METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 12/15
For Consideration by
The Metro Planning Committee on 20.11.2015

PROPOSED AMENDMENTS TO
THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN NO. S/H4/14

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**PROPOSED AMENDMENTS TO
THE APPROVED CENTRAL DISTRICT
OUTLINE ZONING PLAN NO. S/H4/14**

1. Introduction

This paper is to seek Members' agreement that:

(a) the proposed amendments to the approved Central District Outline Zoning Plan (OZP) No. S/H4/14 (**Attachment II-A**) and its Notes (**Attachment II-B**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) the Explanatory Statement (ES) of the OZP (**Attachment II-C**) is an expression of the Town Planning Board (TPB)'s planning intentions and objectives for the various land use zones on the OZP.

2. Status of the Current OZP

On 9.4.2013, the Chief Executive in Council (CE in C), under section (9)(1)(a) of the Ordinance, approved the draft Central District Outline Zoning Plan (OZP), which was subsequently renumbered as S/H4/14 and exhibited for public inspection under section 9(5) of the Ordinance on 19.4.2013 (**Attachment I**). On 4.6.2013, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

3. Proposed Amendments to the OZP (Attachment II-A)

The proposed amendments mainly relate to the rezoning of the Murray Road Multi-storey Car Park (MRMCP) site and the Queensway Plaza (QP) site for commercial uses and some technical amendments to the Notes of the OZP.

4. The Murray Road Multi-storey Car Park Site

Background

4.1 Central and Admiralty have a strong appeal to Grade A office users because of their central and prime location. In recent years, the rental of commercial buildings in Hong Kong has remained high. While this is an indication of thriving economic activities in Hong Kong, it drives up the cost of doing business, hence undermining Hong Kong's competitiveness and making it less attractive to investors. The Government must seek to increase the supply of commercial sites to maintain Hong

Kong's competitiveness, reinforce its position as an international financial centre and promote the economic development of Hong Kong.

4.2 It is the Government's policy to relocate government offices with no specific location requirements out of high-value areas, including core business districts. The 2014 Policy Address stated that the Government will increase land supply for commercial and business uses in the existing core business district in Central, and will convert suitable "G/IC" sites (including MRMCP in Central) into commercial uses where practicable.

*The Site and Its Surroundings (**Plan 2**, aerial photo on **Plan 3** and site photos on **Plan 4**)*

4.3 The MRMCP is a Government building located at Murray Road with a site area of about 2,780m^2. It is currently a 10-storey high building which comprises Government offices, a public car park (with a total of 388 car parking spaces and 55 motorcycle parking spaces in 5 storeys) and a public toilet.

4.4 The site is situated in the core commercial district and is surrounded by several high-rise buildings, namely Bank of China Tower, Fairmount House, Bank of America Tower, Hutchison House, and AIA Central. To its immediate north is Lambeth Walk Rest Garden and to its west is Chater Garden. The site abuts Murray Road and Queensway. Access to the existing building is from Lambeth Walk.

The Rezoning Proposal

4.5 It is proposed to rezone the site from "Government, Institution or Community" ("G/IC") to "Commercial (3)" ("C(3)") use with a maximum building height of 190mPD (including roof-top structures) and a maximum site coverage of 65%. The site has the potential to be developed up to a plot ratio of 15, providing a total GFA of 41,700m^2. Moreover, a minimum of 102 public car parking spaces and 69 public motorcycle parking spaces is proposed to be re-provided within the site upon redevelopment. The public car parking and motorcycle parking spaces requirements would be specified under the lease. A minor boundary adjustment at the western side of the site is also proposed to reflect the existing development lot boundary.

4.6 An access road between the existing MRMCP and the adjacent Fairmount House in the eastern part of the site is unleased Government land and is zoned "G/IC" on the current OZP. Given the broad-brush nature of OZP, it is proposed to rezone this strip of land from "G/IC" to "C(3)" on the OZP but to be retained as an access road.

Land Use Compatibility

4.7 Central District is on the northern shore of Victoria Harbour and is both the centre of existing business activities and the heart of civic and Government activities of Hong Kong. The district is dominated by a number of high-rise commercial buildings with gardens and parks in between. The redevelopment of MRMCP for commercial use, mainly for office and retail development, is compatible with the surrounding land uses.

4.8 With the proposed "C(3)" zoning, 'Eating Place' and 'Shop and Services' uses could be incorporated into the lower and ground floors of the proposed commercial

development. Taking advantage of the open area on G/F created by the 65% site coverage restriction and the adjacent Lambeth Walk Rest Garden, the possibility of 'Eating Place' and 'Shop and Services' uses will provide an opportunity to enhance the vibrancy of the site and its surrounding area.

Building Height and Visual Aspect

4.9 According to the Visual Appraisal report at **Attachment III**, the scale and building height of the proposed development is visually compatible with existing developments in the immediate vicinity. As the MRMCP site is surrounded by high-rise commercial buildings with building heights ranging from 168mPD to 310mPD, the proposed maximum building height of 190mPD (including roof-top structures) is compatible with the visual composition of the area.

4.10 To preserve public views to ridgelines/peaks around Victoria Harbour, it is an important urban design guideline as specified in the Hong Kong Planning Standards and Guidelines to maintain a building free zone below the ridgelines when viewed from strategic vantage points. Protecting views to Victoria Harbour and the ridgelines from the waterfronts also help protect the opposite view from Victoria Peak and other ridgeline areas towards the harbour and the city. By specifying the building height restriction of 190mPD (including roof-top structures), the guidelines would be observed. The views to the ridgelines and harbour from the key public viewing points in Tsim Sha Tsui, the Proposed Promenade at South East Kowloon Development and the Peak are indicated in **Plans 10 to 12**.

4.11 Moreover, the proposal to restrict the future development to a maximum site coverage of 65% will provide opportunities to enhance the visual amenity and improve the visual openness of the site at street level.

4.12 In overall terms, there is no major adverse visual impact to the surrounding, and the visual quality in the immediate locality will be improved. Apart from the three strategic viewing points mentioned in Para. 4.10, a number of public accessible and popular viewing points in the surrounding, including Hong Kong Park, Statue Square and the Central District Promenade are selected to present the visual relationship of the proposed development with its surroundings (**Plans 13 to 15)**.

Air Ventilation Aspect

4.13 An Air Ventilation Assessment (AVA) by Computational Fluid Dynamics (CFD) of the proposed rezoning of the MRMCP site for commercial development has been undertaken to provide a quantitative assessment of the pedestrian wind environment of this site. An Executive Summary of the AVA is given in **Attachment IV**. The full AVA report has been deposited at the TPB Secretariat for Member's inspection. In the AVA, two schemes with different building heights and sizes of building footprint on the basis of a plot ratio (PR) of 15 are tested[1]. The AVA concludes that the building height of the development is of secondary importance in terms of air ventilation performance and that a development with a smaller footprint and more setback from site boundary would perform better from the air ventilation standpoint

[1] The two scenarios include Scheme 1 with building height of 147.5mPD and site coverage of 60% and Scheme 2 with building height of 150mPD and 100% site coverage for podium.

as slimmer buildings would help to reduce potential wind blockage. In view of the conclusion of the AVA, a maximum site coverage of 65% was proposed for this site, which is the maximum permitted for non-domestic buildings over 61 metres in height on a Class C site stipulated under the Building (Planning) Regulations.

Traffic Aspect

4.14 According to the Traffic Impact Assessment (TIA) commissioned by TD, the projected supply of public parking spaces for private car within the study area will decrease to 1,807 in 2024 while the estimated demand will increase to 1,909 car parking spaces. Therefore, a minimum of 102 public parking spaces for private car should be provided at the Site upon redevelopment. It should, however, be noted that in order to meet the parking requirements generated by the commercial GFA, about 150 private parking spaces and sufficient loading/unloading facilities would also need to be provided in accordance with the Hong Kong Planning Standards and Guidelines. In this regard, a minimum of 250 parking spaces would be provided at the site upon redevelopment. The TIA also recommended that a minimum of 69 public parking spaces for motorcycles should be provided at the Site upon redevelopment. The public car/motorcycle parking requirement would be included in the land sale conditions. A summary note of the TIA is given in **Attachment V**. The full TIA report has been deposited at the TPB Secretariat for Member's inspection.

4.15 In terms of traffic impact, the TIA indicated that the proposed development would generate 203 pcu/hr and 158 pcu/hr during the AM and PM peak periods respectively and that the projected reserve capacity of the critical junctions upon completion of the development would be in the range from 16% to 52%. In this regard, the proposed development will not have an adverse impact on the nearby road junctions. It should, however, be noted that the traffic impact has not taken into account the proposed redevelopment of the Queensway Plaza site. For the cumulative traffic impact of the redevelopment of both the MRMCP and Queensway Plaza sites, please refer to the traffic impact assessment given in Para. 5.13 below.

Pedestrian Circulation Arrangements

4.16 At present, a public pedestrian walkway is provided on the first floor of the existing MRMCP which is connected to two elevated public walkways running along the northern and southern side of the site. It is proposed that an elevated walkway system would be re-provided upon redevelopment and that temporary pedestrian walkways would be provided during the construction stage (**Plan 5**) to ensure the existing pedestrian circulation framework would be maintained during construction and after redevelopment.

Other Aspects

4.17 There is a public toilet within the existing car park building. The Food and Environmental Hygiene Department (FEHD) has confirmed that re-provisioning of the public toilet upon redevelopment is not necessary due to its low usage rate, the availability of a public toilet in the nearby Chater Garden, and that there will no longer be demand for toilet facilities from car park users upon the demolition of the

existing public carpark.

4.18 In examining the proposed rezoning of the MRMCP, the feasibility of incorporating the adjacent Lambeth Walk Rest Garden into the MRMCP site for comprehensive development was considered. However, as the alignment of the existing MTR Tsuen Wan Line passes through the site below ground level, the development potential of the Garden is severely constrained and it was considered inappropriate to amalgamate the two sites for a more comprehensive development.

5. The Queensway Plaza Site

Background

5.1 The Queensway Plaza (QP) site currently falls mainly within an area shown as 'Road' and partly on land zoned as "Open Space" and "Commercial" on the current OZP. The plaza serves mainly as a passageway to connect Admiralty MTR Station and buildings in Admiralty including United Centre, Pacific Place, Admiralty Centre and Lippo Centre. It has also been used as a shopping mall since 1981. The plaza is Government property and the current tenancy will expire in January 2019.

5.2 On 9.1.2014, the '*Planning and Design Study on the Redevelopment of QP, Admiralty – Feasibility Study*' ('the Study') was commissioned by PlanD. 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.

5.3 The Study identified a core part of QP as suitable for redevelopment and proposed a scheme with the development of a commercial tower for Grade A office (with the flexibility to use part of the floorspaces for hotel and other commercial uses) atop a five-storey retail/ dining podium (including a landscaped podium deck) and five levels of basements beneath, generating a total GFA of 93,300m^2 equivalent to a non-domestic PR of 15. The scheme has demonstrated that it is architecturally feasible to comply with the Sustainable Building Design ('SBD') Guideline requirements.

5.4 Due to the structural constraints and other implementation difficulties pertaining to the western part of QP (i.e. Queensway Walkway), the Study proposed to preserve the existing QP walkway with some enhancement and maintenance measures. Upon upgrading and other enhancement works, about 2,400m^2 in construction floor area (subject to survey) for retail/dining and public passageway would be provided. The rooftop of the retained Queensway Walkway is proposed to be enhanced with new ornamental landscape planting, bespoke seating, sitting-out areas, public art installations, featured lighting and other amenities for public enjoyment. The exterior of the retained structure is also proposed to be redecorated with innovative and sustainable surface materials to improve its outlook and complement the other at-grade enhancement measures.

*The Site and Its Surroundings (**Plan 6**, aerial photo on **Plan 7** and site photos on **Plan 8**)*

5.5 The QP site is located at a prime location in Admiralty which is bounded by Queenway to the south, Tamar Street to the west and Drake Street to the north. The Site adjoins United Centre to the east. The Site of about 6,699m^2 is surrounded by a number of high-rise commercial buildings with offices, retail shops and hotels including 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 in close proximity to the MTR Admiralty Station.

The Rezoning Proposal

5.6 It is proposed to rezone the core part of the QP site from area shown as 'Road' and 'Open Space' to "Commercial (4)" ("C(4)") use with a maximum building height restriction of 200mPD (including roof-top structures) and a maximum site coverage of 65%. It is estimated under the Study that the core development site has an area of about 6,220m^2 (subject to the setting out of the site). It is also proposed to provide 2,100m^2 of public open space of which 1,400m^2 should be at-grade within the site. A residual part of the original "O" site will be rezoned to area shown as 'Road' to reflect the existing use of the site as a bus layby. The site has the potential to be developed up to a plot ratio of 15, providing 93,300 m^2 of commercial GFA.

5.7 The western part of the QP site will be rezoned from area shown as 'Road' and area zoned "C" to "Other Specified Uses" annotated "Elevated Walkway cum Retail Uses" with a maximum building height restriction of 21mPD to reflect the existing development on the site. The existing construction floor area of the existing development is about 2,400m^2.

Land Use Compatibility

5.8 The QP, including the Queensway Walkway, is situated in the core business district with several commercial buildings and G/IC buildings in the vicinity. The Queensway Walkway also serves as a passageway link with various buildings including Lippo Centre, Admiralty Centre, Far East Finance Centre and Fairmount House. The proposed commercial development is compatible with the surrounding land uses.

Building Height and Visual Aspect

5.9 Same as the principle as specified in Para. 4.10, the proposal to restrict the maximum building height of the proposed development to 200mPD (including rooftop structures) would ensure that the future development, including any associated rooftop structures, would not encroach into the '20% Building Free Zone' of the ridgeline on Hong Kong Island **(Plans 10 to 12)**.

5.10 According to the VIA (**Attachment VI**), as the proposed development is located in the middle of a cluster of high-rise commercial buildings that are similar in nature and design, it would have no significant adverse visual impact to the surrounding land uses at the medium range and long range viewing points. The photomontages showing the proposal at the selected viewpoints, which are popular and easily accessible by the public are at **Plans 16 to 18**. Although there may be slightly

adverse visual impact for short-range viewers, these adverse impacts will be mitigated by positive visual elements including the provision of a public open space along Queensway and the provision of greenery and a landscaped deck and roof-top garden at Queensway Walkway.

Air Ventilation Aspect

5.11 As demonstrated in the AVA (wind tunnel test) carried out under the Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study (Queensway Plaza Study), the redevelopment of the site for commercial use with a PR of 15, building height of 200mPD (including roof-top structures) and site coverage of not more than 65% would not bring about adverse air ventilation impact to the surrounding areas. The proposed redevelopment with the provision of building setbacks of 5.5m from Drake Street, 7.5m from United Centre and 15m from Tamar Street as well as the reduced podium footprint with site coverage of not more than 65% plus the chamfered podium design in the south-western corner of the Project Site to allow in-situ preservation of an existing Old and Valuable Tree could help minimise the wind stagnant area and facilitate wind penetration through the site, in particular along Tamar Street and areas near the south-western corner of the site. An executive summary of the AVA is given in **Attachment VII**.

5.12 To ensure that the future commercial development at the site would not create adverse impact to the surrounding wind environment, a site coverage of 65% is proposed to be stipulated in the Notes of the "C(4)" zone. Besides, the proposed building setbacks from adjoining streets (i.e. 5.5m setback from Drake Street, 7.5m setback from United Centre and 15m setback from Tamar Street) as recommended under the Queensway Plaza Study will be incorporated into the land sale conditions as design requirements for the site.

