space (POS) (not less than 1,400m<sup>2</sup> of which should be at grade) should be provided. According to the Study, Site A is capable of providing a gross floor area (GFA) of about 93,300m<sup>2</sup> at a plot ratio (PR) of 15 based on a net site area of about 6,220m<sup>2</sup>.

- 3.2 To the west is Site B with a site area of about 2,330m<sup>2</sup>. It is the ‘constrained’ portion situated directly above the existing underground Admiralty Station Box where there would be very limited development opportunities and high development difficulties. It is therefore recommended to be preserved in-situ, and zoned “Other Specified Uses” annotated “Elevated Walkway cum Retail Uses” (“OU(Elevated Walkway cum Retail Uses)”) and restricted to a maximum building height of 21mPD on the OZP mainly to reflect the existing development which has a GFA of about 2,400m<sup>2</sup>.
- 3.3 At present, the Site is occupied by Queensway Plaza at elevated level where a taxi stand, a refuse collection point (RCP) and the Admiralty West Public Transport Interchange (PTI) are located underneath on ground level. Part of the Site along Queensway is also occupied by the Admiralty Garden, where an Old and Valuable Tree (OVT) and some mature trees are found.
- 3.4 The Site is characterised as a major transport hub in close proximity of the MTR Admiralty Station where the Island Line, SIL and the future SCL converged. Three existing MTR Exits (i.e. Exits B, C1 and C2) are located within the Site. The Admiralty East PTI is situated at the ground floor of United Centre immediately adjacent to the Queensway Plaza where the Admiralty West PTI and taxi stand are located beneath. There are also bus stops along Queensway and Tamar Street, as well as minibus stops along the eastern part of Drake Street.
- 3.5 Queensway Plaza is directly connected to Admiralty Centre to the north, United Centre to the east, Pacific Place to the south and Far East Finance Centre and Lippo Centre to the west via existing footbridges. It is also connected with United Centre, Admiralty Centre and Harcourt Garden through an existing footbridge running east from the Site over Drake Street (the East Walkway). The Central Government Complex and Central harbourfront area are found to the further north across Admiralty Centre and Harcourt Road, whereas Hong Kong Park is situated at the further south to Pacific Place and the High Court building. The commercial business areas of Central and Wan Chai are found to the further west and east respectively.
- 3.6 To further improve pedestrian connectivity, a proposed connection with barrier-free access (BFA) from the Site to the existing Tamar Footbridge through Admiralty Centre in form of a new footbridge linking the Site with Admiralty Centre is required to be implemented as part of the redevelopment (**Plan 4**).

#### 4. PLANNING REQUIREMENTS FOR THE SITE

Item	Particulars	Remarks
<b>A. Major Development Parameters</b>		
<b>1. Site Area</b>	Site A (gross): about 6,500m <sup>2</sup> (net): about 6,220m <sup>2</sup>	Subject to verification upon setting out of site boundary.
	Site B: about 2,330m <sup>2</sup>	

Item	Particulars	Remarks
2. Proposed Uses	Site A: Commercial uses with provision of POS.	
	Site B: Elevated walkway with retail and roof-top garden.	
3. OZP Zoning, Planning Intention and Restrictions	<p>Site A is zoned “C(4)” and intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). It is subject to a maximum building height of 200mPD (including roof-top structures) and a maximum site coverage of 65% (excluding basements). POS of not less than 2,100m<sup>2</sup> should be provided within Site A, out of which not less than 1,400m<sup>2</sup> should be at grade.</p> <p>Site B is zoned “OU(Elevated Walkway cum Retail Uses)” and intended primarily for the provision of an elevated walkway (Queensway Walkway) with retail facilities to provide a pedestrian connection between Admiralty and Central as part of an overall pedestrian circulation network in the area. It is subject to a maximum building height of 21mPD.</p>	Minor relaxation of the site coverage and/or building height restriction may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
4. Maximum Non-Domestic PR / GFA	Site A: GFA of about 93,300m <sup>2</sup> (equivalent to PR of 15 based on a net site area of 6,220m <sup>2</sup> )	Additional GFA may be allowed if the structural integrity of the Queensway Walkway for additional loading could be confirmed with technical assessment to the agreement of relevant Government departments/authorities. Should the building height of 21mPD be exceeded, minor relaxation of the building height restriction may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
	Site B: GFA of existing structure (about 2,400m <sup>2</sup> )	
5. Maximum Building Height	Site A: 200mPD (including roof-top structures)	
	Site B: 21mPD	
6. Maximum Site Coverage	Site A: Not exceeding 65% (excluding basement(s)).	

Item	Particulars	Remarks
<b>B. Planning Requirements</b>		
<p><b>7. Urban Design Considerations</b></p>	<p>The proposed development at Site A should take into account the following urban design considerations where appropriate (<b>Plan 4</b>):</p> <ul style="list-style-type: none"> <li>• Adoption of sensitive layout and disposition of building(s) to preserve the view corridor along Tamar Street;</li> <li>• Provision of visual interest on the visually prominent facade(s) facing Queensway and Tamar Street;</li> <li>• Adoption of creative building design to integrate the new development with the preserved Queensway Walkway within Site B, existing and planned footbridges, and existing MTR adits both visually and physically as well as to incorporate elements of place making respecting the function and evolution of Admiralty;</li> <li>• Provision of sensitive design to integrate with the existing and planned footbridges and incorporate BFA where applicable;</li> <li>• Provision of retail and dining facilities within the podium to provide vibrancy and serve the local needs;</li> <li>• Provision of special design feature such as atrium or courtyard design to create a visual focus at the intersection of pedestrian routes at the level of the elevated walkway system;</li> <li>• Provision of a setback of minimum 2m along the site boundaries fronting Queensway and Tamar Street in order to provide 4.5m wide public footpaths at Queensway and Tamar Street;</li> <li>• Provision of a building setback of minimum 15m along the site boundary of Tamar Street (except for the elevated portion connecting with the Queensway Walkway) to enhance air and visual permeability;</li> <li>• Provision of a building setback of minimum 5.5m along the site boundary of Drake Street (except for the elevated portion connecting with the Queensway Walkway);</li> </ul>	<p>Please also refer to the aspects on open space provision, landscape and tree preservation, pedestrian connection, and visual and air ventilation.</p> <p>The developer is required to demonstrate that the proposed development would comply with the requirements stipulated in the Sustainable Building Design (SBD) Guidelines promulgated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Engineers APP-152 issued by the Building Authority.</p> <p>The exterior design of the Queensway Walkway within Site B should be included in the MLP (please see Item 11 on 'Enhancement of Site B' below).</p> <p>Due consideration should be given to Chapter 11 of Hong Kong Planning Standards and Guidelines (HKPSG) on Urban Design Guidelines.</p>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>• Provision of a building setback of minimum 7.5m along the site boundary fronting United Centre;</li> <li>• Provision of a public footpath of not less than 4.5m wide along the site boundary fronting United Centre;</li> <li>• Enhancement of streetscape with high quality paving, street furniture, lighting, tree planting and greening at street level; and</li> <li>• Provision of an elevated landscape podium deck with greenery visible to the street in particular Queensway and Tamar Street.</li> </ul>	
<p><b>8. Open Space Provision</b></p>	<p>A POS of not less than 2,100m<sup>2</sup> should be provided within Site A for public enjoyment, out of which not less than 1,400m<sup>2</sup> should be provided at-grade.</p> <p>The design of the POS should take into account the following design considerations where appropriate:</p> <ul style="list-style-type: none"> <li>• To design and integrate the POS with the proposed development and surrounding pedestrian connections in harmony to serve as landscaped public space;</li> <li>• To design the POS with good visual and physical integration with the existing and planned pedestrian footbridges and connection with the roof-top POS above Queensway Walkway;</li> <li>• To design the POS with good visual and physical integration with the existing Old and Valuable Tree (OVT) and the existing cluster of trees to be preserved;</li> <li>• To adopt a minimum coverage of 30% for greening within the POS and maximise tree planting opportunities on the at-grade POS;</li> <li>• To adopt high landscape quality including maximisation of greening areas and provision of quality paving of suitable colour and texture as well as lighting;</li> <li>• To open the at-grade POS 24 hours to the public free of charge, and the deck-level POS to the public free of charge at reasonable hours; and</li> </ul>	<p>The future developer(s) should observe the 'POS in Private Developments Design and Management Guidelines' promulgated by the Development Bureau for the design of POS.</p> <p>Upon completion, the POS within Site A and Site B (please see Item 11 on 'Enhancement of Site B' below) should be managed and maintained by the developer(s) of the proposed development at their own cost.</p>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>• Sitting out area with shelters and bench seating shall be provided at the at-grade POS.</li> </ul>	
<p><b>9. Landscape and Tree Preservation</b></p>	<p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> <li>• Provision of a comprehensive landscape proposal to complement the building and integrate it with the surrounding existing and planned footbridges;</li> <li>• Preservation in situ of the existing OVT and, as far as possible, other mature trees and the existing cluster of trees;</li> <li>• Provision of Tree Protection Zone(s) (TPZ) to protect the OVT and trees identified for retention;</li> <li>• Integration of the preserved OVT and mature trees in a POS of reasonable size;</li> <li>• To optimise greening opportunity within the proposed development at grade, podium, rooftop and/or vertical façade;</li> <li>• Provision of minimum overall site coverage of greenery of 20% at the Site according to APP-152 SBD Guidelines, where at least half of the greenery area should be provided in the primary zone. Greenery area above the primary zone should be uncovered;</li> <li>• Provision of a minimum of 30% soft landscaping according to the POS in Private Development Design and Management Guidelines;</li> <li>• Provision of high quality streetscape with tree planting, quality paving and street furniture to provide a pedestrian friendly environment;</li> <li>• Provision of roadside planters with independent irrigation system near the junction of Queensway and Tamar Street;</li> <li>• Provision of continuous planting at regular intervals along Queensway, Tamar Street and the edge facing United Centre without intervening</li> </ul>	<p>A tree survey and tree preservation proposal should be prepared as part of the LMP in accordance with the Lands Administration Office Practice Note No. 7/2007 on Tree Preservation and Tree Removal Application for Building Development in Private Projects.</p> <p>The developer(s) should seek the comments of Leisure and Cultural Services Department (LCSD) on the landscape design of the roadside planter near the junction of Queensway and Tamar Street.</p> <p>The enhancement of the rooftop POS above the walkway at Site B should be included in the LMP (please see Item 11 on 'Enhancement of Site B' below).</p>