Traffic Aspect

5.13 According to the TIA Summary Report (**Attachment VIII**), the proposed development would have no adverse traffic impact. After taking into account the potential traffic increase due to both natural growth and redevelopments within the assessment area (including MRMCP), the junction performances of the 6 critical junctions identified in the TIA (including Harcourt Road/Connaught Road/Cotton Tree Drive, Queensway/Cotton Tree Drive, Rodney Street/Drake Street, Tamar Street/Drake Street (Southern), Tamer Street/Drake Street (Northern) and Chater Road/Murray Road/Lambeth Walk) indicate that, upon the completion of the commercial development, these junctions will have adequate capacity provided that suitable mitigation measures (i.e. the prohibition of loading and unloading activities within the site during peak hours viz. 7am to 10am and 4pm to 7pm) were implemented. The reserve capacities of the 3 signalised junctions would range from 5% to 38% while the design flow to capacity ratio for the 3 priority junctions would range from 0.02 to 0.58. In this regard, the proposed development would not result in significant adverse traffic impact to the surrounding uses.

Temporary Pedestrian Circulation Arrangement

5.14 The existing QP serves as an important thoroughfare that connects through an elevated walkway system with the surrounding buildings to facilitate pedestrian

movements in north-south and east-west directions. Hence, it is important to provide temporary pedestrian facilities at elevated walkway level during construction stage. Upon expiry of the existing tenancy, GPA shall maintain pedestrian access through QP until the site is disposed of through land sale. After the land is sold and QP is demolished, the existing pedestrian connection to Queensway Walkway, Admiralty Centre, United Centre, Pacific Place and the existing eastern footbridge along Drake Street will be affected. The Study proposed a schematic temporary traffic arrangement for the construction stage, which involves temporary footbridges linking up the adjoining developments and temporary escalators/staircases to provide access from MTR Exit C1 up to the elevated walkway level (**Plan 9**).

Open Space Provision

5.15 The existing Admiralty Garden which is currently managed by LCSD has a site area of 1700m^2. To compensate for the loss of this open space, public open space of not less than 2,100m^2 including at-grade open space of 1,400m^2 shall be provided. This requirement will be stipulated in the Notes of the OZP.

Other Aspects

5.16 According to the Study, it is proposed to retain the taxi stand at its existing at-grade location. The existing public transport interchange in the vicinity of the site will also be retained. An area of 594m^2 in line with the requirements of FEHD will be reserved at the ground level of the proposed redevelopment for the re-provisioning of the refuse collection point. The future development in various aspects including design and planning of the site will be guided by a planning and design brief which will be submitted to the Board for consideration in due course.

6. Proposed Amendments to Matters Shown on the OZP

6.1 The proposed amendments to the OZP as shown on the Central District OZP No. S/H4/14A (**Attachment II-A**) are as follows:

Item A : Rezoning the Murray Road Multi-storey Car Park site from "G/IC" and an area shown as "Road " to "C(3)" (about 3,148m^2) (Plan 2)

6.2 The multi-storey car park site, which includes a small strip of land in the western part of the site shown as 'Road' on the OZP, is proposed to be rezoned to "C(3)" for commercial development subject to a maximum site coverage of 65% and a maximum building height of 190mPD (including roof-top structures). The existing public road originally covered by the 'G/IC' zone in the eastern part of the site will also be rezoned as part of the "C(3)" zone, but will be retained for road use.

Item B1: To rezone the eastern part of the existing Queensway Plaza from area shown as 'Road' and "Open Space" to "Commercial (4)" (Site Area: 6,699m^2) (Plan 6)

6.3 The site is proposed to be rezoned to "C(4)" for commercial development subject to

a maximum site coverage of 65% and a maximum building height of 200mPD (including roof-top structures). A total of 2,100m^2 of public open space (of which 1,400m^2 should be at-grade) should be provided within the site. The "C(4)" zoning covers an area of about 6,699m^2.

Item B2: To rezone the western part of the existing Queensway Plaza from area shown as 'Road' and "Commercial" to "Other Specified Uses" annotated "Elevated Walkway cum Retail Uses" (Site Area: 2,328m^2) (Plan 6)

6.4 The site is proposed to be rezoned to "Other Specified Uses" annotated "Elevated Walkway cum Retail Uses" subject to a maximum building height of 21mPD to reflect the existing elevated shopping walkway which would be retained in-situ.

Item B3: To rezone the existing bus lay-by between the Queensway Plaza and Queensway from "O" to area shown as 'Road' (Site Area: 493m^2) (Plan 6)

6.5 The existing bus lay-by between the existing QP and Queensway falls within "O" zone on the existing OZP. It is proposed to rezone the site to area shown as 'Road' in order to reflect the existing use.

Others

6.6 Opportunity is also taken to show the Railway Scheme for the South Island Line (SIL) and Shatin and Central Link (SCL) which were authorized by the CE in C under the Railways Ordinance on 30.11.2010 and 27.3.2012 respectively on the OZP for information (**Plan 19**).

7. Proposed Amendments to the Notes of the OZP

7.1 To accord with the proposed amendments mentioned in paragraph 6, revisions to the Notes of the OZP are made (**Attachment II-B**). A new set of Notes for the "OU" annotated "Elevated Walkway cum Retail Uses" is proposed to be incorporated into the OZP. The Notes for the "C" zone is also revised to include the proposed restrictions pertinent to the "C(3)" and "C(4)" zonings as follows:

(a) The "C(3)" zone will be subject to a maximum site coverage of 65% and a building height of 190mPD (including roof-top structures). A minor relaxation clause on the site coverage and building height restrictions will be incorporated.

(b) The "C(4)" zone will be subject to a maximum site coverage of 65%, a building height of 200mPD (including roof-top structures) and the provision of an open space of 2,100m^2 (of which 1,400m^2 should be at-grade). A minor relaxation clause on the site coverage and building height restrictions will be incorporated. Moreover, 'Government Refuse Collection Point' is incorporated into column 1 of the Notes of the OZP to facilitate the re-provision of the existing refuse collection point.

8. Revision to the Explanatory Statement of the OZP

The ES of the OZP has also been revised to take into account the proposed amendments as mentioned above. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. An extract of the relevant paragraphs of the revised ES (with proposed additions highlighted in ***bold and italics*** and deletions ~~crossed out~~) is at **Attachment II-C** for Members' consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/H4/15.

10. Consultation

Departmental Consultation

10.1 The proposed amendments have been circulated to relevant Government bureaux/departments for comments. All of them have no objection to or adverse comments on the proposed amendments. The comments of Development Bureau, FEHD, Antiquities and Monuments Office, District Lands Office/Hong Kong West and South, Leisure and Cultural Services Department, Railway Development Office, and Architectural Services Department have been incorporated into the above paragraphs, where appropriate.

10.2 The District Officer (Central and Western), Home Affairs Department (DO(C&W), HAD) advises that the Central & Western District Council (C&WDC) members expressed concerns on the insufficient car-parking space to be re-provisioned under the proposed development of the MRMPC site and the resulting traffic impact at C&WDC meeting on 16.7.2015 (**Attachment IX**). As for the QP site, members are concerned about various issues such as the adverse traffic impact, reduction of public open space, temporary pedestrian circulation and traffic arrangements during construction stage, as well as the cumulative effect on reduction of car parking spaces due to the future redevelopment in the district including MRMCP (**Attachment X**).

10.3 The following departments have no objection to or no comment on the proposed amendments:

(a) Secretary for Education;
(b) Secretary for Home Affairs;
(c) Commissioner of Police;
(d) Government Property Administrator;
(e) Commissioner for Transport;
(f) Chief Highway Engineer/Hong Kong, Highways Department;
(g) Director of Buildings;
(h) Director of Agriculture, Fisheries and Conservation;
(i) Chief Engineer/Land Works, Civil Engineering and Development Department (CEDD);

(j) Project Manager (Hong Kong Island & Islands), CEDD;
(k) Head of Geotechnical Engineering Office, CEDD;
(l) Chief Engineer/Construction, Water Supplies Department;
(m) Chief Engineer/Hong Kong & Islands, DSD;
(n) Director of Social Welfare;
(o) Director of Environmental Protection;
(p) Director of Electrical and Mechanical Services;
(q) Director of Fire Services; and
(r) Director of Health.

Consultation with the Central & Western District Council

10.4 For the proposed Amendment Item A, PlanD consulted the C&WDC on 16.7.2015 (**Attachment IX**). Photomontages showing the proposal at the selected viewpoints were also presented. Members expressed concerns on the amount of public car parking spaces to be provided at the MRMCP site and considered that problem would be aggravated after completion of the redevelopment. They were also concerned about the transitional arrangement in that no temporary public car parking spaces would be made available during the construction period to replace the 388 car parking spaces currently provided at MRMCP. They considered that the number of public parking space for private vehicles upon redevelopment should not be less than the original number, i.e. 388. Some Members also raised concern on the height of the commercial building upon redevelopment which might adversely affect the air ventilation in the area. Some Members also did not support the rezoning of GIC sites to commercial uses in general.

10.5 For Amendment Items B1 to B3, PlanD consulted the C&WDC on the recommended development scheme for QP redevelopment on 8.1.2015 (**Attachment X**). Major comments/concerns received include the possible adverse traffic and air ventilation impacts of the proposed redevelopment, the need for more affordable eating places, concern on building height, need to maintain existing pedestrian connectivity during construction stage. Taking into account Members' comments, the Study has revised the development scheme and an Information Note with the content of the revised scheme (**Attachment XI**) was issued to members on 30.9.2015.

10.6 The C&WDC will be further consulted on the amendments during the exhibition period of the draft Central District OZP depending on the meeting schedule of the District Council.

11. Decision Sought

Members are invited to:

(a) agree to the proposed amendments to the approved Central District OZP and that the Amendment OZP No. S/H4/14A at **Attachment II-A** (to be renumbered as S/H4/15 upon exhibition) and its Notes at **Attachment II-B** are suitable for exhibition under section 7 of the Ordinance; and

(b) adopt the revised ES at **Attachment II-C** for the draft Central District OZP No.

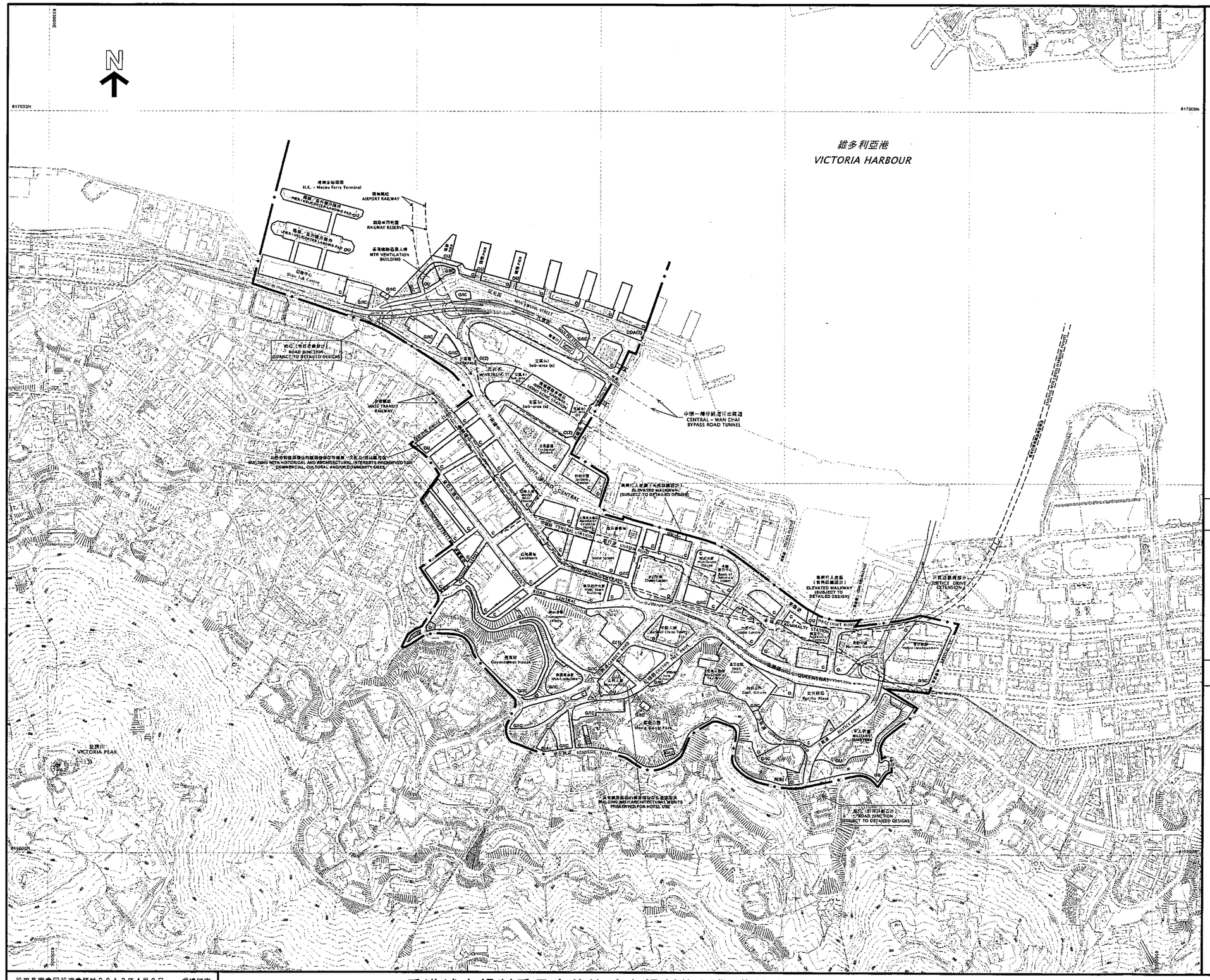
S/H4/14A as an expression of the Board's planning intentions and objectives for the various land use zones on the OZP and the revised ES will be published together with the OZP.

12. Attachments

Attachment I	Approved Central District Outline Zoning Plan No. S/H4/14 (Reduced Size)
Attachment II-A	Draft Central District Outline Zoning Plan No. S/H4/14A
Attachment II-B	Extract of the Notes of Draft Central District Outline Zoning Plan No. S/H4/14A
Attachment II-C	Extract of the Explanatory Statement of Draft Central District Outline Zoning Plan No. S/H4/14A
Attachment III	Visual Appraisal on Murray Road Multi-storey Carpark under Approved Central District Outline Zoning Plan No. S/H4/14
Attachment IV	Executive Summary of the Air Ventilation Assessment on Murray Road Multi-storey Carpark Redevelopment
Attachment V	Summary Note of the Traffic Impact Assessment on Murray Road Multi-storey Carpark Redevelopment
Attachment VI	Visual Impact Assessment on Queensway Plaza Redevelopment
Attachment VII	Executive Summary of the Air Ventilation Assessment on Queensway Plaza Redevelopment
Attachment VIII	Summary Report of the Traffic Impact Assessment on Queensway Plaza Redevelopment
Attachment IX	Extract of Minutes of Meeting of C&WDC held on 16.7.2015
Attachment X	Extract of Minutes of Meeting of C&WDC held on 8.1.2015
Attachment XI	C&WDC Paper No. 104/2015
Plan 1	Comparison of the proposed and existing zonings for Amendment Items A, B1, B2 and B3
Plan 2	Site Plan of Proposed Amendment Item A
Plan 3	Aerial Photo of Proposed Amendment Item A
Plan 4	Site Photos of Proposed Amendment Item A
Plan 5	Temporary Arrangement of elevated pedestrian walkway for Proposed Amendment Item A
Plan 6	Site Plan of Proposed Amendment Items B1 to B3
Plan 7	Aerial Photo of Proposed Amendment Items B1 to B3
Plan 8	Site Photos of Proposed Amendment Items B1 to B3
Plan 9	Temporary Arrangement of elevated pedestrian walkway for Proposed Amendment Item B
Plans 10 to 12	Photomontages of Proposed Amendment Items A and B1
Plans 13 to 15	Photomontages of Proposed Amendment Item A
Plans 16 to 18	Photomontages of Proposed Amendment Item B1
Plan 19	Plan showing the authorized railway scheme of SIL and SCL

PLANNING DEPARTMENT
NOVEMBER 2015

Attachment I of
MPC Paper No.12/15



圖例 NOTATION

ZONES 地帶

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

COMMUNICATIONS 交通

RAILWAY AND STATION (UNDERGROUND)	MTR STATION	鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	111	最高建築物高度（在主水平基準上若干米）

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES 用途	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率
COMMERCIAL 商業	28.46	26.78
COMPREHENSIVE DEVELOPMENT AREA 綜合發展區	1.89	1.78
RESIDENTIAL (GROUP A) 住宅（甲類）	0.22	0.21
RESIDENTIAL (GROUP B) 住宅（乙類）	0.84	0.79
GOVERNMENT, INSTITUTION OR COMMUNITY 政府、機構或社區	15.54	14.62
OPEN SPACE 休憩用地	15.56	14.64
OTHER SPECIFIED USES 其他指定用途	5.34	5.02
GREEN BELT 綠化地帶	1.26	1.19
MAJOR ROAD ETC. 主要道路等	37.16	34.97
TOTAL PLANNING SCHEME AREA 規劃範圍總面積	106.27	100.00

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於２０１３年４月９日 根據城市規劃條例第９（１）（ａ）條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 9 APRIL 2013

Signed Ms Kinnie WONG 黃潔怡女士 簽署
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

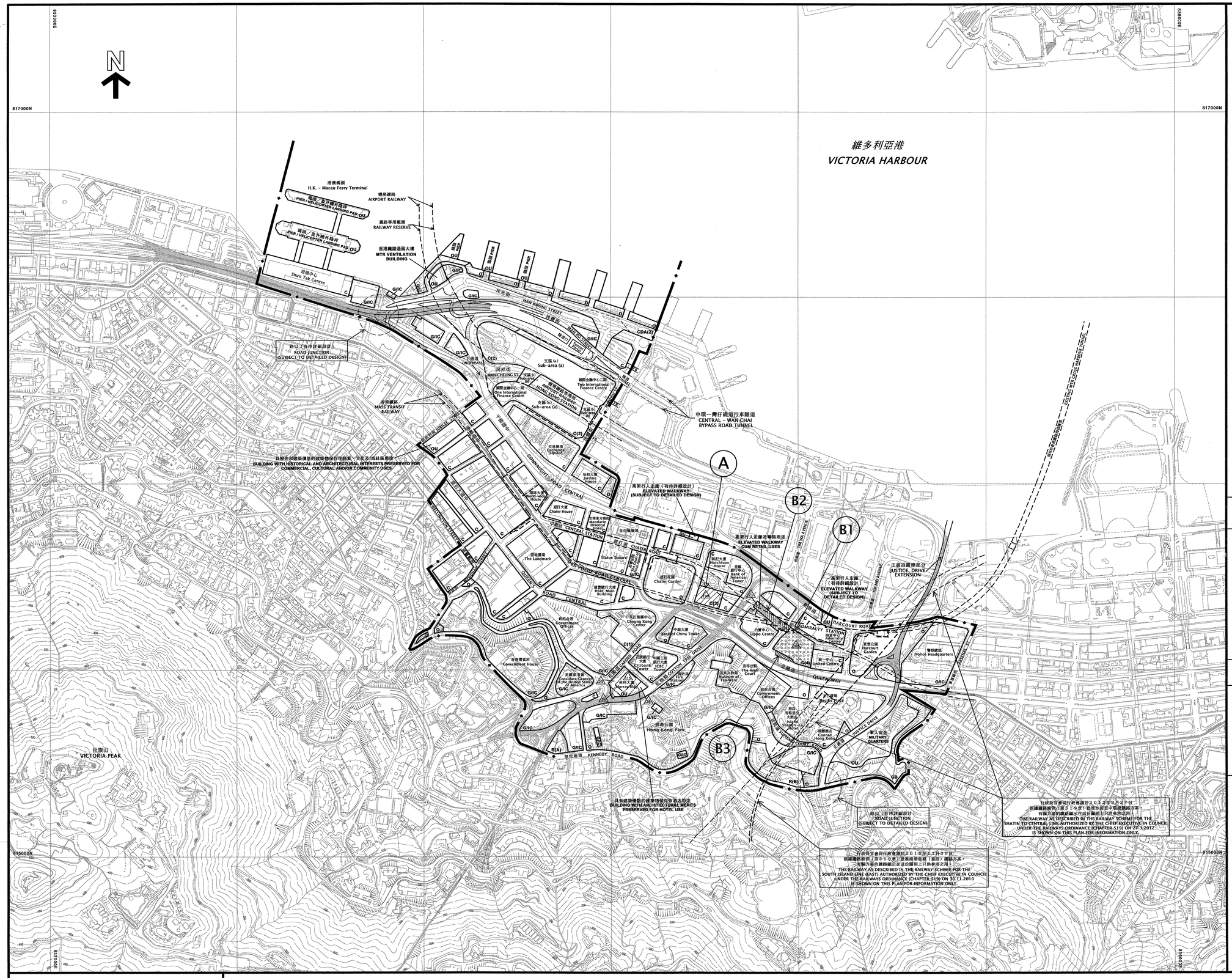
香港城市規劃委員會依據城市規劃條例擬備的中區（港島規劃區第４區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 4 - CENTRAL DISTRICT - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/H4/14



圖例
NOTATION

ZONES — 地帶

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

COMMUNICATIONS — 交通

RAILWAY AND STATION (UNDERGROUND)	鐵路及車站（地下）
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路

MISCELLANEOUS — 其他

BOUNDARY OF PLANNING SCHEME	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) (△26)	最高建築物高度（在主水平基準上若干米）

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	29.44	27.70	商業
COMPREHENSIVE DEVELOPMENT AREA	1.89	1.78	綜合發展區
RESIDENTIAL (GROUP A)	0.22	0.21	住宅（甲類）
RESIDENTIAL (GROUP B)	0.84	0.79	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	15.23	14.33	政府、機構或社區
OPEN SPACE	15.36	14.45	休憩用地
OTHER SPECIFIED USES	5.57	5.24	其他指定用途
GREEN BELT	1.26	1.19	綠化地帶
MAJOR ROAD ETC.	36.46	34.31	主要道路等
TOTAL PLANNING SCHEME AREA	106.27	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第5條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/H4/14 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H4/14

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE — 按照城市規劃條例第5條展示的修訂

AMENDMENT ITEM A	修訂項目A項
AMENDMENT ITEM B1	修訂項目B1項
AMENDMENT ITEM B2	修訂項目B2項
AMENDMENT ITEM B3	修訂項目B3項

（參看附表）
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的中區（港島規劃區第4區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 4 - CENTRAL DISTRICT - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. **S/H4/14A**

Extract of the Notes of
Draft Central District Outline Zoning Plan No.S/H4/14A

Attachment II-B
of MPC Paper No.12/15

Proposed Notes for "OU" (Elevated Walkway cum Retail Uses) the

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Elevated Walkway cum Retail Uses" Only

Commercial Bathhouse/Massage Establishment
Eating Place
Elevated Walkway
Exhibition or Convention Hall
Government Use (not elsewhere specified)
Place of Entertainment
Place of Recreation, Sports or Culture
Public Transport Terminus or Station
Public Utility Installation
Shop and Services
Utility Installation for Private Project
Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Private Club

Planning Intention

This zone is intended primarily for the provision of an elevated walkway with retail uses.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan or the height of the existing building, whichever is the greater.

(2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on building height, as stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Notes for "C(3)" Murray Road Multi-Storey Car Park site and "C(4)" Queensway Plaza site

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Commercial", "Commercial (1)" ~~and,~~ "Commercial (2)" Sub-area (a)**,** ***"Commercial (3)"*** **and** ***"Commercial (4)"*** only

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Refuse Collection Point (for "Commercial (4)" zone only)
Government Use (not elsewhere specified)
Hotel
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Market
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre
Religious Institution
School
Shop and Services
Social Welfare Facility
Training Centre
Utility Installation for Private Project
Wholesale Trade

Broadcasting, Television and/or Film Studio
Flat
Government Refuse Collection Point ***(not elsewhere specified)***
Hospital
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Residential Institution

(Please see next page)

COMMERCIAL (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Commercial (2)" Sub-area (b) only

Commercial Bathhouse/Massage Establishment	Institutional Use (not elsewhere specified)
Eating Place	Private Club
Elevated Walkway	
Exhibition or Convention Hall	
Government Use (not elsewhere specified)	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Public Utility Installation	
Shop and Services	
Utility Installation for Private Project	

Planning Intention

For "Commercial"***, "Commercial (3)" and "Commercial (4)"***: This zone is 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)~~. These areas are usually major employment nodes.

For "Commercial (1)": This zone is intended primarily for comprehensive development/redevelopment for office use and the provision of public car park, Government facilities and public open space, with supporting shop, services and eating place.

For "Commercial (2)" Sub-area (a): This Sub-area is 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 and regional or district commercial/shopping centre.

For "Commercial (2)" Sub-area (b): This Sub-area is intended primarily for the provision of elevated walkways to connect the northern and southern portions of Sub-area (a) of the "Commercial (2)" zone, which may include uses such as shop, services, place of entertainment and eating place.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

(1) On land designated "Commercial (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum non-domestic gross floor area of 144,840m^2, of which a gross floor area of not less than 700m^2 shall be used for Government facilities. A minimum of 800 public car parking spaces shall be provided. Public open space of not less than 5,200m^2 shall be provided.

(2) On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum non-domestic gross floor area of 415,900m^2. Public open space of not less than 13,000m^2 shall be provided.

(3) On land designated "Commercial (3)", no new development, or addition, alteration, and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum site coverage of 65% (excluding basement(s)), and maximum building height, in terms of metres above Principal Datum (including roof-top structures), as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) On land designated "Commercial (4)", no new development, or addition, alteration, and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum site coverage of 65% (excluding basement(s)), and maximum building height, in terms of metres above Principal Datum (including roof-top structures), as stipulated on the Plan, or the height of the existing building, whichever is the greater. Public open space of not less than 2,100m^2 (not less than 1,400 m^2 of which should be at-grade) shall be provided.

~~(3)~~***(5)*** In determining the maximum gross floor area for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, public transport and railway facilities and government facilities, may be disregarded.

~~(4)~~***(6)*** Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on ***building height, site coverage,*** gross floor area and provision of public car parking spaces, as stated in paragraphs (1), ~~*and (2)*~~ ***to (4)*** above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

HONG KONG PLANNING AREA NO. 4

~~APPROVED~~ *DRAFT* CENTRAL DISTRICT OUTLINE ZONING PLAN NO. S/H4/14*A*

EXPLANATORY STATEMENT

HONG KONG PLANNING AREA NO. 4

~~APPROVED~~ *DRAFT* CENTRAL DISTRICT OUTLINE ZONING PLAN NO. S/H4/14*A*

EXPLANATORY STATEMENT

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HONG KONG PLANNING AREA NO. 4

~~APPROVED~~ *DRAFT* CENTRAL DISTRICT OUTLINE ZONING PLAN NO. S/H4/14*A*

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the ~~approved~~ ***draft*** Central District Outline Zoning Plan (OZP) No. S/H4/14***A***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 On 11 August 1961, the draft Central District OZP No. LH3/12, being the first statutory plan covering the Central District, was exhibited under the Town Planning Ordinance (the Ordinance). Since then, the OZP had been approved by the then Governor in Council (G in C) and referred back for amendment several times to reflect the changing circumstances. The OZP renumbered as S/H4/3 was approved by the then G in C on 10 January 1989.

2.2 On 24 October 1989, the then G in C referred the approved OZP No. S/H4/3 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

2.3 On 17 June 1992 and 19 April 1994, two directives in accordance with section 3(1)(a) of the Ordinance for the extension of the coverage of the OZP to incorporate the Central Reclamation Phases I and II of Central Reclamation (CRI and CRII) was also obtained. Subsequently, the OZP was amended mainly to incorporate the zoning proposals for CRI and CRII.

The extent of the proposed future Central Reclamation Phase III (CRIII) area was also shown indicatively on the OZP.

2.4 On 27 April 1998, a directive was obtained to excise part of the Central District area and CRII from the Planning Area No. 4 to form a new Planning Area No. 24 with the proposed CRIII as shown on the draft OZP No. S/H24/1. Since then, the Central District OZP had been amended three times and exhibited for public inspection under section 7 of the Ordinance.

2.5 On 9 November 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Central District OZP, which was subsequently renumbered as S/H4/8. On 10 October 2000, the CE in C referred the approved Central District OZP No. S/H4/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended ~~three~~ ***four*** times and exhibited for public inspection under sections 5 or 7 of the Ordinance.

~~2.6 On 18 February 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Central District OZP, which was subsequently renumbered as S/H4/12. On 30 September 2003, the CE in C referred the approved Central District OZP No. S/H4/12 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.~~

~~2.7 On 16 July 2010, the draft Central District OZP No. S/H4/13 incorporating amendments mainly to rezone the Murray Building site from "Government, Institution and Community" ("G/IC") and 'Road' to "Other Specified Uses" ("OU") annotated "Building with Architectural Merits Preserved for Hotel Use" and 'Road', the Central Market site from "OU" annotated "Bus Terminus, Open Space and Commercial Development" to "OU" annotated "Building with Historical and Architectural Interests Preserved for Commercial, Cultural and/or Community Uses", and zoning amendments to reflect the existing Pacific Place, Cheung Kong Center and International Finance Center (IFC) developments was exhibited for public inspection under section 5 of the Ordinance. The Notes of the OZP are also amended in accordance with the revised Master Schedule of Notes to Statutory Plans. During the two-month exhibition period, a total of 8 representations were received. On 24 September 2010, the representations were published for three weeks for public comments. A total of 7 comments were received.~~

~~2.8 On 21 January 2011, after giving consideration to the representations and comments under section 6B(1) of the Ordinance, the Board decided to propose amendments to the draft Central District OZP No. S/H4/13 to partially meet 3 representations. On 18 February 2011, the proposed amendments were published under section 6C(2) of the Ordinance for further representations. During the three-week exhibition period, one further representation was received. On 15 April 2011, after giving consideration to the further representation, the Board agreed that the OZP should be amended to partially meet the further representation. On 13 May 2011, the Board confirmed that the proposed amendments as further varied should form part of the draft Central District OZP No. S/H4/13.~~

~~2.9 On 11 April 2011 and 14 July 2011, two Judicial Review (JR) applications were filed against the Board's decisions. On 21 November 2011, the Court of First Instance (CFI) dismissed the two JR applications. On 25 November 2011, an appeal was lodged against the CFI's decision. On 28 January 2013, the Court of Appeal approved the requests for dismissal of appeal by consent.~~

2.~~10~~**6** On 9 April 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Central District OZP, which was subsequently renumbered as S/H4/14. On 19 April 2013, the approved Central District OZP No. S/H4/14 ~~(the Plan)~~ was exhibited for public inspection under section 9(5) of the Ordinance.

2.7 On 4 June 2013, the CE in C referred the approved Central District OZP No. S/H4/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14 June 2013 under section 12(2) of the Ordinance.