Item	Particulars	Remarks
	<p>pedestrian circulation; and</p> <ul style="list-style-type: none"> <li>• Provision of a minimum of 1,200mm soil depth (excluding drainage and construction layer) for tree planting.</li> </ul>	
<p><b>10. Pedestrian Connection</b></p>	<p>Pedestrian connectivity with the Admiralty West and East PTIs, MTR adits and the adjoining developments should be addressed and indicated clearly in the MLP.</p> <p>The developer(s) should review the pedestrian connectivity at ground level between the Site and the surrounding areas and propose enhancement measures such as pedestrian crossing(s), junction layout(s) design and footpath(s) widening if necessary, etc. subject to the agreement of the Commissioner for Transport (C for T).</p>	<p>The developer(s) should consult Transport Department (TD) on the ground level pedestrian enhancement measures.</p> <p>Should any modification works to the temporary or permanent pedestrian connection be required, the developer(s) should undertake the works at their own cost.</p>
	<p>On elevated level, the proposed development at the Site should be connected to the following existing pedestrian footbridges (<b>Plan 3</b>):</p> <ul style="list-style-type: none"> <li>• two existing footbridges to Admiralty Centre;</li> <li>• an existing footbridge to United Centre;</li> <li>• an existing footbridge to Pacific Place;</li> <li>• two existing footbridges to Lippo Centre;</li> <li>• two existing footbridges to Far East Finance Centre;</li> <li>• an existing footbridge to Fairmount House; and</li> <li>• the East Walkway to Harcourt Garden.</li> </ul> <p>A new 24-hour unobstructed pedestrian connection will link the proposed development with Admiralty Centre (<b>Plan 4</b>). A new footbridge with BFA of about 21m long and 3.5m in clear width in parallel to the existing footbridge at the north of Site A linking with Admiralty Centre should be provided by the developer(s). The clear height of the footbridge should be designed and integrated with Admiralty Centre.</p>	<p>Connection to the existing footbridges or any temporary connections should be designed, constructed, managed and maintained by the developer(s) at their own cost.</p> <p>The future connection should be structurally independent from the existing East Walkway and will not exert loading on the existing structure.</p> <p>The detailed design, construction, management and maintenance of the new footbridge connecting to Admiralty Centre should be undertaken / provided by the developer(s) at their own cost. The design and provision are subject to the agreement of relevant Government departments / authorities. Any necessary modifications of the existing staircase, lift and structure of the Admiralty Centre to cope with the proposed new footbridge should also be undertaken by the developer(s) at</p>

Item	Particulars	Remarks
		<p>their own cost to the Government's satisfaction.</p> <p>The developer(s) should consult TD, Lands Department (LandsD), Highways Department (HyD), MTR Corporation Limited (MTRCL), other relevant authorities and maintenance parties of the adjoining developments on the interface between the proposed development and the existing and planned footbridges. Advice from the Advisory Committee on the Appearance of Bridges and Associated Structures should also be sought in accordance with ETWB TCW No. 36/2004.</p>
	<p>The connection of Queensway Walkway with the elevated walkway to the Bank of America Tower should be maintained and modified as necessary to provide BFA.</p>	<p>Any necessary modification to the existing walkway structure to provide BFA should be undertaken by the developer(s) at their own cost to the Government's satisfaction.</p>
	<p>On underground level, direct and barrier-free connection between the MTR station concourse and the basement retail floors shall be provided.</p> <p>The provision of an additional connection between the MTR passageway leading to MTR Exits C1/C2 and the proposed development is also encouraged.</p>	<p>The developer(s) should consult the Railway Development Office of HyD and MTRCL on any physical connection with MTR station concourse / passageway and be prepared to bear all costs arising from the proposal. Any connection proposals with the MTR station concourse / passageway should be submitted to Buildings Department, Station and Transport Integration Committee and Safety and Security Coordinating Committee for approval.</p>
	<p>In addition to the building service core of the proposed development, public vertical pedestrian connection point(s) in the form of elevators and/or escalators should be provided to connect the multi-level pedestrian network and POS to facilitate easy and BFA.</p> <p>These public vertical pedestrian connection point(s) should be provided at public accessible areas within the Site and / or the Queensway Walkway. They should give access to the MTR concourse level, ground level, pedestrian footbridges and roof-top POS as far as possible.</p> <p>In particular, public vertical pedestrian connection points in the form of three</p>	<p>The public vertical pedestrian connection point(s) should be provided by the developer(s) at their own cost. Upon completion, the public vertical pedestrian connection point(s) located within the Site should be managed and maintained by the developer(s) at their own cost. The developer(s) should also consult TD, HyD and MTRCL on the interface between the public vertical access point(s) and the surrounding transport/ railway facilities.</p>



Item	Particulars	Remarks
	<p>escalators should be provided near MTR Exit C1 and C2 for easy connection between ground floor and pedestrian footbridge level.</p> <p>Feasibility and implementation arrangement for connecting the roof-top garden directly to the planned lift at footbridge near the junction of Cotton Tree Drive and Drake Street (i.e. HyD structure No. HF40) should be explored.</p> <p>The public vertical pedestrian connection point(s) should be open 24 hours to the public free of charge for access to ground level and pedestrian footbridges, whereas access to MTR concourse level and rooftop/deck-level POS should be open at the time when MTR and rooftop/deck-level POS is opened.</p>	
	<p>A minimum 5m wide 24-hour unobstructed public passageway should be provided at the same level of the Queensway Walkway within the Site for free public access. The public passageway should allow easy access to the at-grade POS, existing and proposed footbridges, and public vertical pedestrian connection point(s). A wheelchair friendly and barrier-free design should be adopted.</p>	<p>The public passageway should be provided, managed and maintained by the developer(s) at their own cost.</p>
<p><b>11. Enhancement of Site B</b></p>	<p>The Queensway Walkway within Site B (including the electric substation (ESS) and staircase above MTR Exit B) should be renovated with enhanced external facade, rooftop POS above the walkway and enhanced ceiling above Admiralty West PTI.</p> <p>The external facade and the rooftop POS should be designed in harmony with the proposed development within Site A (please see Items 7 to 9 on 'Urban Design Considerations', 'Open Space Provision' and 'Landscape and Tree Preservation' above).</p> <p>Greening opportunity on the rooftop POS should be optimised taking account the structural constraints.</p> <p>Structural assessment should be conducted by the developer(s) to the satisfaction of relevant Government departments/authorities.</p> <p>The rooftop POS should be opened to the</p>	<p>Structural assessment, renovation, management and maintenance of the Queensway Walkway within Site B should be provided by the developer(s) at their own cost.</p>

Item	Particulars	Remarks
	public free of charge at reasonable hours.	
<b>12. GIC Facilities</b>	<p>A temporary Refuse Collection Point (RCP) for the Food and Environmental Hygiene Department (FEHD) with a GFA of at least 295m<sup>2</sup> with dimensions of about 15m x 20m and clear height of 4.5m should be provided within the proposed podium for the reprovisioning of an existing RCP at the Site during construction period. Actual standards of the RCP are subject to the requirements of relevant Government departments / authorities.</p> <p>A permanent RCP for FEHD with a GFA of at least 594m<sup>2</sup> with dimensions of about 22m x 27m and clear height of 4.5m should be provided within the proposed podium for the reprovisioning of an existing RCP at the site. Actual standards of the RCP are subject to the requirements of relevant Government departments / authorities.</p>	<p>The RCP should be provided by the developer(s) at their own cost. Upon completion, it should be handed to FEHD for management and maintenance.</p> <p>The design of the RCP should follow FEHD's requirements on standard features for RCPs and comply with the Technical Schedule to be provided by Architectural Services Department/FEHD.</p> <p>The RCP should be provided by the developer(s) at their own cost. Upon completion, it should be handed back to FEHD for management and maintenance.</p> <p>The RCP should be sensitively designed with regard to the amenity of the POS in particular and equipped with appropriate odour control and ventilation systems to minimise nuisance.</p>
<b>13. Public Transport Facilities</b>	<p>The existing public transport facilities within the Site, including the taxi stand, Admiralty West PTI and access to Admiralty East PTI at United Centre, should be retained. Temporary traffic arrangement should be identified and adopted to maintain their operations during construction.</p> <p>The developer(s) should take on board the measures identified in the Traffic Impact Assessment (TIA) for traffic during the construction and upon completion of the development, which is to be conducted by the developer(s) to the satisfaction of C for T.</p>	<p>The developer(s) should consult TD and HyD on the temporary traffic arrangement.</p> <p>The developer(s) should maintain the lighting and ventilation systems for the public transport facilities during construction.</p> <p>Should any temporary/permanent modification to the existing public transport facilities be required, the developer(s) should undertake the works and correspondingly re-instate/provide these facilities to the Government's satisfaction at their own cost.</p>
<b>14. Car Parking, Loading and Unloading Provision</b>	<p>Provision of car parking and loading/unloading facilities in accordance with Chapter 8 of the HKPSG and adopt the highest end of car parking standards. Actual provision of car park and loading / unloading facilities is subject to the agreement of relevant Government departments / authorities.</p> <p>All ancillary car parking and loading/unloading facilities should be provided in the basement, and vehicular entrance to the Site should be provided along Tamar Street</p>	

Item	Particulars	Remarks
	<p>subject to the agreement of C for T.</p> <p>A lay-by for pick-up/drop-off should be provided along Tamar Street subject to the agreement of C for T.</p>	
<b>C. Other Technical Requirements</b>		
<b>15. Traffic and Transport Aspect</b>	<p>A TIA for traffic during the construction and upon completion of the development should be conducted by the developer(s) to the satisfaction of C for T. It should include the assessment on pedestrian traffic, vehicular traffic, details of vehicular access arrangements, layout of loading/unloading facilities, lay-bys and public transport facilities. The recommendation should include traffic arrangement and improvement works/measures during construction and upon completion of the development. In particular, interface with the SCL project works should be taken into account.</p> <p>The TIA should be completed to the satisfaction of C for T and submitted as part of the MLP.</p>	<p>The requirements and methodology of the TIA should be agreed with C for T before its commencement. RDO of HyD should be consulted on the interface with the SCL project.</p> <p>On the temporary pedestrian arrangement during the construction stage, the developer(s) shall provide suitable facilities to maintain pedestrian connectivity between the Site, MTR Exit C1 and the adjoining developments at elevated level including Pacific Place, United Centre, Admiralty Centre, Lippo Centre, Far East Finance Centre, the Harcourt Garden, and the footbridge across Cotton Tree Drive with a view to maintaining the existing elevated walkway system prior to completion of the proposed development.</p> <p>Any road modification and improvement works should be implemented by the developer(s) at their own cost.</p>
<b>16. Environmental Aspect</b>	<p>An environmental assessment should be prepared by the developer(s) to the satisfaction of the Director of Environmental Protection to demonstrate the environmental acceptability of the proposed development and to examine any possible environmental impacts that may be caused by the proposed development during construction and operation. Any mitigation measures, if found necessary, should be proposed and implemented by the developer(s).</p>	<p>Should any environmental mitigation measures be required, the developer(s) should undertake the measures at their own cost.</p>
<b>17. Sewerage Aspect</b>	<p>Based on the initial assessment, the existing sewers between manholes FMH7027232 to FMH7028508 from 300mm dia. to 450mm dia. should be upgraded. Actual design and provision are subject to the detailed sewerage impact assessment which should be conducted by the developer(s) to the satisfaction of the relevant Government departments/ authorities.</p>	<p>Any diversion of existing drainage/sewerage pipes and provision of the sewerage and stormwater drainage facilities should be implemented by the developer(s) at their own cost.</p>