2.8 On X X 2015, the draft Central District Outline Zoning Plan No. S/H4/15 (the Plan) incorporating amendments mainly to rezone the Murray Road Multi-storey Car Park site from "Government, Institution or Community" ("G/IC") to "Commercial (3)" ("C(3)") and the Queensway Plaza site from "C" and an area shown as 'Road' to "Other Specified Uses" ("OU") annotated "Elevated Walkway cum Retail Uses", was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land use zonings and major road networks so that development/redevelopment within the Planning Scheme Area can be put under statutory planning control.

3.2 The Plan is intended to illustrate only the broad principles of development within the Planning Scheme Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Central District and not to overload the road network in the area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. THE PLANNING SCHEME AREA

5.1 The boundary of the Planning Scheme Area (the Area) is shown in a heavy broken line on the Plan. It is bounded by Victoria Harbour to the north and it adjoins the Planning Area No. 24 along the Connaught Road Central/Harcourt Road corridor. It reaches Arsenal Street to the east and has a more zigzag boundary to its south and west, which reflects the division between Central and the Sheung Wan/Mid-Levels area. The size of the Area is 106.27 hectares.

5.2 The Area is the centre of existing business activities and the heart of civic and Government activities of Hong Kong. The Central harbourfront in the northern part of the Area provided land for new commercial developments and a continuous waterfront promenade intersects with six piers connecting to the Central Extension Area, and the west-end portal of the proposed waterfront trunk road tunnel (i.e. Central - Wan Chai Bypass).

5.3 The majority of the Area has already been developed. However, the redevelopment potential for some old commercial buildings is high. Further improvements to the environment can be achieved by assembling land for comprehensive development.

5.4 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

6. POPULATION

According to the 2011 Population Census, the population of the Area was about 1,550. It is estimated that the planned population of the Area would be about 3,289.

7. LAND USE ZONINGS

7.1 Commercial ("C") : Total Area ~~*28.46*~~ ***29.44*** hectares

7.1.1 This zone is 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). These areas are usually major employment nodes.

7.1.2 The majority of the Area is zoned for this purpose to provide accommodation for the business and financial sectors of Hong Kong. Whilst well-established commercial/office developments are concentrated along Connaught Road Central, Des Voeux Road Central and Queen's Road Central, new establishments have already spread to the fringes of the Area.

7.1.3 The "C(1)" zone at Queen's Road Central covers Cheung Kong Center. It is intended primarily for comprehensive development/redevelopment for office use and the provision of public car park, Government facilities and public open space, with supporting shop, services and eating place. The Cheung Kong Center development is the subject of a comprehensive redevelopment scheme approved by the Board, which covers the sites previously occupied by Hilton Hotel, Garden Road Multi-Storey Car Park and Beaconsfield House. According to the approved scheme, the development includes an office building on the ex-Hilton Hotel site, 800 public car parking spaces at basement levels for the reprovisioning of the ex-Garden Road Multi-Storey Car Park, as well as a public toilet and Government office premises to replace the facilities in the ex-Beaconsfield House. Public open space (including Cheung Kong Park) is provided on three levels rising from Queen's Road Central to Garden Road.

7.1.4 For proper planning control, it is stipulated in the Notes of the "C(1)" zone that any development/redevelopment in this zone is subject to a maximum non-domestic gross floor area of 144,840m^2, of which a gross floor area of not less than 700m^2 shall be used for Government facilities. A minimum of 800 public car parking spaces shall be provided. Public open space of not less than 5,200m^2 shall also be provided.

7.1.5 The IFC development is zoned "C(2)", which comprises the two portions separated by Man Cheung Street (Sub-area (a)) and connected by two elevated shopping walkways (Sub-area (b)). A large portion of the ground floor and underground floor spaces within the development are used for the Airport Railway Hong Kong Station and its associated facilities including the Airport Railway Express Line, in-town check-in terminal, public transport interchange facilities, car park, laybys and loading/unloading bays as well as the Tung Chung Line. The above-ground IFC development includes One and Two IFC, IFC Mall, Four Seasons Hotel and Four Seasons Place. The development is restricted to a maximum gross floor area of 415,900m^2. Public open space of not less than 13,000m^2 shall be provided within the development.

7.1.6 The "C(3)" zone at Murray Road is currently occupied by the Murray Road Multi-storey Car Park. It will be redeveloped for commercial use mainly for office development. A maximum site coverage of 65% and building height of 190mPD (including roof-top structures) are stipulated. A minimum of 102 public car parking spaces and 69 public motorcycle parking spaces should be provided within the site upon redevelopment. The site will form an important pedestrian connection linking the commercial developments in Admiralty and Central by means of a footbridge network.

7.1.7 The "C(4)" zone at Queensway is currently occupied by the Queensway Plaza. It will be redeveloped for commercial use mainly for office development. A maximum site coverage of 65% and building height of 200mPD (including roof-top structures) are stipulated. An existing refuse collection point would be reprovisioned within the site upon redevelopment. Public open space of not less than 2,100m^2 (not less than 1,400 m^2 of which should be at-grade) shall be provided. The site is centrally located amongst various commercial/government uses and situated above a major transportation hub in Admiralty. It plays a major role in providing an important pedestrian connection to the adjoining developments and the nearby transportation facilities, and to those in a wider area in Central and Wanchai. A Planning and Design Brief (PDB) which sets out the development requirements and urban design

considerations will be prepared for the site to guide its future redevelopment. A master layout plan 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.

7.1.~~*68*~~ Minor relaxation of the restrictions on ***building height, site coverage,*** gross floor area and provision of public car parking spaces may be considered by the Board on application. Each application will be considered on its own merits.

7.2 Comprehensive Development Area ("CDA") : Total Area 1.89 hectares

7.2.1 The purpose of the "CDA" zone is intended to encourage and ensure development/redevelopment of the area in a comprehensive manner. For any development proposal within this zone, submission of planning application in the form of a Master Layout Plan would be required by the Board for approval.

7.2.2 The "CDA" site ("CDA(2)") comprises three piers and the adjacent inland area. Whilst the operation of the existing piers would need to be maintained, proposed development within the site is now under review by the Government ~~under~~ ***with reference to the recommendation of*** the "Urban Design Study for the New Central Harbourfront".

7.3 Residential (Group A) ("R(A)") : Total Area 0.22 hectare

7.3.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

7.3.2 Only a relatively small area north of Kennedy Road, located between St. Joseph's College and the Peak Tramway, is zoned for such use. The area is currently occupied by a private club and a number of residential buildings.

7.4 Residential (Group B) ("R(B)") : Total Area 0.84 hectare

7.4.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

7.4.2 A site located to the north of Kennedy Road near the former Victoria Barracks is zoned for this purpose and has already been developed for residential use.

7.5 Government, Institution or Community ("G/IC") : Total Area ~~*15.54*~~ ***15.23*** hectares

7.5.1 This zone is intended primarily for the provision of Government, institution and community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

7.5.2 Major existing Government office buildings in the Area include the ***Justice Place*** ~~Central Government Offices~~, Queensway Government Offices and Harbour Building. Other important landmarks include the Government House, ~~Legislative Council Building,~~ the Court of Final Appeal~~,~~ ~~(now housed in~~ the ~~f~~***F***ormer French Mission Building~~)~~ and the High Court. Some essential Government facilities are also located within this Area including the fire station at Cotton Tree Drive and two public multi-storey car parks.

7.5.3 Apart from Government office buildings, the Area also hosts several major institutional buildings which include the United States Consulate, St. John's Cathedral and Bishop's House, and Helena May Institute. These buildings have a long history in Hong Kong and some are declared monuments.

7.5.4 The British Consulate and British Council located near the junction of Justice Drive and Supreme Court Road are also under this zoning.

7.5.5 Other GIC facilities include four electricity sub-stations, two near the Central Government Pier, one at the junction of Man Kwong Street and Man Po Street, and the remaining one to the east of Harbour Building. A cluster of GIC facilities is located to the south and southwest of the Central Government Pier which include a public toilet, a sewage pumping station and the Customs and Excise Compound. To the further west of the Area, a sitting-out area with pumping station underneath is located at the junction of Man Kwong Street and Rumsey Street. An undesignated "G/IC" site is also located to the south of Central Pier 2.

7.6 Open Space ("O") : Total Area ~~*15.56*~~ ***15.36*** hectares

7.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

7.6.2 Major existing open spaces in the Area include the Statue Square, Chater Garden, and Hong Kong Park which are well patronized. In particular the Hong Kong Park, developed on a large portion of the former Victoria Barracks, serves as a major recreation and leisure area in Hong Kong.

7.6.3 Harcourt Garden, located to the east of the Admiralty Mass Transit Railway Station, is a district open space developed on top of an underground public car park.

7.6.4 The new Central harbourfront area provides about 1km continuous waterfront promenade for public enjoyment. Although the waterfront open space is interspersed with entrance areas to ferry piers, it is in effect a continuous public open space at the lower promenade level. With the completion of CRIII and Wan Chai Development Phase II (WDII), there will be a continuous waterfront promenade from Rumsey Street to North Point. Amenity planting, refreshment kiosks and appropriate street furniture are provided to

add life and variety. The existing and proposed waterfront open spaces together form a coherent open space network. Integrated with the pedestrian links, they provide physical and visual access to the harbourfront.

7.7 Other Specified Uses ("OU") : Total Area 5.34 hectares

7.7.1 This zoning is primarily to provide/reserve land for specific purpose and uses. It covers Central Market and Murray Building designated for preservation and revitalisation, three piers (i.e. the Central Government Pier, Pier 2 and Pier 3), Hong Kong-Macau Ferry Terminal, Ching Yi To Barracks, the Mass Transit Railway ventilation building near the Central Government Pier and the elevated walkways connecting the future central waterfront area.

Central Market

7.7.2 The Central Market site, bounded by Des Voeux Road Central, Queen Victoria Street, Queen's Road Central and Jubilee Street, covers an area of about 0.4 ha. The Central Market is a ***Proposed*** Grade ~~III~~ ***3*** historic building. Built in 1939, it is an example of Bauhaus and Functionalism at that time, with the façades characterised by streamlined modern style and slim horizontal lines. The façades and special architectural features of the building, for example, main staircases, courtyard, internal footbridges and selected representative market stalls, should be preserved. The special architectural features to be preserved will be set out in the Conservation Guidelines drawn up by the Antiquities and Monuments Office (AMO). The site is zoned "OU" annotated "Building with Historical and Architectural Interests Preserved for Commercial, Cultural and/or Community Uses". The planning intention is to preserve the façades and the aforementioned features, and to revitalise the building into a "Central Oasis" for commercial, cultural and/or community uses with the provision of leisure space and public open space for the enjoyment of the working population in Central, the general public and tourists. A minimum of 1,000m^2 of public open space, mainly in the form of roof garden, should be provided within the site.

7.7.3 To comply with current statutory regulations and other Government requirements, some addition, alteration and/or modification works to the existing building, including structural strengthening works, are always permitted. For proper planning control, the following development control mechanism is adopted:

(i) Redevelopment of the existing building is not allowed in this "OU" zone. Any new development requires permission from the Board under section 16 of the Ordinance. Moreover, any major addition, alteration and/or modification to, or any demolition of the façades and special architectural features of the building also requires planning permission;

(ii) No new development, or addition, alteration and/or modification to the existing building shall result in a total development in excess of a maximum building height of 4 storeys or the height of the existing building, whichever is the greater; and

(iii) Minor relaxation of the building height restriction may be considered by the Board through the planning permission system and each case will be considered on its individual merits.

7.7.4 In submitting a planning application to the Board, the applicant should make reference to the conservation principles as stated in the Conservation Guidelines drawn up by the AMO.

Murray Building

7.7.5 Murray Building possesses high architectural merits in respect of the character and features of the façade design, including the window design which avoids intrusion of excessive direct sunlight and high arches extending from the podium floor to mezzanine floor. The existing elevated road link from Cotton Tree Drive is also an important design feature of Murray Building. The "OU" annotated "Building with Architectural Merits Preserved for Hotel Use" zone is intended to preserve the building façades of the existing Murray Building and is intended for hotel use with the

provision of public open space for the enjoyment of the public and tourists. A public open space of not less than 370m^2 shall be provided in the southwestern part of the zone. All uses which are ancillary and directly related to the hotel use such as ancillary shops and services, food and beverage facilities, and exhibition and convention facilities are always permitted.

7.7.6 The following planning controls are applicable to this zone:

(i) redevelopment of the existing building is not allowed in this "OU" zone. Except addition, alteration and/or modification to the internal layout, roof, podium deck and/or the part of the building below podium deck, any new development or any demolition of the existing building, including the building façades and the elevated road link from Cotton Tree Drive, requires permission from the Board under section 16 of the Ordinance. Any additions on the roof and podium deck shall not exceed a gross floor area of 880m^2 and 400m^2 respectively. In determining the maximum gross floor area of the additions on the roof and podium deck, covered walkways and structures for the provision of lift(s) and stairway(s) may be disregarded;

(ii) this zone is subject to the maximum building heights as stipulated on the Plan to control the visual impact of any future development. The maximum building height of 115mPD for the part occupied by the existing Murray Building itself allows additional new structure(s) on the existing roof. Such new addition(s) on the roof should be set back at least 5m from the building façades and should not exceed a height of 5m. Alteration and/or modification to the existing podium deck will be allowed provided that its existing footprint and the general level are maintained at not more than 23mPD. Any new addition(s) on the podium deck should be confined to the southeastern portion of the site with a maximum building height of 26mPD. In determining the maximum building height, covered walkways and structures for the provision of lift(s) and stairway(s) may be disregarded; and

(iii) to provide flexibility for innovative design, minor relaxation of the gross floor area and building height restrictions may be considered by the Board on application. Each application will be considered on its individual merits.

7.7.7 Any new structures on the roof or the podium deck should follow a similar architectural language as that of Murray Building and should not undermine the existing architectural character of the building. All the existing trees, including the Old and Valuable Tree rooted at the basement level, should be preserved as far as possible. Greening on the site and the perimeter walls of the podium deck should be encouraged.

7.7.8 The existing access road between Murray Building and Citibank Plaza along the northeastern boundary of the site, which is shown as 'Road' on the OZP, will continue to be open for public use and serve as an emergency vehicular access for fire engines from the Central Fire Station. It may also be used for providing lay-by and loading/unloading facilities for coaches and goods vehicles for the future hotel.

7.7.9 The existing pedestrian connections at the site should continue to be open for public access, namely:

(i) the elevated walkway to Citibank Plaza;
(ii) the subway to Hong Kong Park;
(iii) the subway to Central Government Offices (East Wing); and
(iv) the at-grade crossing to St. John's Building (Peak Tram Terminal).

Others

7.7.10 The Central Government Pier and Central Piers 2 and 3 are zoned "OU" annotated "Pier" on the Plan. With the exception of the Government Pier at the western end, the roofs of all the ferry pier structures, which offer an unique design opportunity, should be

developed as public open space. Roof-top gardens are already provided on Piers 2 and 3.

7.7.11 A site near the western end of the seawall to the south of the Government Pier is designated as "MTR Ventilation Building".

7.7.12 Two elevated walkways are zoned "OU" annotated "Elevated Walkway". One of them is the walkway over Harcourt Road which is to provide pedestrian connection between the Admiralty Centre and the proposed Government Headquarters and Legislative Council Building at the Tamar Site in Planning Area No. 24. Another one is to provide a future linkage across Connaught Road Central between the City Hall site in Planning Area No. 24 and the opposite commercial site to its south. Further study will be undertaken on the detailed alignment and design of these elevated walkways.

7.7.13 The Ching Yi To Barracks site is zoned "OU" annotated "Military Quarters" and is intended primarily for military and its ancillary quarters uses.

7.7.14 The Hong Kong-Macau Ferry Terminal is zoned "OU" annotated "Pier/Helicopter Landing Pad" and is intended primarily for pier and helicopter landing pad uses.

7.7.14***5 The western part of the existing Queensway Plaza is zoned "OU" annotated "Elevated Walkway cum Retail Uses" and is intended primarily for the provision of an elevated walkway with retail facilities to provide a pedestrian connection between Admiralty and Central as part of an overall pedestrian circulation network in the area. The rooftop garden of the site should be enhanced for public enjoyment.***

7.8 Green Belt ("GB") : Total Area 1.26 hectares

This zoning covers the well-wooded hillslopes behind the military quarters at the south-east boundary which, because of the topography, is not suitable for development. The "GB" zone is primarily intended for the conservation of the existing natural environment amid the built-up areas/at the urban

fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

8. COMMUNICATIONS

8.1 Roads : Total Area ~~*37.16*~~ ***36.46*** hectares

8.1.1 The existing principal routes for the east-west traffic through the Area are via Harcourt Road/Connaught Road, whereas Queensway/Queen's Road Central and Des Voeux Road are the district distributors. On the other hand, Cotton Tree Drive and Garden Road provide the major north-south links between the Area and the Mid-Levels. Ice House Street and Wyndham Street also provide for additional north-south traffic though mainly local in nature.

8.1.2 To relieve traffic congestion during peak hours generated from the rapid development of the Area and due to the growth of through traffic, the "Upgraded Connaught Road Scheme" including Harcourt Road Flyover, Pedder Street Underpass and Rumsey Street Flyover has been implemented. However, the improved transport network is also reaching capacity.

8.1.3 To cater for the future growth in through traffic passing through the northern part of the Area, a 3.7 km long waterfront trunk road tunnel (i.e. Central - Wan Chai Bypass) running through the whole Central and Wan Chai Reclamation will be constructed. The Central - Wan Chai Bypass and Island Eastern Corridor Link will run from a highway interchange at Central to another interchange at North Point connecting Rumsey Street Flyover Extension with the Island Eastern Corridor. The west-end portal of the tunnel will be located to the north of the Airport Railway Hong Kong Station.

~~8.1.4 In view of the limited capacity of the north-south links such as Garden Road and Cotton Tree Drive, an additional link, i.e. Justice Drive Extension, is planned to provide additional direct connection~~

~~between the Central harbourfront area and the Mid-Levels areas with interchange at Queensway.~~

8.2 Mass Transit Railway (MTR) and Airport Railway Line (ARL)

8.2.1 Central District is currently served by the existing Mass Transit Railway (MTR) Island Line and Tsuen Wan Line. It is also served by the Airport Railway operated by the MTR Corporation Limited (MTRCL). ***It will also be served by the South Island Line and Shatin to Central Link.*** The MTR alignment and the three stations, namely, Admiralty Station, Central Station, and the Airport Railway Hong Kong Station, are shown on the Plan. In the long term, the airport railway would be extended eastward across the CRII and CRIII areas to connect with the future North Hong Kong Island Line. The programme of the airport railway extension has been reviewed taking account of the traffic need / growth in the area.

8.2.2 Terminal services and in-town check-in facilities for the Airport Railway Express Line are provided at the Airport Railway Hong Kong Station.

8.3 Ferry Services

A number of ferry piers are provided at the waterfront to provide services to the outlying islands. The Hong Kong-Macau Ferry Terminal, on the other hand, is the terminal for the Hong Kong/Macau ferry services.

8.4 Bus Services

Public transport termini are currently provided on the ground level of the Exchange Square, the Airport Railway Hong Kong Station and the Admiralty area.

8.5 Tram Services

There is an existing tram service running along Des Voeux Road Central and Queensway, providing an economical means of public transport serving the Area and other areas.

8.6 Pedestrian Circulation

8.6.1 A special feature of Central District is the comprehensive elevated pedestrian footbridge system which provides safe and convenient pedestrian connections between the commercial areas, linking up various types of land use activities including commercial buildings, open spaces, ferry piers, bus termini and MTR stations. The Mid-Levels Hillside Escalator Link has further enhanced the pedestrian connections between Central District and the Mid-Levels.

8.6.2 This elevated pedestrian network will be extended to the harbourfront area, with major north-south walkways (some of which will include retail elements) connecting the existing areas to the ferry piers and harbourfront area.

8.6.3 The proposed waterfront promenade also forms part of the pedestrian link running through the whole Central and Wan Chai Reclamation along the future waterfront.

8.7 Related Facilities

The locations of the road and railway ventilation shafts and/or other structures above ground level will be indicated on the outline development plan covering the Central District area. Since the design of these facilities will have significant visual impact on the important reclamation area, these facilities are Column 2 uses, subject to planning permission from the Board, if not gazetted as ancillary facilities under the Railways Ordinance or Roads (Works, Use and Compensation) Ordinance.

9. UTILITY SERVICES

The Area is adequately provided with water supply, electricity, gas, telephone and drainage services.

10. CULTURAL HERITAGE

There are a number of historical buildings/structures within the Area. Every effort should be made to preserve them. Prior consultation with the AMO should be made if any developments, re-developments or rezoning proposals may affect these buildings/structures. The following is a list of declared monuments and graded historical buildings/structures:

Historical Building & Structure	Status	Location
The Exterior of the Old Supreme Court	Declared Monument	~~8 Jackson Road~~ ***Statue Square, Central***
Flagstaff House	Declared Monument	Cotton Tree Drive
Former French Mission Building	Declared Monument	1 Battery Path
The Exterior of the Main Building, the Helena May	Declared Monument	35 Garden Road
Government House	Declared Monument	Upper Albert Road
St. John's Cathedral	Declared Monument	4-8 Garden Road
North and West Blocks of St. Joseph's College	Declared Monument	7 Kennedy Road
Duddell Street Steps and Gas Lamps	Declared Monument	Duddell Street
Cenotaph	***Declared Monument***	***Statue Square, Chater Road***
Bishop's House	Grade ~~I~~***1***	1 Lower Albert Road
Old Dairy Farm Depot	Grade ~~I~~***1***	2 Lower Albert Road
Old Victoria Barracks, Rawlinson House	Grade ~~I~~***1***	Hong Kong Park, Cotton Tree Drive
Old Victoria Barracks***,*** Cassels Block	Grade ~~I~~***1***	7A Kennedy Road
Old Victoria Barracks***,*** Wavell Block	Grade ~~I~~***1***	Hong Kong Park, Cotton Tree Drive
St. Paul's Church	***Grade 1***	***76 Glenealy Road***
Pottinger Street	***Grade 1***	***Pottinger Street***
Bank of China Building	***Grade 1***	***2A Des Voeux Road Central***
Church Guest House	***Grade 1***	***1 Upper Albert Road***
Former Central Government	***Grade 1***	***Central***

Offices Site, Main Wing, East Wing and West Wing		
Old ***S.K.H.*** Kei Yan Primary School ***(alias, Kong Kit Building)***	Grade ~~II~~***2***	Glenealy Road
Pedder Building	***Proposed*** Grade ~~II~~***1***	12 Pedder Street
Block GG of the Old Victoria Barracks	***Grade 2***	***Justice Drive***
Central Market	***Proposed*** Grade ~~III~~***3***	80 Des Voeux Road Central

11. IMPLEMENTATION

11.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, Lands Department and various licensing authorities.

11.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Central and Western District Council would also be consulted as appropriate.

11.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the

departmental outline development plans and layout plans and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD

~~**APRIL 2013**~~ ***NOVEMBER 2015***

Attachment III
of MPC Paper No. 12/15

VISUAL APPRAISAL ON PROPOSED REZOING OF THE MURRAY ROAD MULTI-STOREY CARPARK FOR COMMERCIAL USE UNDER APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN NO. S/H4/14

PLANNING DEPARTMENT
NOVEMBER 2015

1. Purpose

1.1 One of the proposed amendments to the approved Central District Outline Zoning Plan (OZP) No. S/H4/14 is to rezone the Murray Road Multi-storey Carpark ("the Site") for commercial use (Amendment Item A) (**Figure 1**).

1.2 The proposed amendment may have visual implication on the surrounding areas. The extent of visual impact depends on the layout, scale, form and massing etc. of the proposed development and its spatial relationship with the overall townscape or surrounding landscape. The purpose of this visual appraisal is to illustrate the relationship of the proposed amendment and the surrounding context and to assess the potential visual impact especially where visual amenities, visual resources and/or public viewers are affected.

2. Methodology

The visual impact of the Site is assessed following the methodology set out in the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41), which is summarized as follows:

(a) Review of the overall visual character within the wider existing and planned contexts of the areas in Central district where the Site is located.

(b) Appraise the effects of visual changes on the assessment area and sensitive public viewers. This appraisal will consider four aspects, (1) visual composition; (2) visual obstruction; (3) effect on public viewers; and (4) effect on visual resources.

(c) Illustration of the overall visual impact of the Site in the respective areas by using computer-generated photomontages to demonstrate the three-dimensional relationship of the development with the surrounding context.

3. The Proposal

3.1 The proposal is to rezone the Murray Road Multi-storey Carpark from "G/IC" to "Commercial (3)" ("C(3)") to facilitate commercial development. It is proposed to stipulate a maximum building height of 190mPD (including roof-top structures) and a maximum site coverage of 65% to the Site. In accordance with the Building (Planning) Regulations, the maximum non-domestic PR of 15 with 41,700m^2 GFA can be achieved. The Site is generally situated on flat land (**Figure 2**).

4. The Assessment

Baseline

4.1 The Site is located in the urban core business district along the northern shore of Hong Kong Island fronting the Victoria Harbour with a vast majority of the area

being developed. At present, erected on site is a 10-storey multi-purpose government building for government offices, a 5-storey public carpark and a public toilet.

4.2 The Site is surrounded by a number of high-rise commercial buildings which are zoned "C". These include Fairmont House and Lippo Centre to the east of the Site; the Bank of China Tower to the south of the Site across Des Voeux Road Central; Cheung Kong Centre to the southwest of the Site; Hutchison House to the north of the Site; the Bank of America Tower to the northeast of the Site; and AIA Central and CCB Tower to the northwest of the Site. There are three open spaces namely Lambeth Walk Rest Garden, Chater Garden and Statue Square which are all zoned "Open Space" ("O") and located to the north, west and further west of the Site respectively. The Final Court of Appeal is zoned "Government, Institution or Community" ("G/IC") and is situated to the further east of the Site. To the further northeast of the Site is a cluster of "G/IC" buildings including the Central Government Offices and Legislative Council Complex. The Chinese People's Liberation Army Forces Hong Kong Building which is zoned "Other Specified Uses" annotated "Military Use" is to the further north of the Site. The Queensway Plaza which is the subject of another OZP amendment Item B1 to B3 is located to the further east of the site.

Visual Envelope

4.3 The extent of the assessment area is determined by the size of development, the site context and the distance and location of the sensitive viewers. The Site is located at the core of the business centre with numerous skyscrapers. Since the Site is located in Central district which is defined by the Victoria Harbour and Victoria Peak and other ridgelines/peaks viewing from the Kowloon side, the assessment area is extended to the opposite side of the harbour and the ridgelines in the visual backdrop of the development. The Site can be viewed from various open spaces in the vicinity.

Viewing Points

4.4 Within the areas with direct sightlines to the Site, the open spaces in the vicinity are all popular and easily accessible to members of the public. They include Hong Kong Park, Statue Square and the Central and Western District Promenade, which are selected as main local viewing points in the visual appraisal. Besides, three strategic viewing points from Cultural Complex in Tsim Sha Tsui, the Proposed Promenade at South East Kowloon Development and the Peak as specified in the Hong Kong Planning Standards and Guidelines (HKPSG) are also included in the visual appraisal to assess if there are any visual implications on the ridgelines and the Harbour. **(Figure 3)**

Important Visual Elements

4.5 The Site is located within the financial and business centre comprising mainly of high-rise commercial buildings. Visual elements of amenity value in the context include the Victoria Harbour, Victoria Peak and other ridgelines/peaks, and some landmark buildings including the Bank of China Tower and the historic building of the Final Court of Appeal.

Appraisal of Visual Changes

Visual Composition

4.6 The visual context of the Site is characterised by high-rise office buildings with several parks and gardens of various sizes scattered in between. Office buildings in the area include the Bank of China Tower (310mPD), Cheung Kong Centre (289mPD), Lippo Centre Towers 1 and 2 (187mPD and 173mPD respectively), Bank of America Tower (137mPD), AIA Central (174mPD) and Far East Finance Centre (172mPD). The proposed building with a building height restriction of 190mPD (including roof-top structures) and maximum site coverage of 65% is in general compatible with the character of the area and will unlikely change the visual composition.

Visual Obstruction

4.7 The proposed development would not intrude the ridgeline when viewed from the strategic viewing points from across the harbour on the Kowloon waterfront and have minor impact on the view to the Victoria Harbour when viewed from the Peak. However, it would obstruct the lower part of the landmark building of the Bank of China Tower when viewed from Tsim Sha Tsui. Subject to the architectural design of the new commercial development, there could be another replacement landmark to mitigate the impact and further diversify the front elevation of buildings on the northern side of Hong Kong Island.

Effect on Public Viewers/Visual resources

4.8 The first viewing point is at Cultural Complex in Tsim Sha Tsui, which is located at the waterfront of Kowloon side across the Victoria Harbour (**Figure 4**) and is easily accessible and frequently visited by the locals and tourists. This is one of the eight identified strategic vantage points in the HKPSG. The sensitivity of the viewers from this vantage point is high. The vantage point is at about 1500m from the site. The proposed development will block the lower part of the Bank of China Tower and will be seen as forming part of the cluster of buildings in the central business district. While the proposed building height is below the 20% building free zone underneath the ridgeline, the site is right in front of the Bank of China Tower that has breached the ridgeline. The effect of the visual change is considered slight.

4.9 The second viewing point is at the Proposed Promenade at South East Kowloon Development in Kowloon across the Victoria Harbour (**Figure 5**) and is another strategic vantage point identified in HKPSG. The sensitivity of the viewers from this viewing point is high. From this viewing point, one can see an extensively built-up area along the northern shore of Hong Kong Island with a renowned skyline against a mountain backdrop. The proposed development integrates into the cityscape. The effect of the visual change is considered negligible.

4.10 The third viewing point is at the Peak (**Figure 6**). It is one of the strategic vantage points identified in the HKPSG. The sensitivity of the viewers from this viewing point is high. At this viewing point, the viewers can enjoy the

panoramic view over the Victoria Harbour with the densely built-up urban landscape on both sides. As viewed from the Peak, the proposed building will be substantially blocked by the Citibank Plaza. The effect of the visual change is considered negligible.

4.11 The fourth viewing point is at Statue Square in Central (**Figure 7**) which is easily accessible and frequently visited by the locals and tourists. The sensitivity of the viewers from this viewing point is high. The viewing point location is frequented especially by people working in the district, as well as the tourists and the locals alike. The view is dominated by the skyscrapers of the Bank of China Tower and Cheung Kong Centre with the declared monument of the Final Court of Appeal Building in the middle ground. Although the proposed building will diminish the visual openness of the view at a close-range, the proposed building is not incompatible in scale and proportion with the adjoining buildings. The effect of the visual change is considered moderate.

4.12 The fifth viewing point is at the Hong Kong Park in Central (**Figure 8**). The sensitivity of the viewers from this viewing point is high. The view from this viewing point comprises an extensive vegetated oasis in the foreground bounded by a number of skyscrapers at the back. The proposed building is partly blocked by the Bank of China Tower from this viewing point. The effect of the visual change is considered moderate.

4.13 The sixth viewing point is at the Central and Western District Promenade fronting Victoria Harbour (**Figure 9**) and is easily accessible and frequently visited by the locals and tourists. The sensitivity of the viewers from this viewing point is high. Having the Chinese People's Liberation Army Forces Hong Kong Building located in between the viewing point and the Site, the proposed building is completely blocked by the said building. The effect of the visual change is considered negligible.