Item	Particulars	Remarks
<b>18. Geotechnical Aspect</b>	<p>The Site is within the Railway Protection Zone of Island Line. Any development should maintain a minimum of 3m buffer from the railway structure and facilities in accordance to the Railway Ordinance. Comments from MTRCL on the development shall be obtained.</p>	
<b>19. Cultural Heritage Aspect</b>	<p>A historic seawall fragment and remains of a well shaft were recorded in the works site of MTR in Harcourt Garden in 2012-13. Historical records suggest the construction date of the seawall fragment around the middle of the 19th century and by 1902 the seawall had been incorporated into a new reclamation. Remains of the well shaft of mid-19<sup>th</sup> century to early 20<sup>th</sup> century were found isolated with the top part of the well previously demolished.</p> <p>The developer is required to undertake mitigation measures as identified in the Archaeological Impact Assessment under the Study. The implementation of mitigation measures should be completed to the satisfaction of Antiquities and Monuments Office, LCSD.</p> <p>As mentioned in Item 7, elements of place-making respecting the function and evolution of Admiralty over the years should be considered for incorporation in the development.</p>	
<b>20. Utilities Aspect</b>	<p>The existing ESS within Site B serving solely the Queensway Walkway should be retained for the required function.</p> <p>Details of telecommunication and electricity services should be further investigated and provided subject to the agreement of relevant Government departments / authorities.</p>	
<b>21. Green Building Design</b>	<p>The developer(s) should ensure the implementation of Green Building Design features in order to obtain at least Gold rating under the Hong Kong Building Environmental Assessment Method (BEAM) Plus and/or Leadership in Energy and Environmental Design (LEED)</p>	<p>Any diversion should be implemented by the developer(s) at their own cost.</p>

Item	Particulars	Remarks
	certification.	
<b>22. Other Aspect</b>	The existing newspaper stand near the MTR Exit C1 will not be affected before, during and after the construction of the development.	

## **5. IMPLEMENTATION PROGRAMME**

An implementation programme is required as part of the MLP submission to indicate the construction programme of the proposed development, POS, the new footbridge and other facilities where appropriate. In particular, the future developer(s) should note the interface with the SCL project works in the vicinity when preparing the implementation programme.

## **6. ATTACHMENTS**

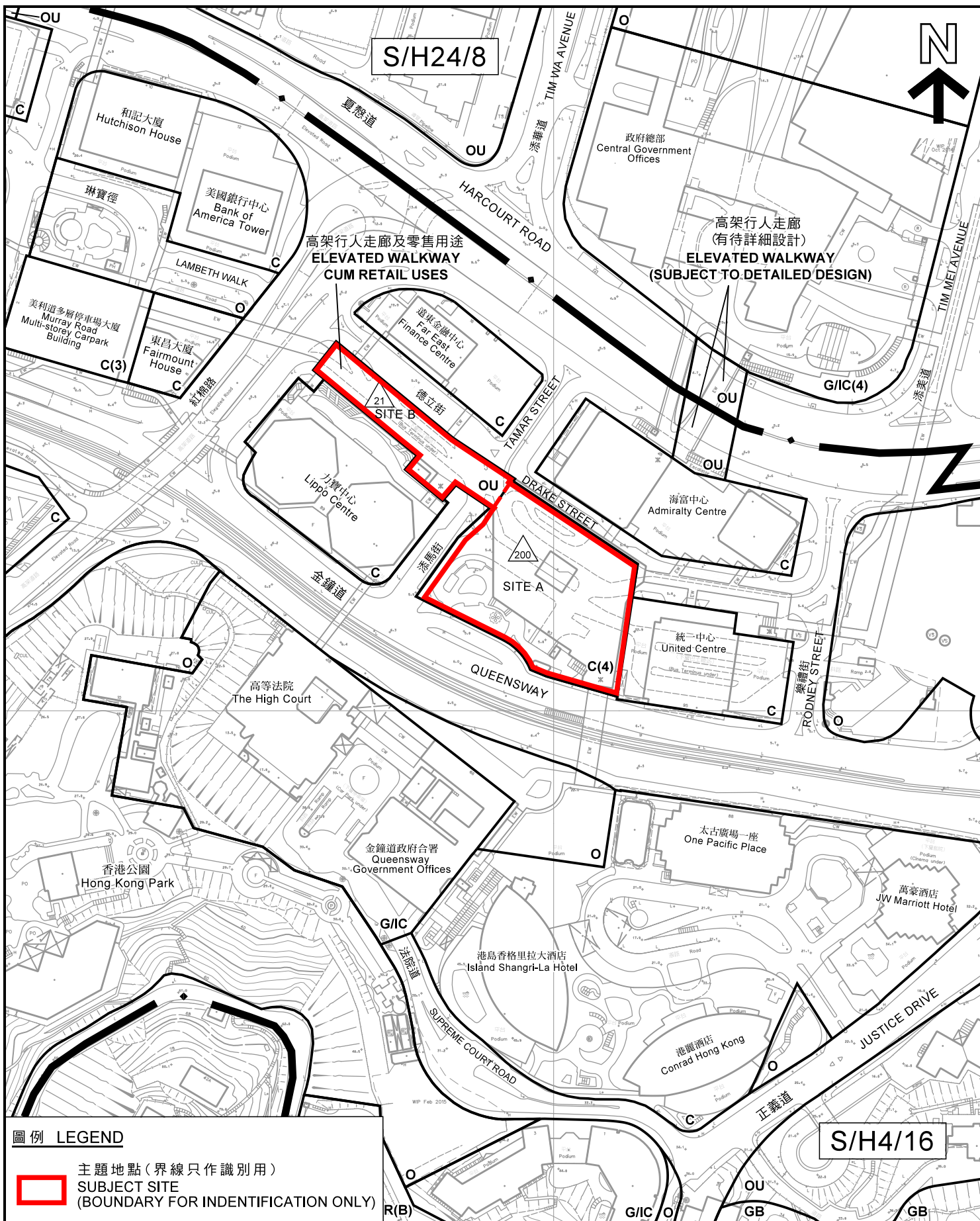
<b>Appendix I</b>	MLP Submission
<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Aerial Photo
<b>Plan 3</b>	Site Plan
<b>Plan 4</b>	Development Concept

**PLANNING DEPARTMENT  
MARCH 2018**

**Master Layout Plan Submission**

1. A Planning and Design Brief (PDB) which sets out the development requirements and urban design considerations is prepared to guide the future redevelopment of Queensway Plaza (the Site). A Master Layout Plan (MLP) making reference to the PDB shall be submitted by the respective developer(s) to the Government under the lease to ensure an integrated and compatible layout for the development at the Site before development proceeds.
  
2. The MLP contains 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 Site;
  - (ii) the proposed total site area and gross floor area for various uses within the Site;
  - (iii) the details and extent of Government, institution or community (GIC) and public transport facilities, public roads and public open space to be provided within the Site;
  - (iv) the alignment, widths and levels of any roads and footbridge proposed to be constructed within and adjoining the Site;
  - (v) a landscape master plan with landscape and greening proposal, including tree survey and preservation within the Site, design and extent of public open space, provision of vertical, rooftop and podium landscape treatments;
  - (vi) programme of development including phasing plan in detail;
  - (vii) an Environmental Assessment report to prove environmental acceptability of the proposal and to examine any possible environmental problems that may be caused by the proposed development during the construction and operation with proposed mitigation measures;

- (viii) a Sewerage Impact Assessments report to examine any possible sewerage problems that may be caused by the proposed development with mitigation measures;
  - (ix) a Traffic Impact Assessment report to examine any possible temporary and permanent traffic impacts during the construction or upon completion of the development with proposed mitigation measures;
  - (x) a comprehensive pedestrian network plan (including the 24-hour public passageway) i.e. at-grade and grade-separated pedestrian connections, barrier free access, etc. and respective development programme for provision of multi-level connections (elevated, at-grade and underground) including temporary arrangement for pedestrian connection during construction; and
  - (xi) a Structural Assessment report to examine the renovation works of the existing Queensway Walkway within Site B.
3. 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 lease conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout and urban design, major development parameters, types of GIC, transport and parking facilities, and public open space, etc.



**圖例 LEGEND**

- 主題地點 (界線只作識別用)
- SUBJECT SITE**
- (BOUNDARY FOR IDENTIFICATION ONLY)

**位置圖 LOCATION PLAN**

**金鐘廊用地重建計劃**  
**REDEVELOPMENT OF QUEENSWAY PLAZA SITE**

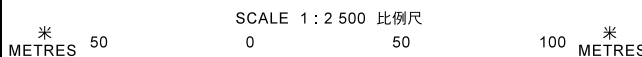
**規劃署**  
**PLANNING DEPARTMENT**



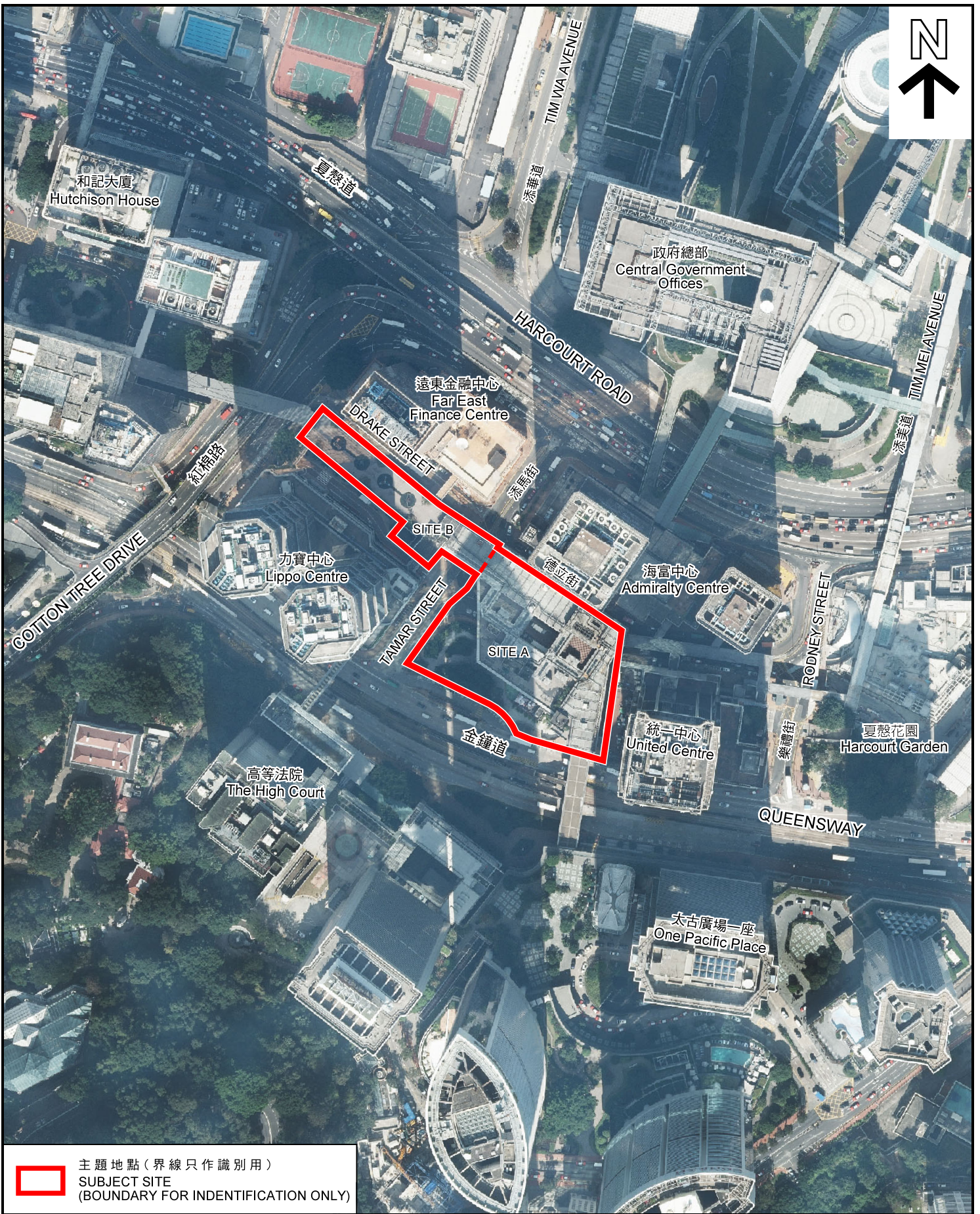
本摘要圖於2017年11月28日擬備，  
 所根據的資料為於2016年11月11日核准的  
 分區計劃大綱圖編號 S/H4/16  
 EXTRACT PLAN PREPARED ON 28.11.2017  
 BASED ON OUTLINE ZONING  
 PLAN No. S/H4/16 APPROVED ON 11.11.2016

參考編號  
 REFERENCE No.  
**M/UD/17/16**

**圖 PLAN**  
**1**






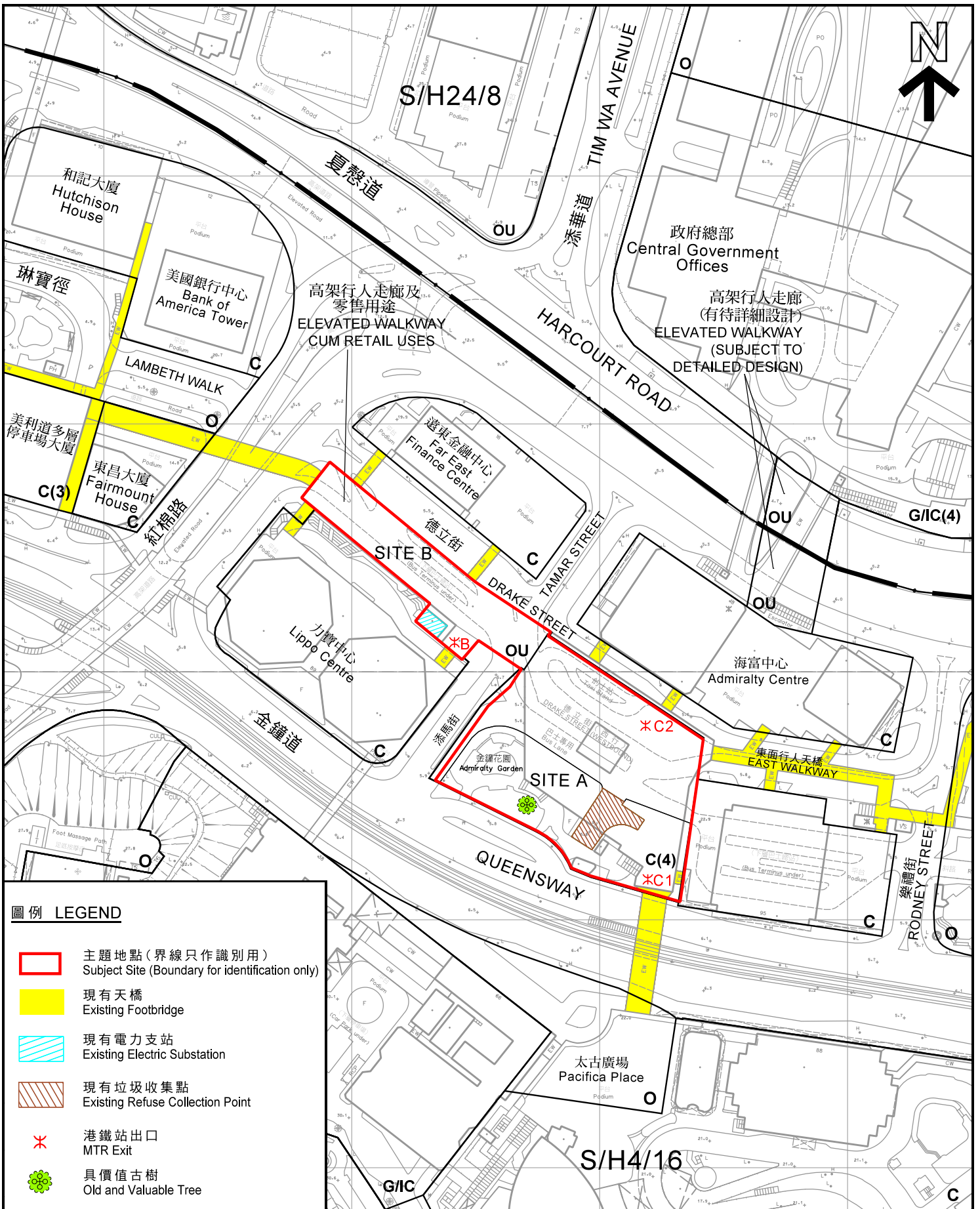


 主題地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION ONLY)

本圖於2017年11月24日擬備，  
所根據的資料為地政總署於  
2017年1月6日拍得的  
航攝照片編號E011504C  
PLAN PREPARED ON 24.11.2017  
BASED ON AERIAL PHOTO No.  
E011504C TAKEN ON 6.1.2017  
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO  
金鐘廊用地重建計劃  
REDEVELOPMENT OF QUEENSWAY PLAZA SITE

規劃署  
PLANNING  
DEPARTMENT   
參考編號  
REFERENCE No.  
M/UD/17/16  
圖 PLAN  
2



**圖例 LEGEND**

- 主題地點(界線只作識別用)  
Subject Site (Boundary for identification only)
- 現有天橋  
Existing Footbridge
- 現有電力支站  
Existing Electric Substation
- 現有垃圾收集點  
Existing Refuse Collection Point
- ✱ 港鐵站出口  
MTR Exit
- ✿ 具價值古樹  
Old and Valuable Tree

本摘要圖於2017年11月28日擬備，  
所根據的資料為於2016年11月11日核准的  
分區計劃大綱圖編號 S/H4/16  
EXTRACT PLAN PREPARED ON 28.11.2017  
BASED ON OUTLINE ZONING  
PLAN No. S/H4/16 APPROVED ON 11.11.2016

**平面圖 SITE PLAN**  
**金鐘廊用地重建計劃**  
**REDEVELOPMENT OF QUEENSWAY PLAZA SITE**

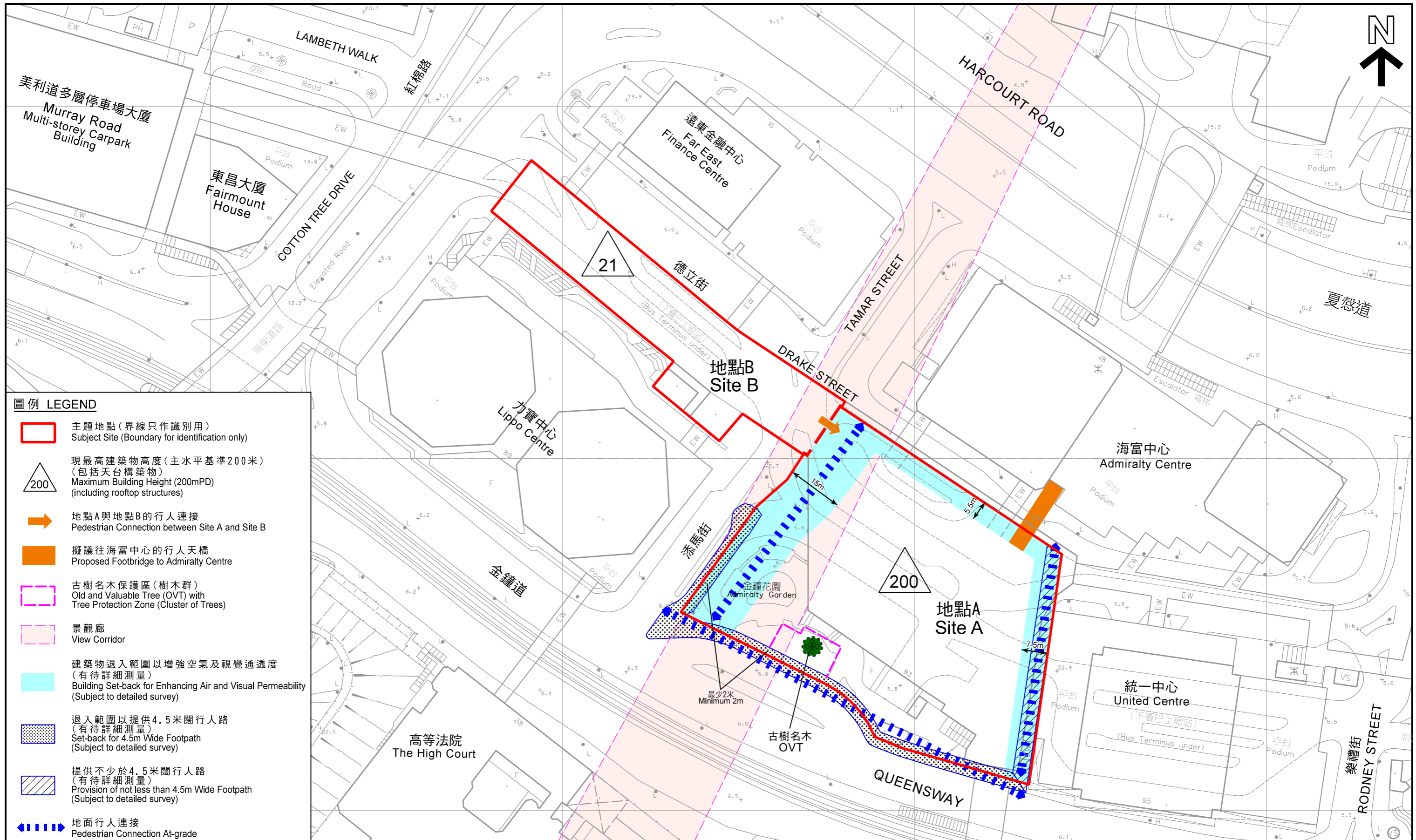
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METRES 30 0 30 60 METRES