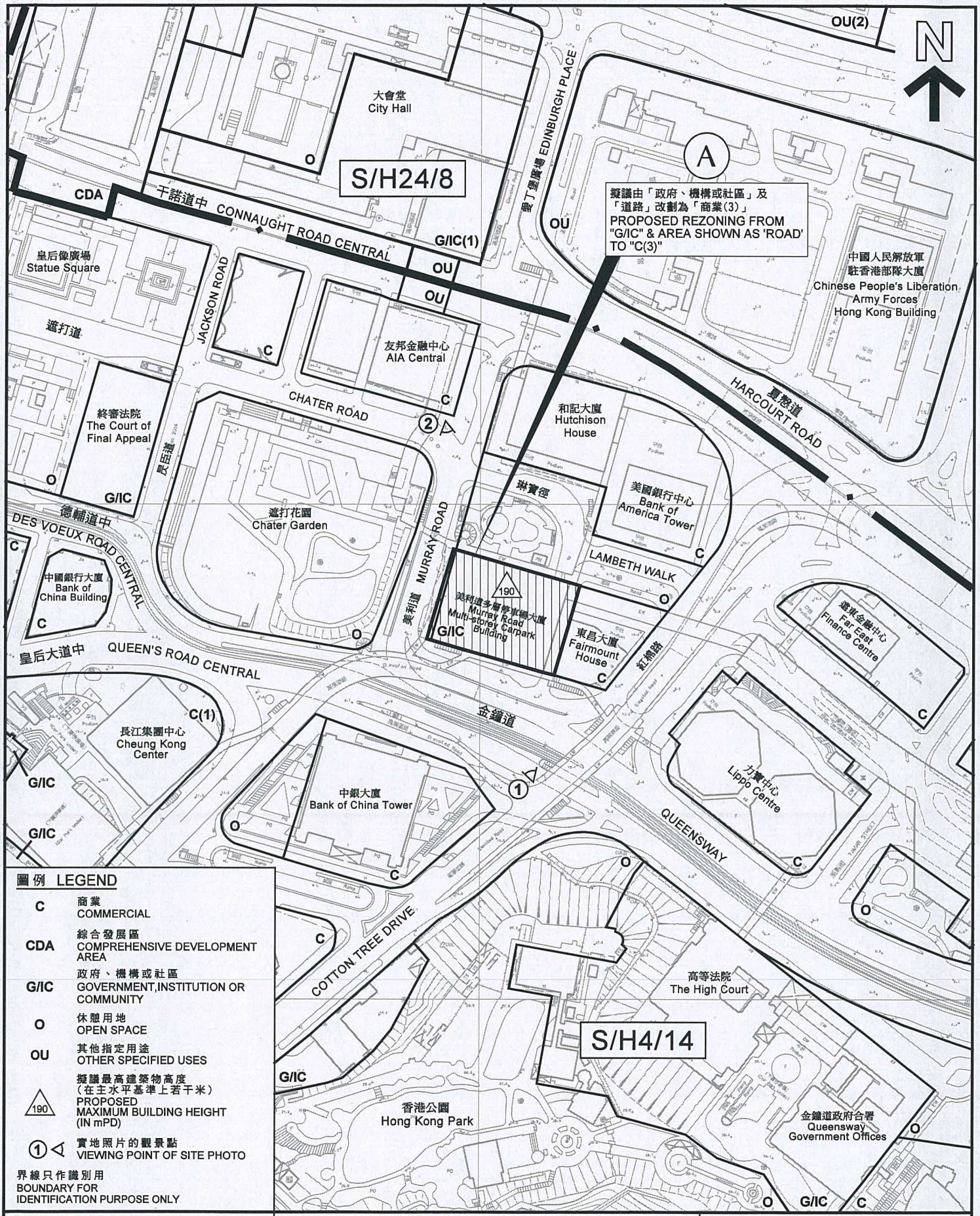
5. Conclusion

The proposed development is located in the central business district, which is characterised by high-rise office buildings. As shown in the photomontages, the proposal is compatible with the character of the area and does not have significant adverse visual effects to the identified key public viewing points. The proposed development would be subject to a maximum site coverage restriction of 65%, which would enhance opportunity for at-grade landscaping befitting the visual amenity of the locality.

Attachments

Figure 1	Site Plan of Proposed Amendment Item A
Figure 2	Site Photos of Proposed Amendment Item A
Figure 3	Key Plan showing the Viewing Point
Figures 4 to 9	Photomontages of the Proposed Developments

PLANNING DEPARTMENT
NOVEMBER 2015



本摘要圖於2015年11月11日擬備，所根據的資料為測量圖編號 11-SW-9C及14A

EXTRACT PLAN PREPARED ON 11.11.2015 BASED ON SURVEY SHEETS No. 11-SW-9C AND 14A

平面圖 SITE PLAN

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目

PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A

AMENDMENT ITEM A

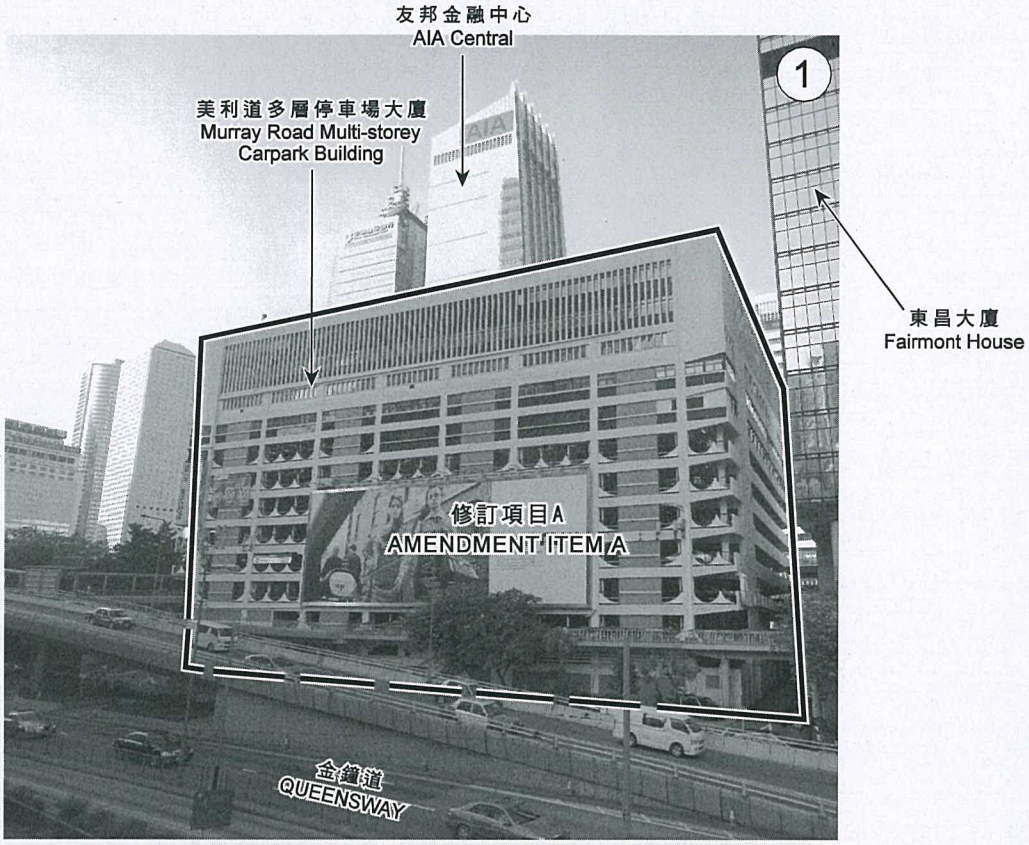
SCALE 1 : 2 500

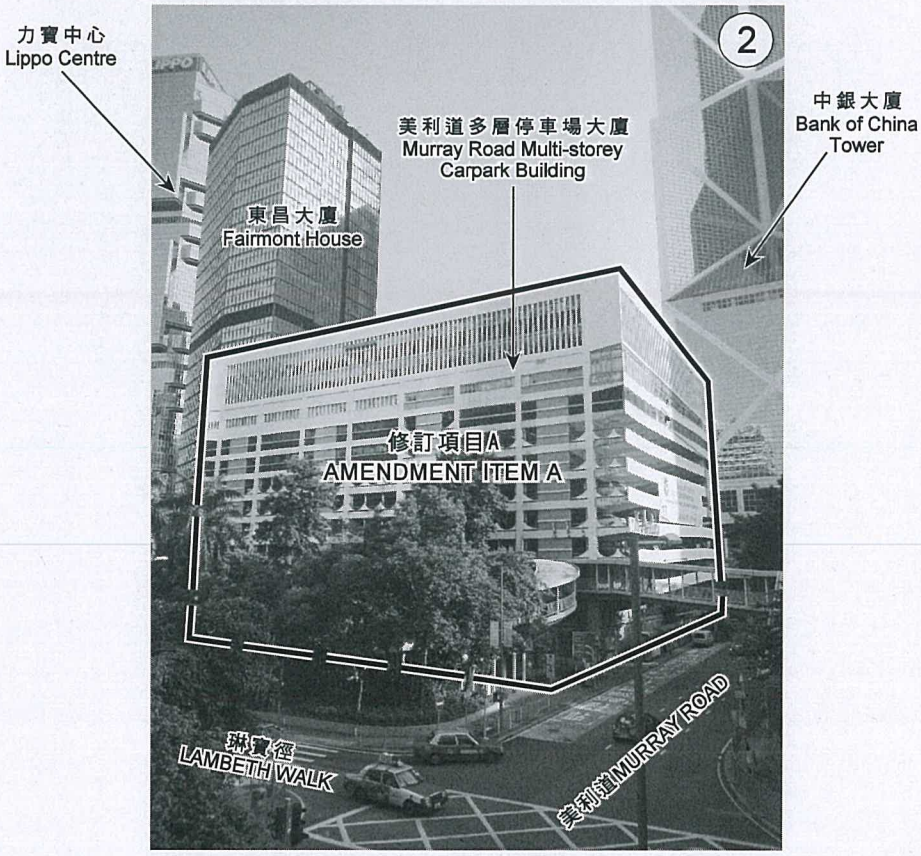
METRES 50 0 50 100 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. M/H4/15/5

FIGURE 1





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本圖於2015年11月12日擬備，所根據的資料為2015年10月8日的實地照片

PLAN PREPARED ON 12.11.2015 BASED ON SITE PHOTOS TAKEN ON 8.10.2015

實地照片 SITE PHOTOS

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目

PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

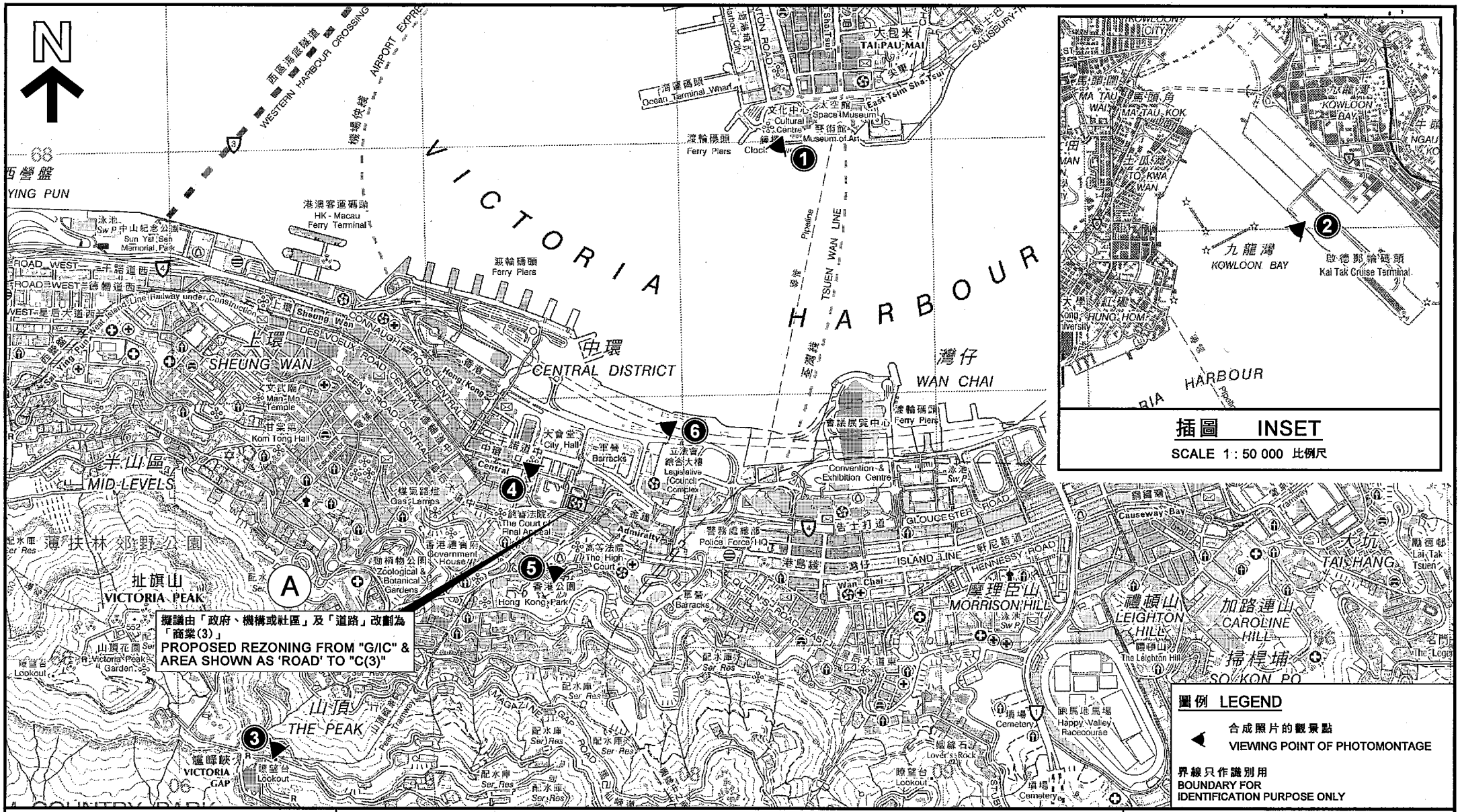
修訂項目A

AMENDMENT ITEM A

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

FIGURE
2



本摘要圖於2015年11月16日擬備，
所根據的資料為地形圖編號
HM20C 及 HM50C(SHEET2)

EXTRACT PLAN PREPARED ON 16.11.2015
BASED ON TOPOGRAPHIC MAPS No.
HM20C AND HM50C(SHEET2)