**規劃署**  
**PLANNING**  
**DEPARTMENT**



參考編號  
REFERENCE No.  
**M/UD/17/16**

**圖 PLAN**  
**3**

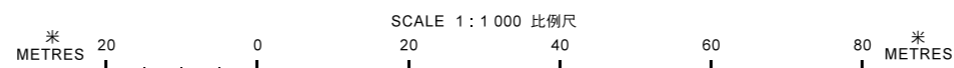


**圖例 LEGEND**

- 主題地點 (界線只作識別用)  
Subject Site (Boundary for identification only)
- 200 現最高建築物高度 (主水平基準200米)  
(包括天台構築物)  
Maximum Building Height (200mPD)  
(including rooftop structures)
- ➔ 地點A與地點B的行人連接  
Pedestrian Connection between Site A and Site B
- 擬議往海富中心的行人天橋  
Proposed Footbridge to Admiralty Centre
- 古樹名木保護區 (樹木群)  
Old and Valuable Tree (OVT) with  
Tree Protection Zone (Cluster of Trees)
- 景觀廊  
View Corridor
- 建築物退入範圍以增強空氣及視覺通透度  
(有待詳細測量)  
Building Set-back for Enhancing Air and Visual Permeability  
(Subject to detailed survey)
- 退入範圍以提供4.5米闊行人路  
(有待詳細測量)  
Set-back for 4.5m Wide Footpath  
(Subject to detailed survey)
- 提供不少於4.5米闊行人路  
(有待詳細測量)  
Provision of not less than 4.5m Wide Footpath  
(Subject to detailed survey)
- ➔➔➔➔ 地面行人連接  
Pedestrian Connection At-grade

本摘要圖於2018年2月22日擬備，  
所根據的資料為測量圖編號  
11-SW-9C和14A  
EXTRACT PLAN PREPARED ON 22.2.2018  
BASED ON SURVEY SHEET No.  
11-SW-9C AND 14A

**發展概念**  
**DEVELOPMENT CONCEPT**



規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
**M/UD/17/16**

圖 PLAN  
4

保留金鐘廊行人道  
Retained Queensway Walkway

建築物高度限於主水平基準上200米  
(包括天台構築物)

Building Height Restricted to 200mPD  
(including rooftop structures)

室內中庭大堂  
Indoor Atrium Space

擬議行人天橋  
Proposed Footbridge



古樹名木  
OVT

200米  
(主水平基準上)  
200mPD

地面公眾休憩用地  
At-grade Public Open Space

園景花園  
Landscaped Garden

圖例 LEGEND

-  園景地帶(高架)  
Landscaped area (elevated)
-  園景地帶(地面)  
Landscaped area (at-grade)

本摘要圖於2017年10月6日擬備  
EXTRACT PLAN PREPARED ON 6.10.2017

建議發展計劃  
(概念圖 - 只供參考)

RECOMMENDED DEVELOPMENT SCHEME  
(NOTIONAL SCHEME - FOR INDICATIVE ONLY)

城市設計及園境組  
Urban Design and  
Landscape Section

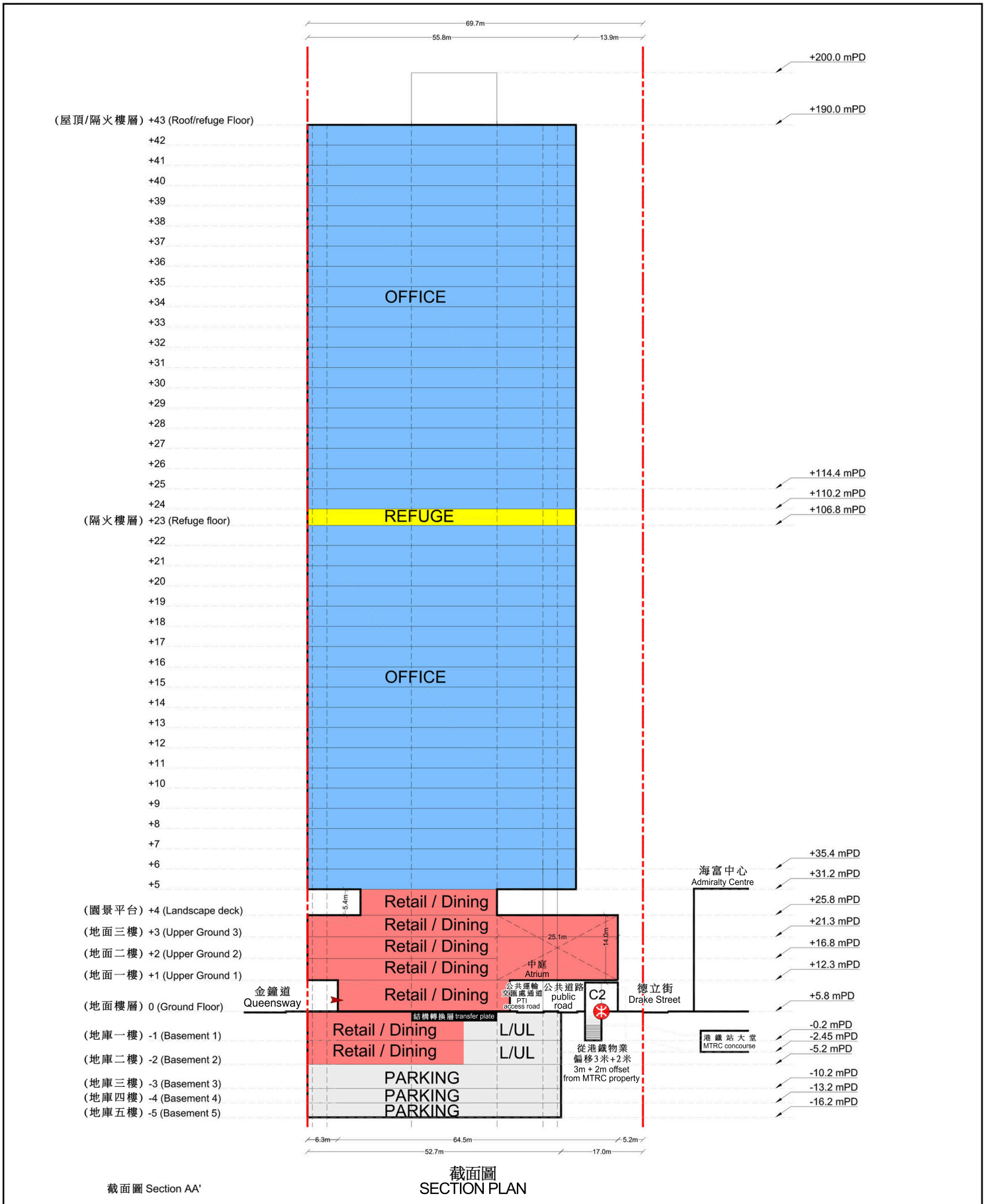


規劃署

PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/UD/17/67

附件 ANNEX  
B 1



截面圖 Section AA'

截面圖 SECTION PLAN

**圖例 LEGEND**

- 辦公室
- 隔火樓層
- 零售/食肆
- 泊車位、上落客貨

+200.0 mPD 主水平基準以上200米

本摘要圖於2017年10月15日擬備  
EXTRACT PLAN PREPARED ON 15.10.2017

**建議發展計劃**  
(概念圖 - 只供參考)

RECOMMENDED DEVELOPMENT SCHEME  
(NOTIONAL SCHEME - FOR INDICATIVE ONLY)