要覽圖 KEY PLAN

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A
AMENDMENT ITEM A

SCALE 1 : 20 000 比例尺

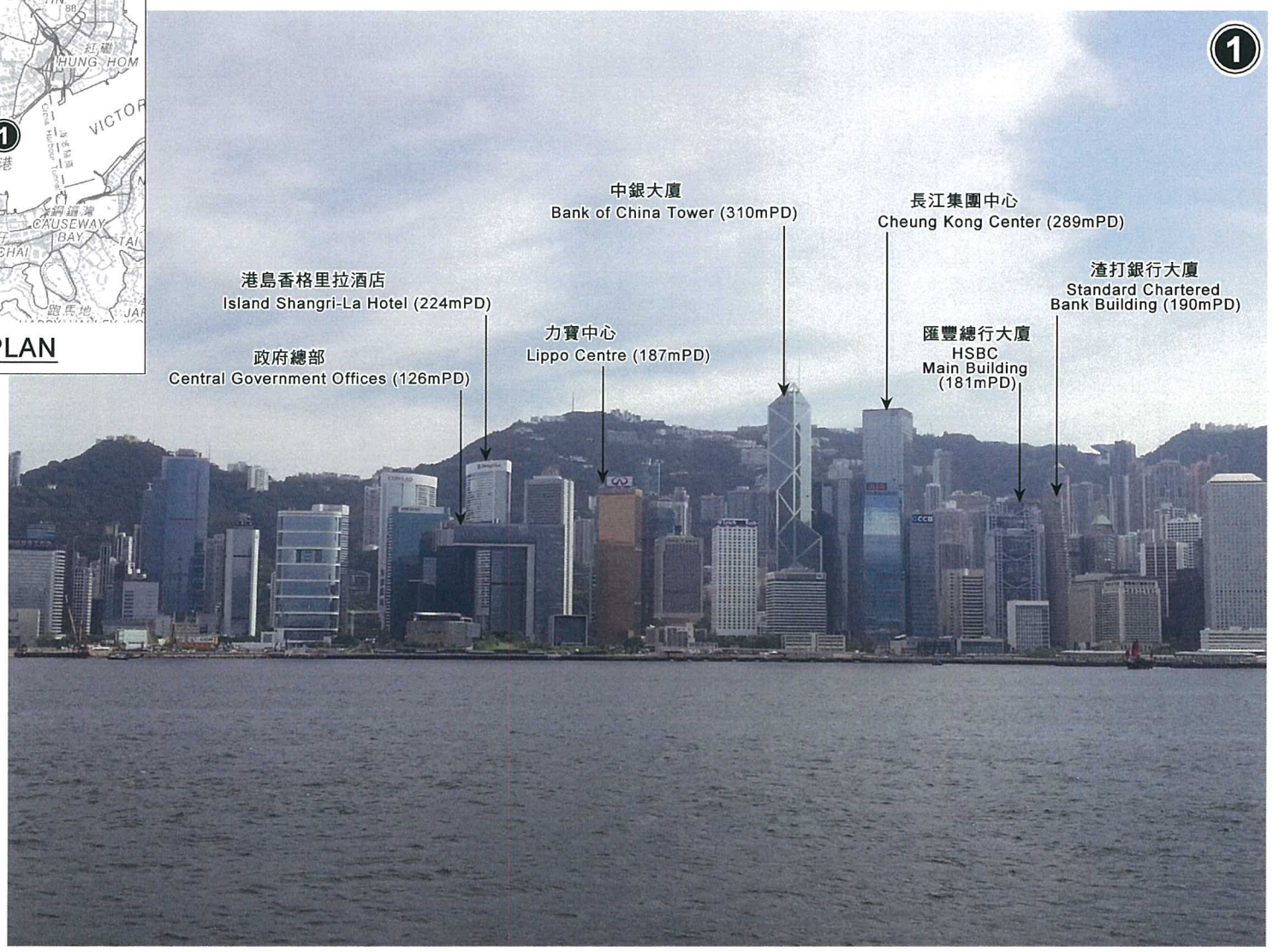
米 METRES 200 0 200 400 600 800 1 000 米 METRES

規劃署
PLANNING DEPARTMENT

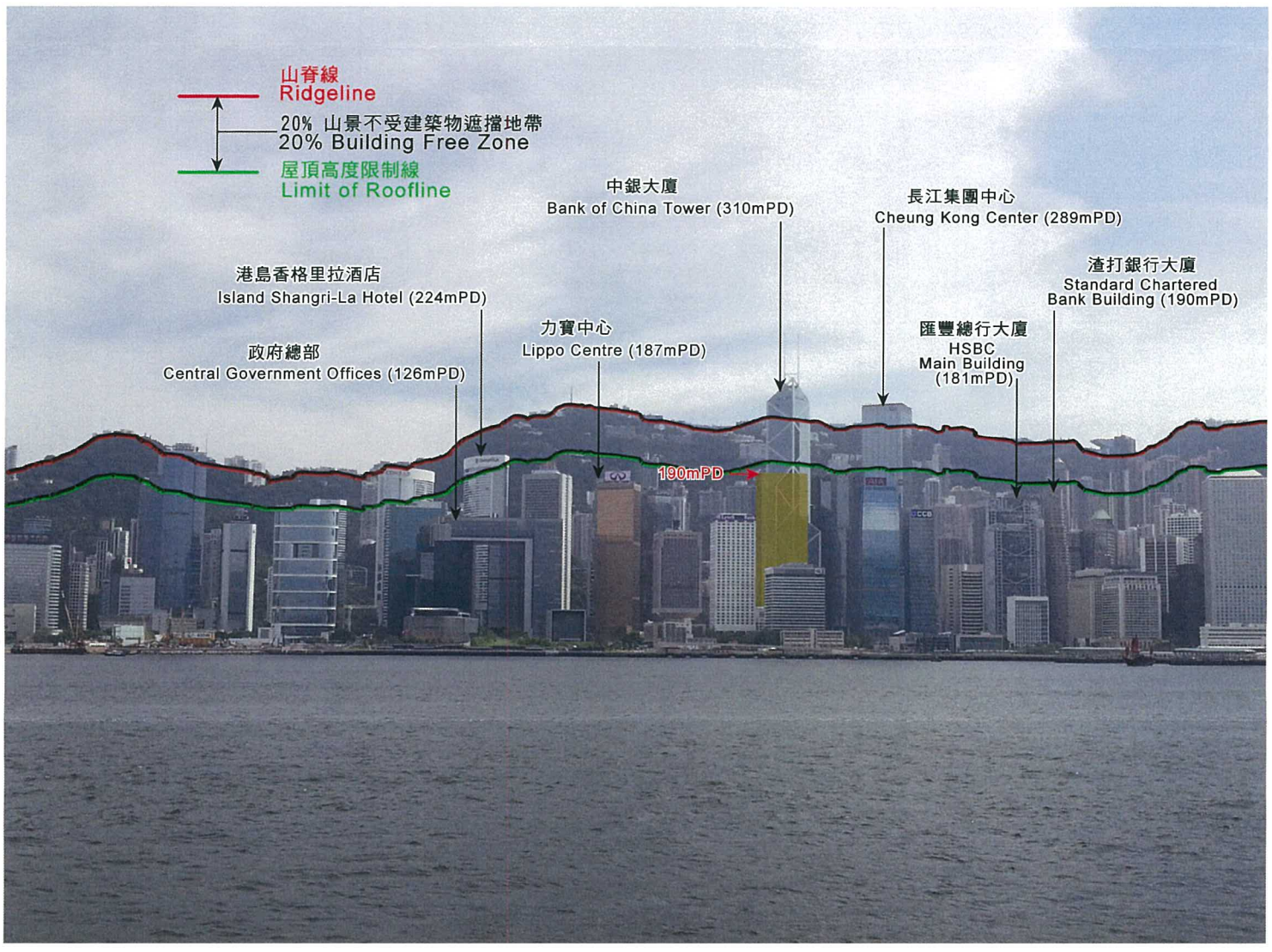
參考編號
REFERENCE No.
M/H4/15/5

FIGURE
3

位置圖 KEY PLAN



現有景觀
EXSITING VIEW



擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2014年7月29日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 29.7.2014

合成照片 PHOTOMONTAGE

在尖沙咀文化中心的觀景點
VIEWING POINT AT CULTURAL COMPLEX IN TSIM SHA TSUI

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

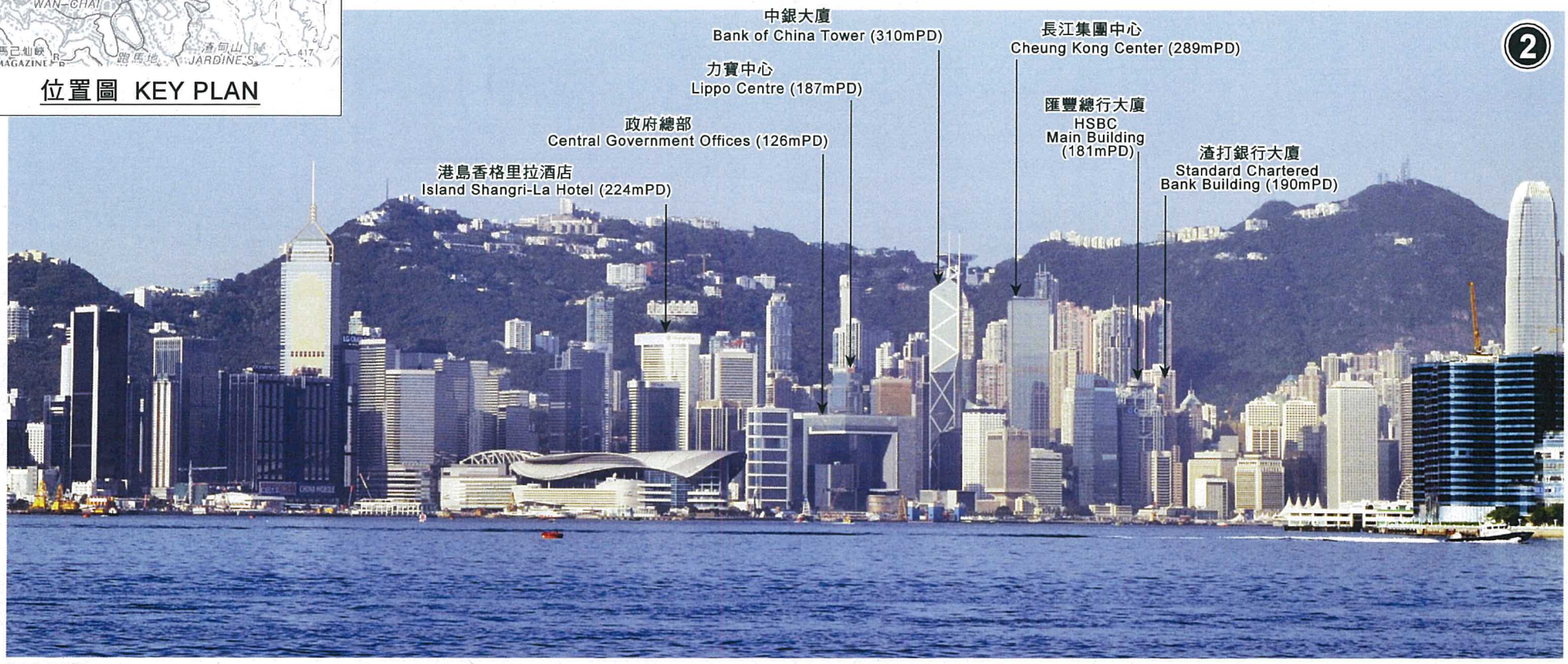
修訂項目A
AMENDMENTS ITEM A

規劃署
PLANNING DEPARTMENT

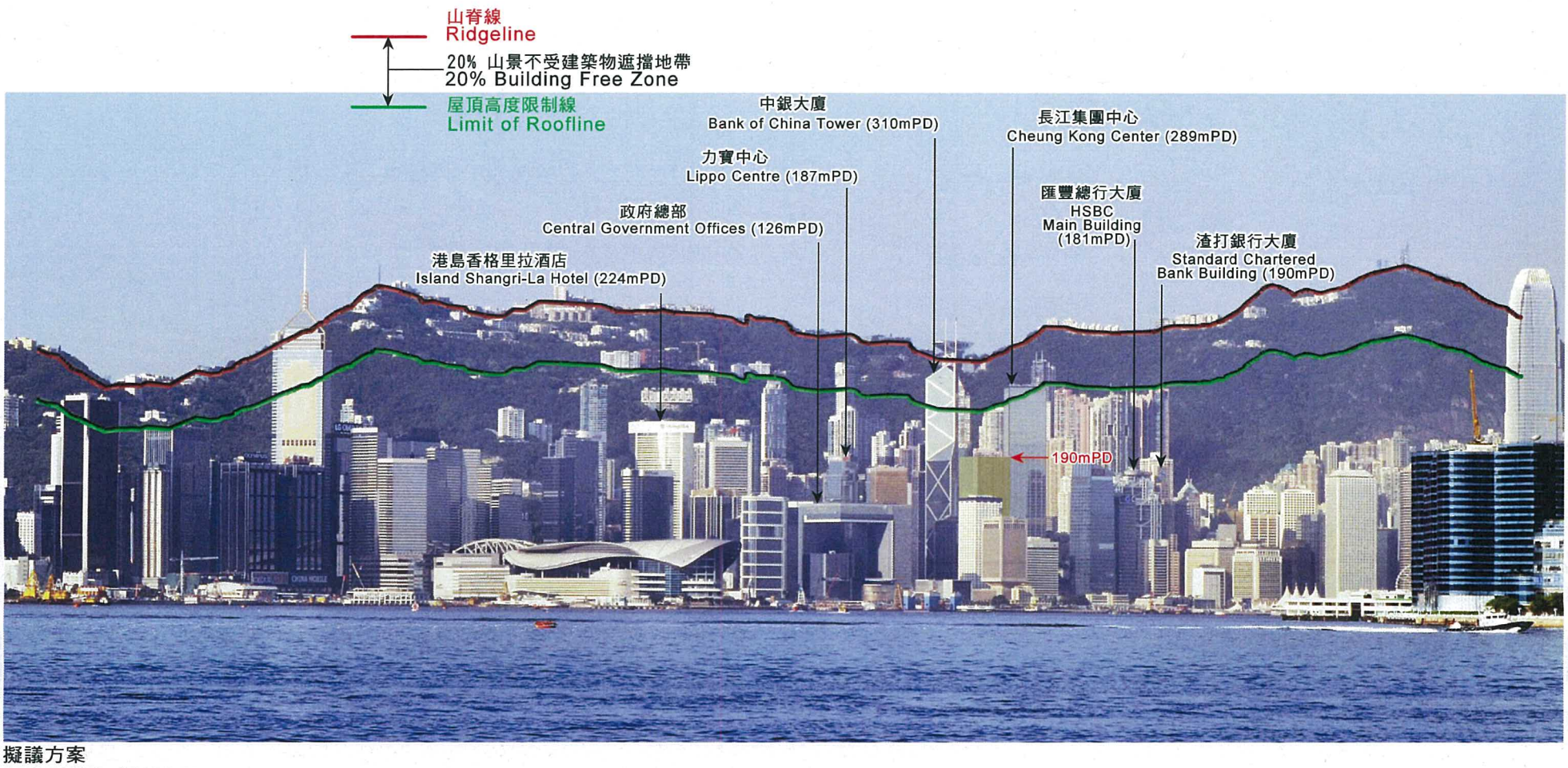
參考編號
REFERENCE No.
M/H4/15/5

FIGURE
4

位置圖 KEY PLAN



現有景觀
EXSITING VIEW



擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2015年4月16日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTOS
TAKEN ON 16.4.2015

合成照片 PHOTOMONTAGE

在東南九龍發展的擬議海濱長廊的觀景點
VIEWING POINT AT PROPOSED PROMENADE AT SOUTH EAST KOWLOON DEVELOPMENT