城市設計及園境組  
Urban Design and  
Landscape Section

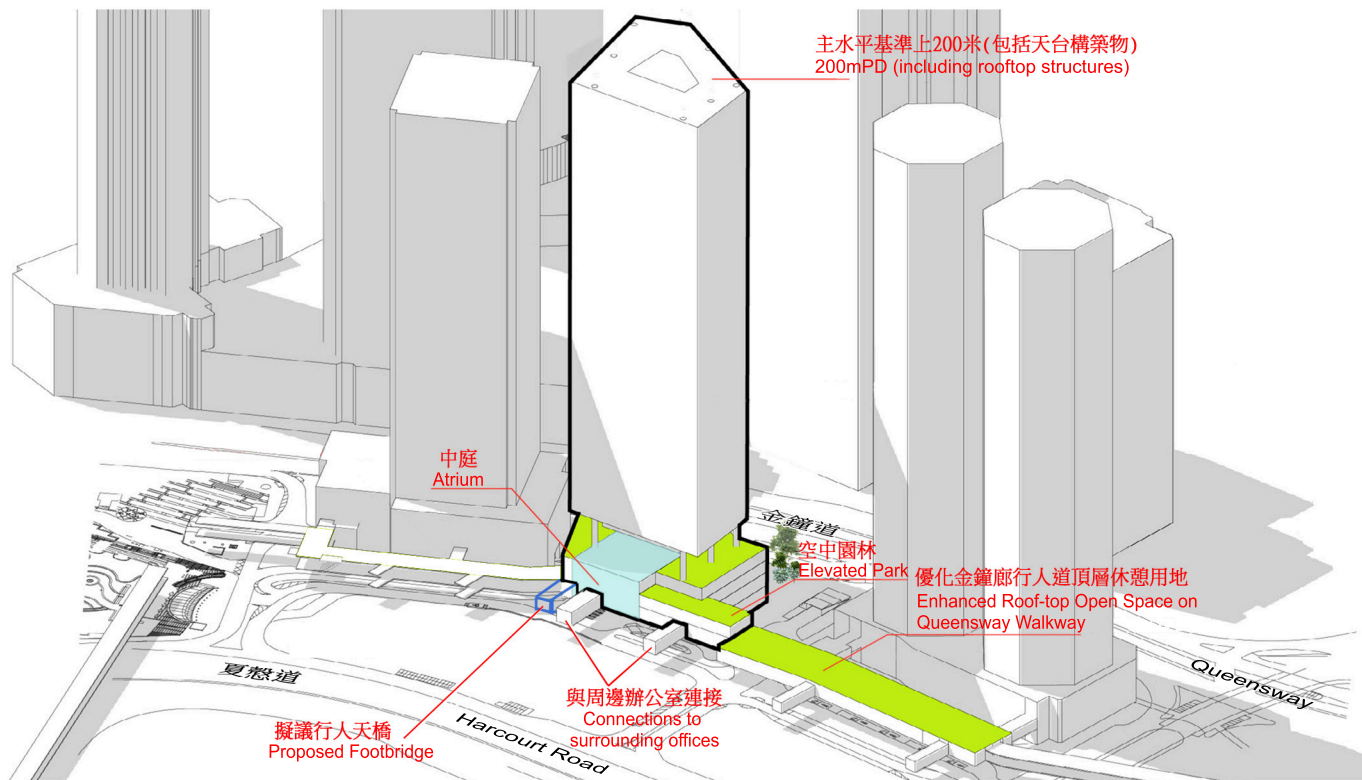


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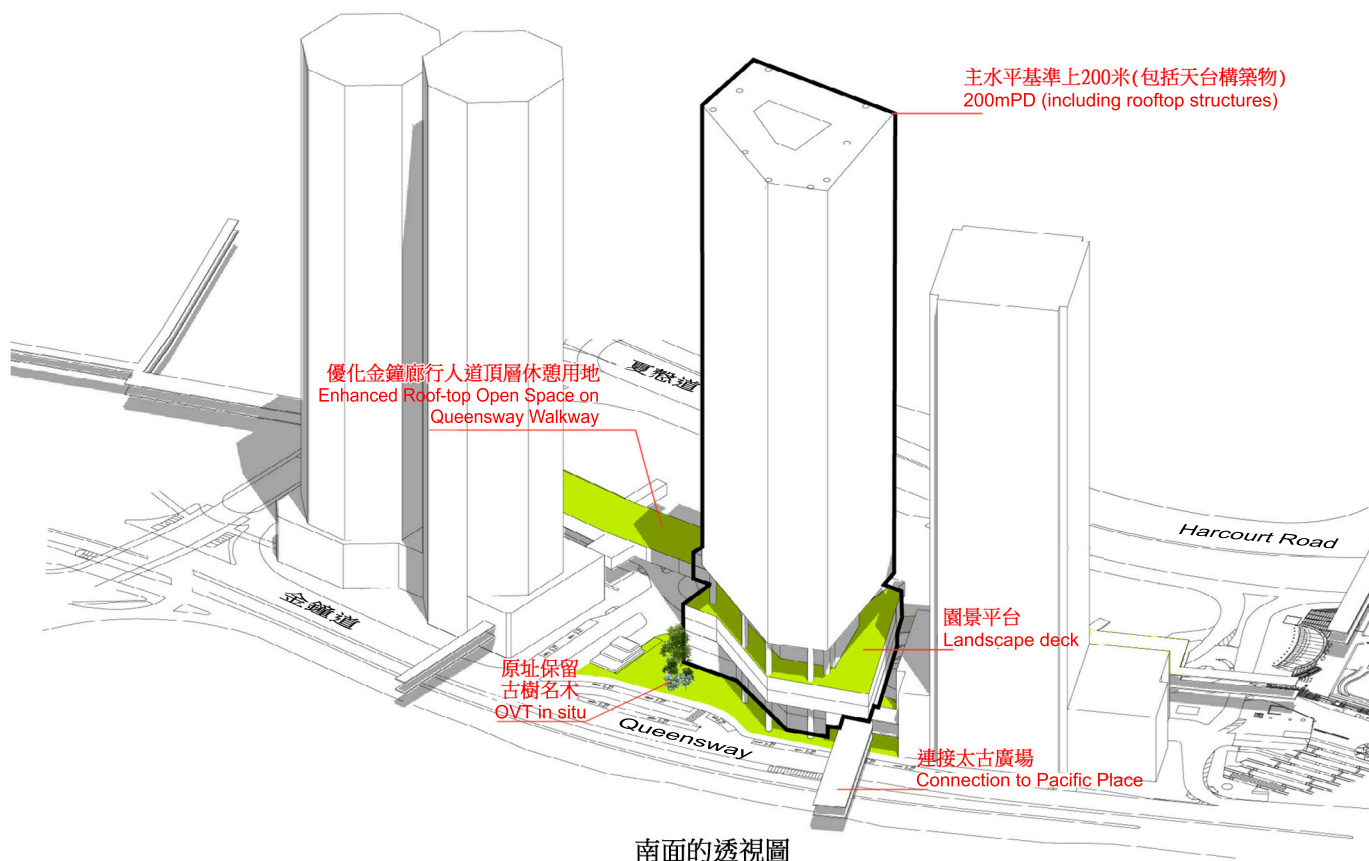
**PLANNING DEPARTMENT**

參考編號  
REFERENCE No.  
M/UD/17/16

附件 ANNEX  
B 2



北面的透視圖  
PERSPECTIVE FROM THE NORTH



南面的透視圖  
PERSPECTIVE FROM THE SOUTH

圖例 LEGEND

 園景地帶  
Landscaped area

本摘要圖於2017年10月6日擬備  
EXTRACT PLAN PREPARED ON 6.10.2017

建議發展計劃  
(概念圖 - 只供參考)

RECOMMENDED DEVELOPMENT SCHEME  
(NOTIONAL SCHEME - FOR INDICATIVE ONLY)

城市設計及園境組  
Urban Design and  
Landscape Section



規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/UD/17/67

附件 ANNEX  
B 3

**Extract of the Minutes of the TPB Meeting held on 30.10.2015**

**Minutes of 1097<sup>th</sup> Meeting of the**  
**Town Planning Board held on 30.10.2015**

**Present**

Permanent Secretary for Development  
(Planning and Lands)  
Mr Michael W.L. Wong

Chairman

Mr Stanley Y.F. Wong

Vice-Chairman

Mr Roger K.H. Luk

Professor S.C. Wong

Professor P.P. Ho

Professor Eddie C.M. Hui

Dr C.P. Lau

Ms Julia M.K. Lau

Mr Clarence W.C. Leung

Dr W.K. Yau

Professor K.C. Chau

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Mr Lincoln L.H. Huang

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Mr Patrick H.T. Lau

Ms Christina M. Lee

Mr H.F. Leung

Mr Stephen H.B. Yau

Mr F.C. Chan

Mr David Y.T. Lui

Mr Frankie W.C. Yeung

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Deputy Director of Environmental Protection  
Mr C.W. Tse

Principal Assistant Secretary (Transport) 3  
Transport and Housing Bureau  
Miss Winnie M.W. Wong

Chief Engineer (Works)  
Home Affairs Department  
Mr Martin W.C. Kwan

Assistant Director (Regional 3)  
Lands Department  
Mr Edwin W.K. Chan

Director of Planning  
Mr K.K. Ling

Deputy Director of Planning/District  
Ms Christine K.C. Tse

Secretary

**Absent with Apologies**

Mr Laurence L.J. Li

Ms Anita W.T. Ma

Ms Bonnie J.Y. Chan

Mr H.W. Cheung

Mr Sunny L.K. Ho



**In Attendance**

Assistant Director of Planning/Board  
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board  
Ms Lily Y.M. Yam

Senior Town Planner/Town Planning Board  
Mr K.K. Lee

**Urban Design and Landscape Section**

**Agenda Item 3**

[Open Meeting]

Planning and Design Study on  
the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study  
Revised Recommended Development Scheme  
(TPB Paper No. 10025)

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[The item was conducted in Cantonese and English.]

**Declaration of Interest**

15. The following Members had declared interests in the item:

Professor S.C. Wong	] having business dealings with Ove Arup &
Professor P.P. Ho	] Partners Hong Kong Ltd (Arup) which was the
Mr Ivan C.S. Fu	] consultant of the Planning and Design Study on
Mr Dominic K.K. Lam	] the Redevelopment of Queensway Plaza,
Mr Patrick H.T. Lau	] Admiralty – Feasibility Study (the Study)

16. As this item was only a briefing to Members on the Study, Members agreed that the above Members who had declared interests could stay in the meeting.

**Presentation and Question Sessions**

17. The following representatives from the Planning Department (PlanD) and the study consultant were invited to the meeting:

Ms Sally Fong	- Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD
Ms Carmen Chu	] Representatives of Arup
Ms Theresa Yeung	]

Mr Ray Tang ]  
Mr Christoforos Romanos ]  
Mr Matthew Gevers ]  
Mr Mathew Fung ]

18. The Chairman extended a welcome and invited the study team to brief Members on the Study.

19. Ms Sally Fong, CTP/UD&L, said that on 9.1.2015, Members' views were sought on the Recommended Development Scheme (RDS) formulated under the Study. Having taken into account Members' comments given at the meeting, as well as comments received from the Central and Western District Council and relevant government bureaux/departments and the findings of the relevant technical assessments, a number of amendments had been made to the RDS. The study team would brief Members on the major amendments and enhancements to the RDS and the way forward. She then invited the consultant to present the Revised RDS to Members.

20. With the aid of a Powerpoint presentation, Mr Christoforos Romanos made the following main points as detailed in the Paper:

Study Objective

- (a) the Study was to investigate the planning, architectural and engineering feasibility in redeveloping the study site for commercial uses, including Grade A office and retail uses, and to make recommendations to upgrade the existing public realm with convenient pedestrian connections to Central and Wan Chai;

Background

- (b) on 9.1.2015, the study team reported to the Board on the two initial options and the RDS. The major concerns/comments received included:
  - (i) the proposed building height (BH) of 203mPD was too high;

- (ii) careful design of the public open space (POS) was required;
- (iii) pedestrian connectivity with surrounding areas should be enhanced;
- (iv) the use of sustainable and green building design; and
- (v) possible adverse traffic and air ventilation impacts;

#### The Revised RDS

- (c) the Revised RDS envisaged the development of a commercial tower for Grade A office atop a five-storey retail/dining podium (including a landscape podium deck) and five levels of basement within the site, with a non-domestic gross floor area (GFA) of 93,300 m<sup>2</sup>, which was equivalent to a plot ratio (PR) of 15;
- (d) the major amendments/enhancements to the RDS and the key design features were:
  - (i) BH – the BH was reduced from 203mPD (at main roof level) to 200mPD (including roof-top structures) to respect the ‘20% building free zone’ of the ridgeline on Hong Kong Island and safeguard the views to the Victoria Peak ridgeline from the strategic viewing point at Tsim Sha Tsui;

[Dr Wilton W.T. Fok arrived to join the meeting at this point.]

- (ii) POS Design – the previous elevated plaza and terraced POS design was changed to an indoor atrium space (about 600 m<sup>2</sup>) to act as a focal point at the intersection of pedestrian routes and a place for ad-hoc functions. A more generous at-grade open space (about 1,600 m<sup>2</sup>) along Tamar Street and around MTR Admiralty Station Exit C1 adjacent to United Centre was proposed. The design

would integrate with the Old and Valuable Tree (OVT) to be preserved in-situ. A deck-level open space (elevated park) (about 500 m<sup>2</sup>) would be provided at the site, which would be integrated with the enhanced rooftop garden (about 1,900 m<sup>2</sup>) above the retained Queensway Walkway. A minimum of 30% greenery would be required for the POS;

- (iii) Public Realm – podium setbacks of 15m along Tamar Street, 7.5m from United Centre and 5.5m from Drake Street were proposed to preserve major view corridors, facilitate pedestrian circulation and respect the Sustainable Building Design (SBD) Guidelines. Streetscape enhancements were proposed on the Landscape Master Plan to improve the pedestrian environment;

[Ms Janice W.M. Lai arrived to join the meeting at this point.]

- (iv) Pedestrian Connectivity – pedestrian connectivity with the surrounding developments through the existing walkways would be maintained, including the connection to the west via the existing Queensway Walkway and to the east through the existing East Walkway along Drake Street. A new footbridge connecting the future development with Tamar Footbridge was proposed for complementing the pedestrian connection between the hinterland and the new harbourfront. The pedestrian connections on the ground level adjacent to Tamar Street and MTR Station Exit C1 would be improved through the at-grade POS. New vertical connection points between the MTR Station and the main elevated walkway level would be provided. A 24-hour pedestrian access would be reserved on the ground floor (G/F) and upper ground level 1 (UG1) (i.e. the elevated walkway level) of the future development;

[Mr Clarence W.C. Leung arrived to join the meeting at this point.]

- (v) Queensway Walkway – the existing Queensway Walkway would be preserved for retail/dining and public passageway, with enhancements to its rooftop garden and the exterior of its retained structure;
- (vi) “Green Link” – the rooftop of the existing East Walkway was proposed to be refurbished as a green roof to create a visual green corridor connecting Harcourt Garden via the elevated park within the site to the Queensway Walkway rooftop garden;
- (vii) Transport Facilities and Temporary Traffic Arrangement – all existing public transport facilities, including bus routes, green minibus routes and taxi stand, would be retained within the site. Vehicular traffic and elevated pedestrian circulation would be maintained during construction stage through temporary traffic arrangement;

[Ms Julia M.K. Lau arrived to join the meeting at this point.]

- (viii) In-situ Re-provisioning of Refuse Collection Point (RCP) – an area of 594 m<sup>2</sup> had been reserved at the ground level of the proposed redevelopment for in-situ re-provisioning of the RCP;
- (ix) Green Building Design – the future development would be required to obtain at least Gold (i.e. the second highest) rating under the Hong Kong Building Environmental Assessment Method (BEAM) Plus and/or the Leadership in Energy and Environmental Design (LEED) certification of the U.S. Green Building Council;

#### Further Works

- (e) an engineering feasibility study for the proposed footbridge linking the Tamar footbridge and an archaeological impact assessment to identify appropriate mitigation measures were recommended to be carried out

prior to redevelopment of the site;

Planning and Design Brief (PDB)

- (f) to guide the design and development of the site upon future land sale, a PDB setting out major requirements on urban design, landscaping, open space provision, pedestrian connection and temporary traffic arrangement had been formulated under the Study. The requirements would be incorporated into the land sale conditions as appropriate; and

Way Forward

- (g) at present, the majority of the site was designated as 'Road', with a small portion zoned "Open Space" and "Commercial" on the approved Central District Outline Zoning Plan (OZP) No. S/H4/14. Amendments to the land use zonings on the OZP would be required to facilitate implementation of the redevelopment proposal, which would be submitted to the Metro Planning Committee of the Board for consideration in due course.

21. As the presentation by the study team had been completed, the Chairman invited questions and comments from Members on the Revised RDS.

22. A Member expressed appreciation to the improvements made in the Revised RDS, in particular the replacement of the previously proposed terraced POS, and raised the following questions:

- (a) concerning the possible 'canyon' effect along Drake Street, whether further information was available on the potential air ventilation impact of the proposed development along Drake Street;
- (b) whether assessment work had been done to ascertain if the loading of Queensway Walkway could allow the greening proposals on its rooftop, including the planting of large trees;

- (c) how the rooftop garden of Queensway Walkway would be linked to the existing pedestrian circulation routes and to the elevated park within the development to form the 'Green Link'.

23. In response, Ms Sally Fong and Ms Carmen Chu made the following main points:

- (a) the annual prevailing wind of the site was mainly from the northeast while the prevailing wind during summer months was mainly from the southwest. As the size of the podium had been reduced with wider setback along Tamar Street when comparing with the previous scheme, the Revised RDS would facilitate better wind penetration to Drake Street. Besides, the previous proposal to widen the East Walkway would not be pursued owing to the limited space available on the rooftop for open space purpose, the potential adverse impact on the wind environment of Drake Street was avoided;
- (b) as the foundation of Queensway Walkway was sitting on top of the MTR Station box, the loading capacity of the Walkway portion had been considered during the early design stage of the scheme. In past discussions, the Mass Transport Railway Corporation Limited (MTRCL) had raised concern on any changes and uncertainties brought about by the dismantling and construction works associated with the redevelopment of Queensway Walkway to the operation of MTR. To address the loading and related concerns, the Study had proposed to retain the existing structure of the Queensway Walkway. As the rooftop of Queensway Walkway was a POS but was not popular due to inconvenient pedestrian connection, the Study proposed to enhance the design of the rooftop garden for public enjoyment with improvements to pedestrian connection; and
- (c) the Revised RDS proposed a comprehensive pedestrian circulation network within the site and connecting to the immediate surroundings. On the ground level, the development would be horizontally connected with the bus terminus as well as Harcourt Garden to its east. The



elevated walkway level (UG1) of the development would be vertically connected to the concourse level of MTR Admiralty Station at Basement 2 (B2) and the upper levels of the commercial tower. It would also be connected to Pacific Place to its south via the existing elevated covered walkway, and to Admiralty Centre and Harcourt Garden to its east via the existing elevated East Walkway. With the opening of the MTR South Island Line (East) (SIL(E)) by end 2016, MTR Admiralty Station would be expanded with enhanced underground connection to Harcourt Garden. Vertical connection between UG1 and the rooftop garden of Queensway Walkway would also be improved with the installation of new escalators.

24. Noting that there might be an assembly of a large number of people at Central Government Offices (CGO) on some special occasions, a Member asked whether people using the proposed footbridge that would link up the development with the existing Tamar Footbridge had to go inside the development or they could access the proposed footbridge from the street. In response, Ms Sally Fong said that while the proposed footbridge linking the development and Tamar Footbridge was to be accessed via the future development, the access route would form part of a 24-hour pedestrian access covering the G/F and UG1 levels of the development, which would be opened for public use at all times.

25. Two Members raised the following questions and comments:

- (a) whether there was scope to further reduce the BH of the proposed commercial tower, noting that a BH of only 185mPD was proposed in one of the development options presented to the Board last time;
- (b) apart from the assessment with regard to the ridgeline, whether the visual impact of the proposed high-rise commercial tower as compared with the surrounding developments had been assessed;
- (c) noting the current proposal was to retain all existing public transport facilities within the site, elaboration was required on how the current chaotic traffic conditions in the surrounding streets of the site could be improved in the planning of the proposed development. As the site was

unique in that it was the merging point of all modes of public transport in a main commercial area, there might be a need to examine in greater detail the feasibility of the proposed traffic improvement measures;

- (d) the currently proposed atrium space was appreciated for it could help concentrate and disperse people from and to different directions. Opportunity should be taken to reinforce the quality and role of the space as a focal point to connect Admiralty with Central and Wan Chai, and with the future SIL(E) Station; and
- (e) the feasibility for different greening options on the rooftop garden of Queensway Walkway should be examined. As there were existing green spaces in the surrounding of the development, including Tamar Park and the waterfront promenade to the north, Chater Garden, Statue Square and other open spaces to the west, Hong Kong Park to the south and Harcourt Garden to the east, the POS of the development should be well linked with those existing green spaces.

26. In response, Ms Sally Fong, Ms Carmen Chu and Mr Christoforos Romanos made the following main points:

- (a) the BH of 203mPD under the previous RDS referred to the height at the main roof level of the building. Considering that roof-top structures such as E&M facilities and architectural features might sometimes account for a considerable height, in order to ensure that the proposed development would not intrude into the '20% building free zone' of the ridgeline on Hong Kong Island, the currently proposed BH of 200mPD would include the height of all roof-top structures. As envisaged in the indicative scheme under the Revised RDS, the tower height had in fact been reduced from the previous 203mPD by about 13m to 190mPD at main roof level, which would allow 10m to accommodate roof-top structures. Although a BH of 185mPD was proposed under Option B during option formulation stage, that option entailed a building with a larger footprint and relocation of the OVT. While the building footprint under the Revised RDS would

be chamfered at its south-western corner to give a more open vista to the site when viewed from the south and allow in-situ preservation of the OVT, the BH would reach 190mPD at main roof level to accommodate the proposed GFA under PR 15;

- (b) the Revised RDS would provide a more direct and smooth north-south linkage between Pacific Place/Hong Kong Park area and CGO/Tamar Park area through the proposed footbridge that connected the development with the Tamar Footbridge at the same level. While the existing east-west passage through Queensway Walkway and East Walkway would be maintained for pedestrian circulation between Central and Wan Chai, connection to the east would be further improved through an enhanced footbridge under the SIL(E) project, which would connect United Centre with Harcourt Garden and would be further extended to Wan Chai North. The pedestrian traffic arising from the enhanced footbridges had been taken into account in the design of the widths of the walkways within the development. Upon commissioning of SIL(E) by end 2016, the underground walkway network of the MTR Station would be extended to connect Harcourt Garden, in addition to the current exits at United Centre, Admiralty Centre, Pacific Place and Lippo Centre;
- (c) the study team had been working closely with the Transport Department (TD) to improve the vehicular circulation at the streets around the development. TD had already reverted the circulating direction of taxies, which had greatly improved the traffic flow of Drake Street. At Rodney Street to the east of the site, a long lay-by would be provided upon commissioning of SIL(E) for vehicles arriving from Harcourt Road from the east to drop off their passengers and then depart to Queensway to the east without entering Drake Street. Similarly, another lay-by would be provided at Tamar Street to the west of the site, with the width of the pavement along Tamar Street widened, for vehicles arriving from Queensway from the west to drop off their passengers and then depart to Harcourt Road and Connaught Road Central to the west without entering Drake Street; and

- (d) one of the key design elements of the Revised RDS was to connect the major open spaces in the area through the elevated walkway system, which would link Hong Kong Park to Tamar Park and the waterfront along the north-south direction, and Chater Garden to Harcourt Garden along the east-west direction. Besides, a visual green link would be formed by the rooftop garden of Queensway Walkway, the elevated park of the development and green roof of East Walkway in the east-west direction.

27. Two Members raised the following questions and comments:

- (a) noting that the footprint of the proposed tower would be reduced to create a better vista under the Revised RDS and that a taller tower would result due to the need to fully accommodate a PR of 15, whether consideration had been given to adopting a lower PR so that the resultant BH would be lower and become more comparable to the heights of the surrounding buildings. The future developer might be required to apply for minor relaxation of PR if he could work out a scheme which would not increase the overall BH and maintain all the setback requirements; and
- (b) although podium setbacks were proposed, the proposed tower was sited very close to its neighbouring buildings, resulting in a congested urban environment. As shown from the perspectives on Plan 3a of the Paper, Tower 1 of Admiralty Centre would be totally concealed by the proposed tower when viewed from the south.

28. In response, Ms Sally Fong made the following main points:

- (a) the tower height of 190mPD at main roof level or BH of 200mPD (including roof-top structures) under the Revised RDS was comparable to the BH of the adjacent Lippo Centre, which was 187mPD at main roof level;

- (b) given the location of the site in the Central Business District, it was considered justified to optimise the development intensity of the site. The Revised RDS demonstrated that the site could be developed up to PR 15 despite the various site constraints and design requirements. The proposed development was not incompatible with the surrounding areas; and
- (c) as revealed in the indicative scheme, with the proposed setback from Drake Street, the separation between the proposed development and Tower 1 of Admiralty Centre was over 15m at the podium level and about 25m at the tower level.

[Mr David Y.T. Lui arrived to join the meeting at this point.]

29. Two Members raised the following questions and comments:

- (a) noting that the reprovisioned RCP would be located close to the taxi stand, whether there were design measures to mitigate the possible nuisance of the RCP on the taxi passengers and pedestrians;
- (b) whether there were measures to protect the OVT on-site and ensure that it could grow healthily during and after the construction of the development; and
- (c) it would not be attractive to the public if only a lawn was provided on the rooftop garden of Queensway Walkway. It would be more interesting if trees could be planted to create a three-dimensional green space. Further study was required on the loading of the rooftop to ascertain the size of trees that could be planted.

30. In response, Ms Sally Fong and Ms Carmen Chu made the following main points:

- (a) the requirement for in-situ preservation of the OVT would be set out in the PDB for incorporation into the future land sale conditions. The

developer would then be required under the land sale conditions to submit and implement proposals for preservation of the OVT;

- (b) the initial design of the rooftop garden of Queensway Walkway was shown on the Landscape Master Plan in Plan 5 of the Paper. The rooftop was structurally sound for use as a POS with landscape and planting as it was designed for such function. However, it might not be a desirable location for growing of large trees as it was surrounded by high-rise buildings which might affect penetration of sunlight. While the future developer might submit a Landscape Master Plan with a different landscape design under the lease, if the proposed landscape elements would put extra loading onto the rooftop, approval from the Building Authority would be required; and
- (c) the Food and Environmental Hygiene Department had advised that refuse collection vehicles might only go to the RCP during non-rush hours, e.g. 2 p.m. to 4 p.m. or after 7 p.m. It was noted that the existing RCP on the site with about 10 vehicular trips per day was not causing apparent nuisance to the adjacent taxi stand.

31. Mr K.K. Ling, Director of Planning, noted that the study team did not propose to alter the structure of Queensway Walkway foundation which was linked with the structure of the MTR Station box, and considered that it was pragmatic not to further increase the structural loading of the Queensway Walkway which might affect the safe operation of MTR and delay the implementation of the proposed development.

32. A Member asked whether flexibility would be allowed under the land sale conditions for the future developer to come up with innovative designs and solutions to address the issues identified in the Revised RDS.

33. In response, Ms Sally Fong said that certain requirements of the Revised RDS, e.g. podium setbacks, in-situ preservation of the OVT and reprovisioning of the RCP, would be set out in the PDB for incorporation into the land sale conditions. The future developer would be required to submit Master Layout Plan and Landscape Master Plan to LandsD for

approval under the lease. Flexibility for innovative design could be catered for throughout the process.

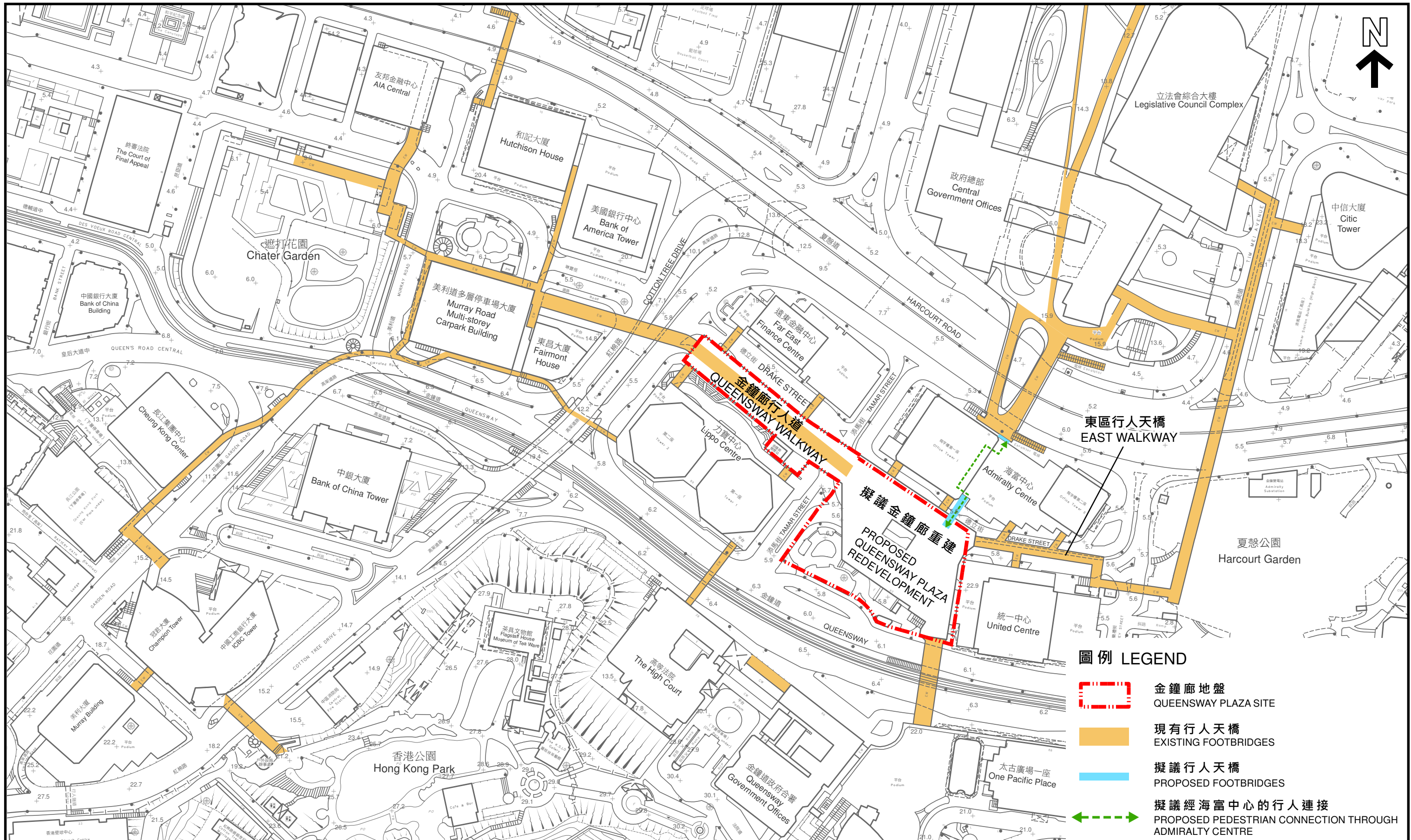
34. A Member considered that the fundamental design principles of the Revised RDS, e.g. the provision of setbacks at different sides of the site, should be stipulated in the land sale conditions. Otherwise, it would be a waste of the efforts made by the study team to come up with such a comprehensive scheme.

35. The Chairman concluded the discussion and asked the study team to take into account Members' views in taking forward the proposed development. He thanked the representatives of PlanD and the study consultant for attending the meeting to brief Members on the Study and answer Members' questions. They left the meeting at this point.

[The meeting was adjourned for a break of 5 minutes.]

[Mr Frankie W.C. Yeung arrived to join the meeting and Dr W.K. Yau left the meeting temporarily at this point.]

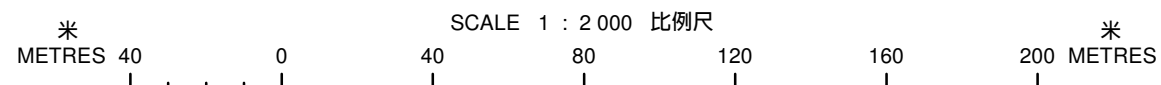
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- 圖例 LEGEND**
-  金鐘廊地盤  
QUEENSWAY PLAZA SITE
  -  現有行人天橋  
EXISTING FOOTBRIDGES
  -  擬議行人天橋  
PROPOSED FOOTBRIDGES
  -  擬議經海富中心的行人連接  
PROPOSED PEDESTRIAN CONNECTION THROUGH ADMIRALTY CENTRE

本摘要圖於2018年2月26日擬備  
EXTRACT PLAN PREPARED ON 26.2.2018

與周邊的行人連接  
PEDESTRIAN CONNECTIVITY WITH THE SURROUNDINGS



規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/UD/17/16

附件 ANNEX  
D