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
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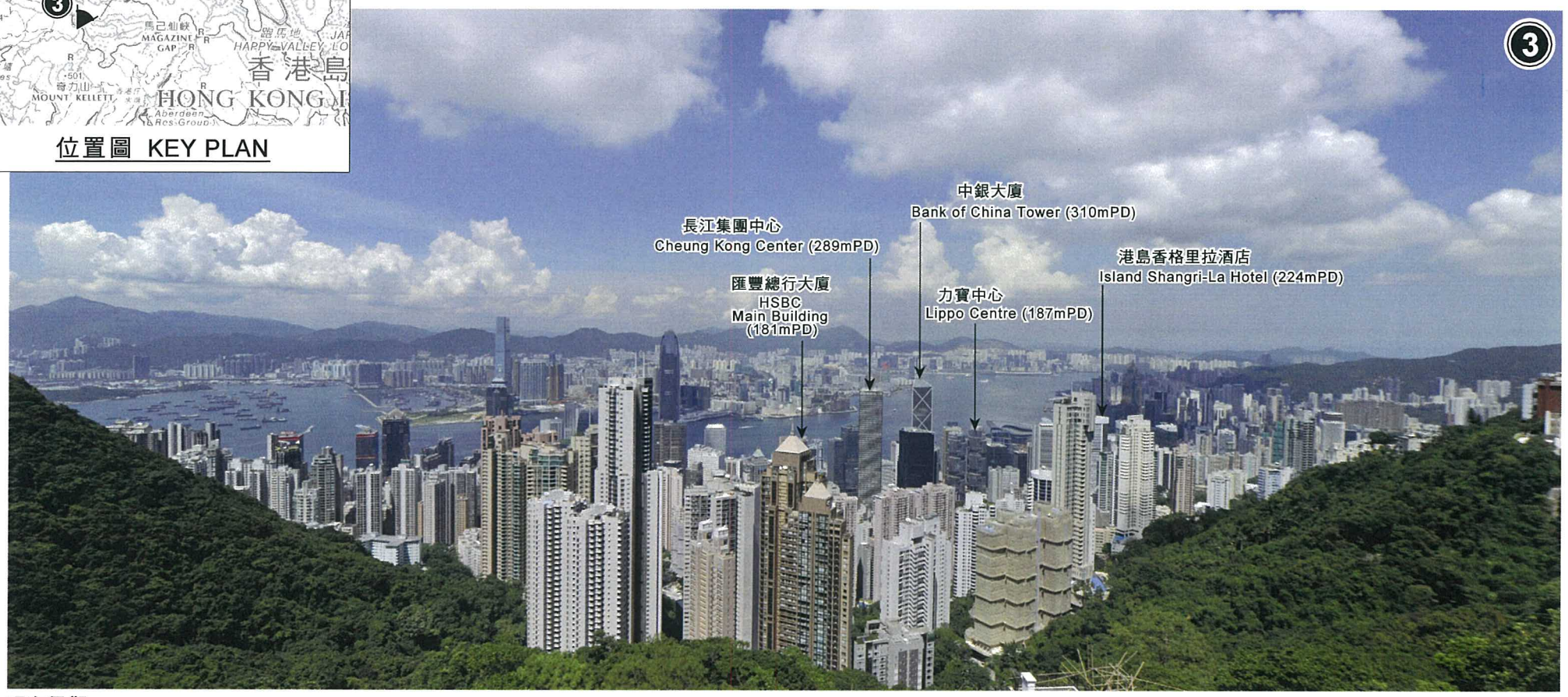
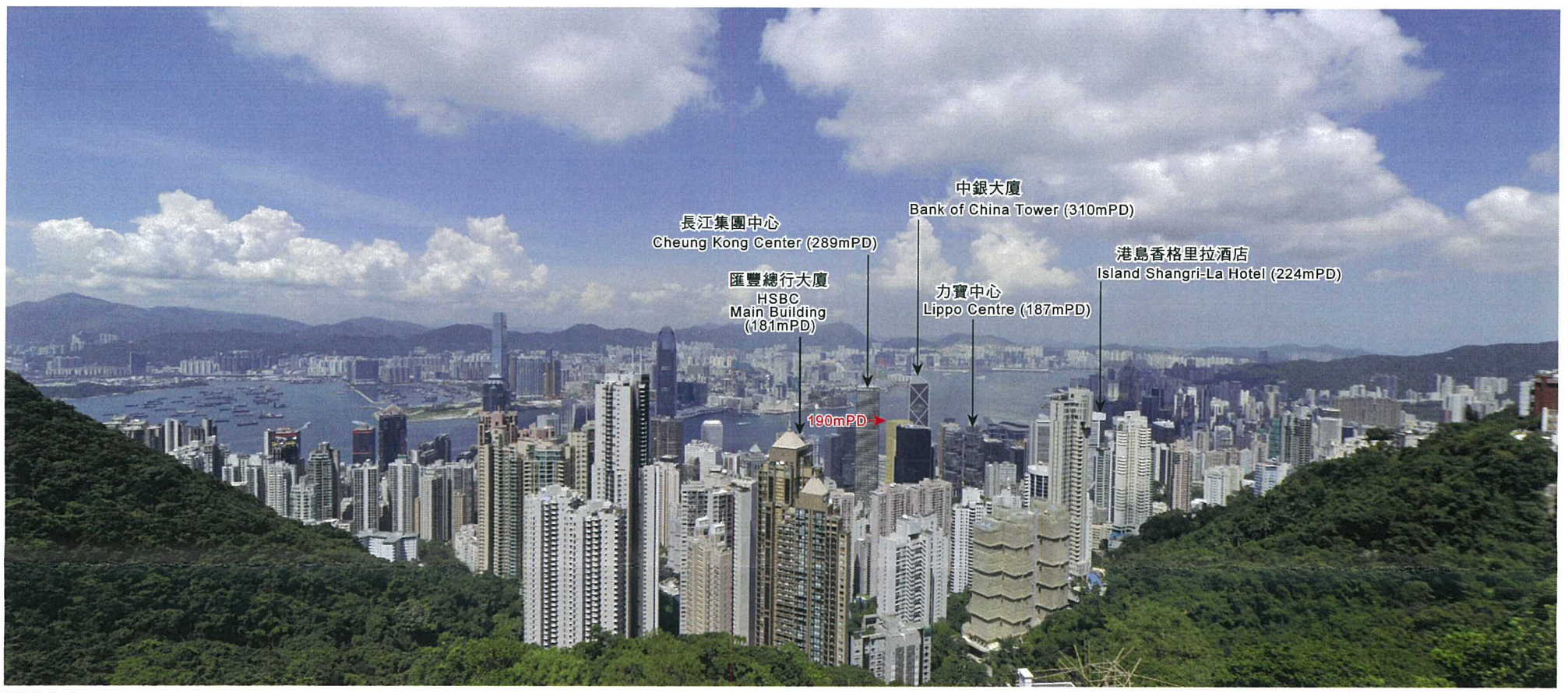
位置圖 KEY PLAN



現有景觀
EXSITING VIEW



擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2014年9月5日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 5.9.2014

合成照片 PHOTOMONTAGE

在山頂的觀景點
VIEWING POINT AT THE PEAK

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

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PLANNING DEPARTMENT

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REFERENCE No.
M/H4/15/5

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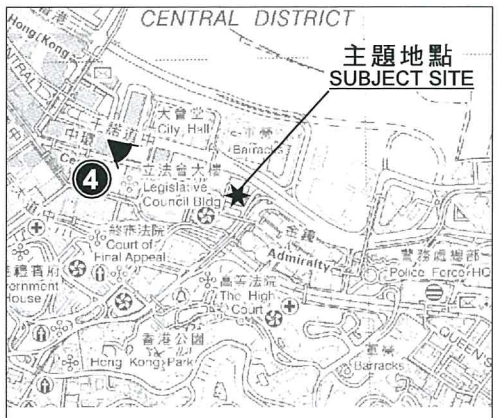
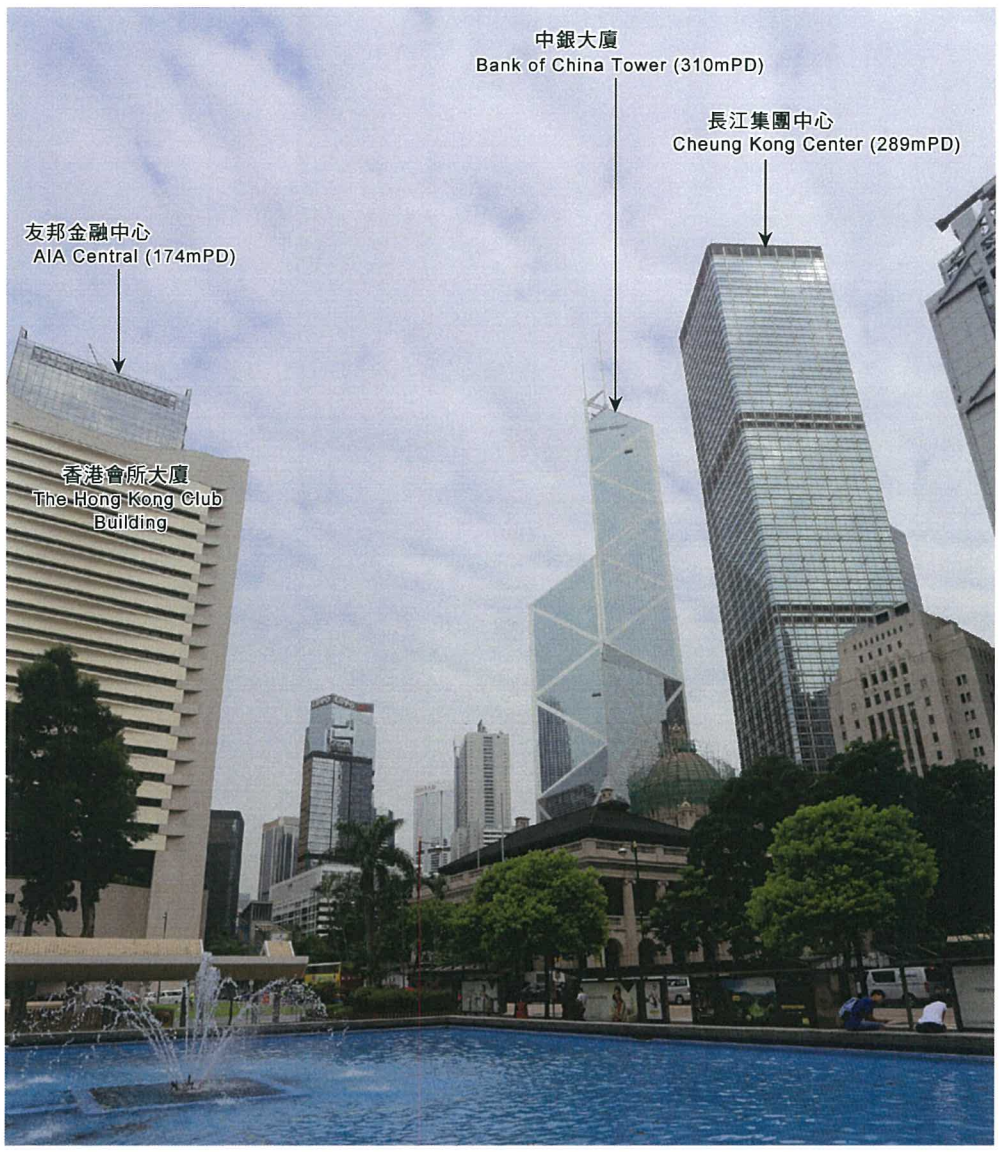


位置圖 KEY PLAN



現有景觀
EXISTING VIEW

擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2015年7月8日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 8.7.2015

合成照片 PHOTOMONTAGE

在皇后像廣場的觀景點
VIEWING POINT AT STATUE SQUARE

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A
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規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

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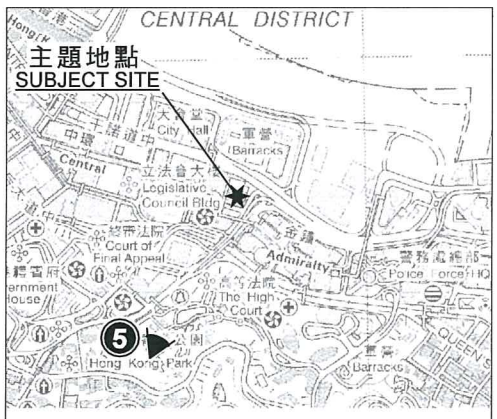
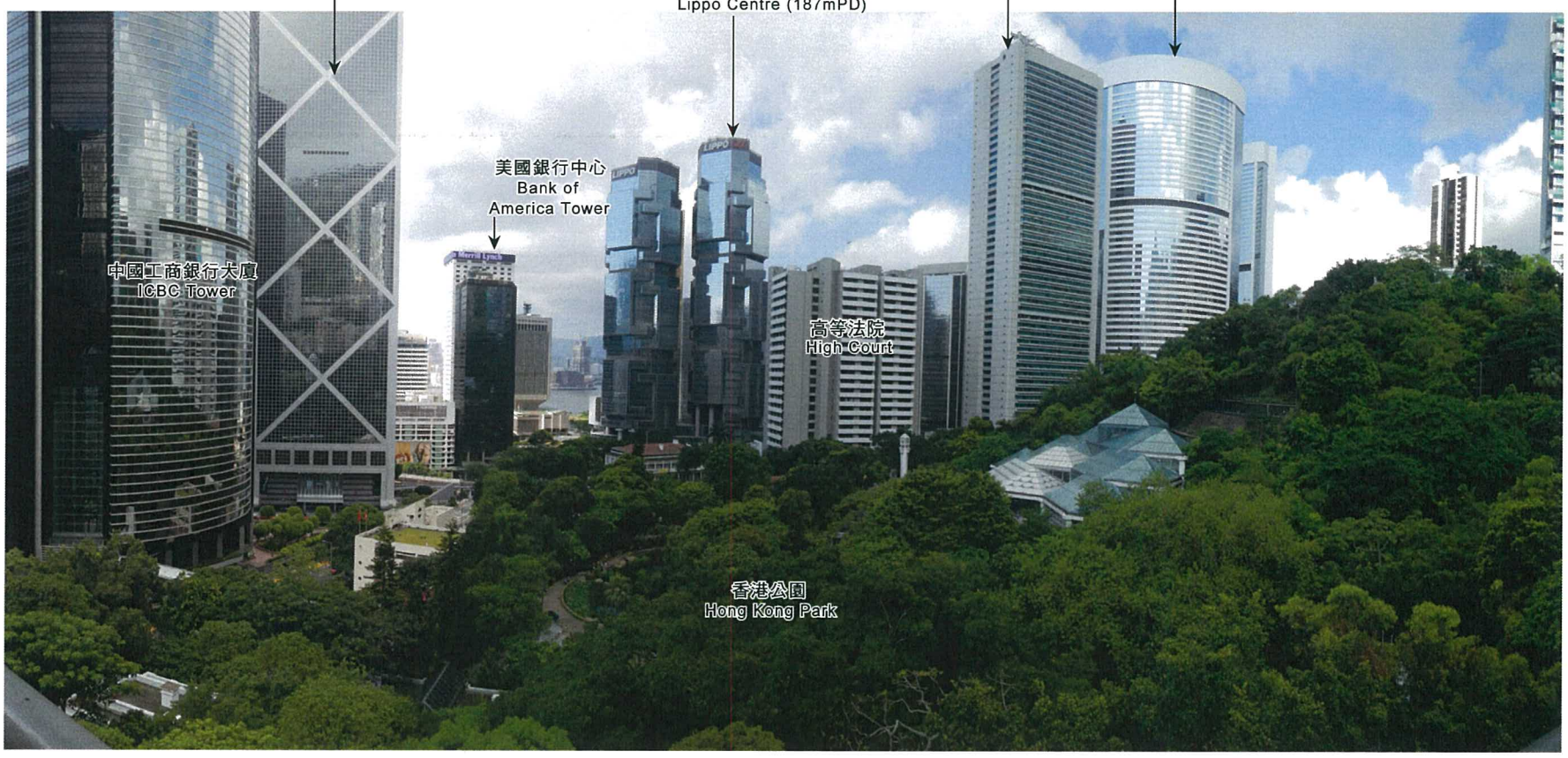
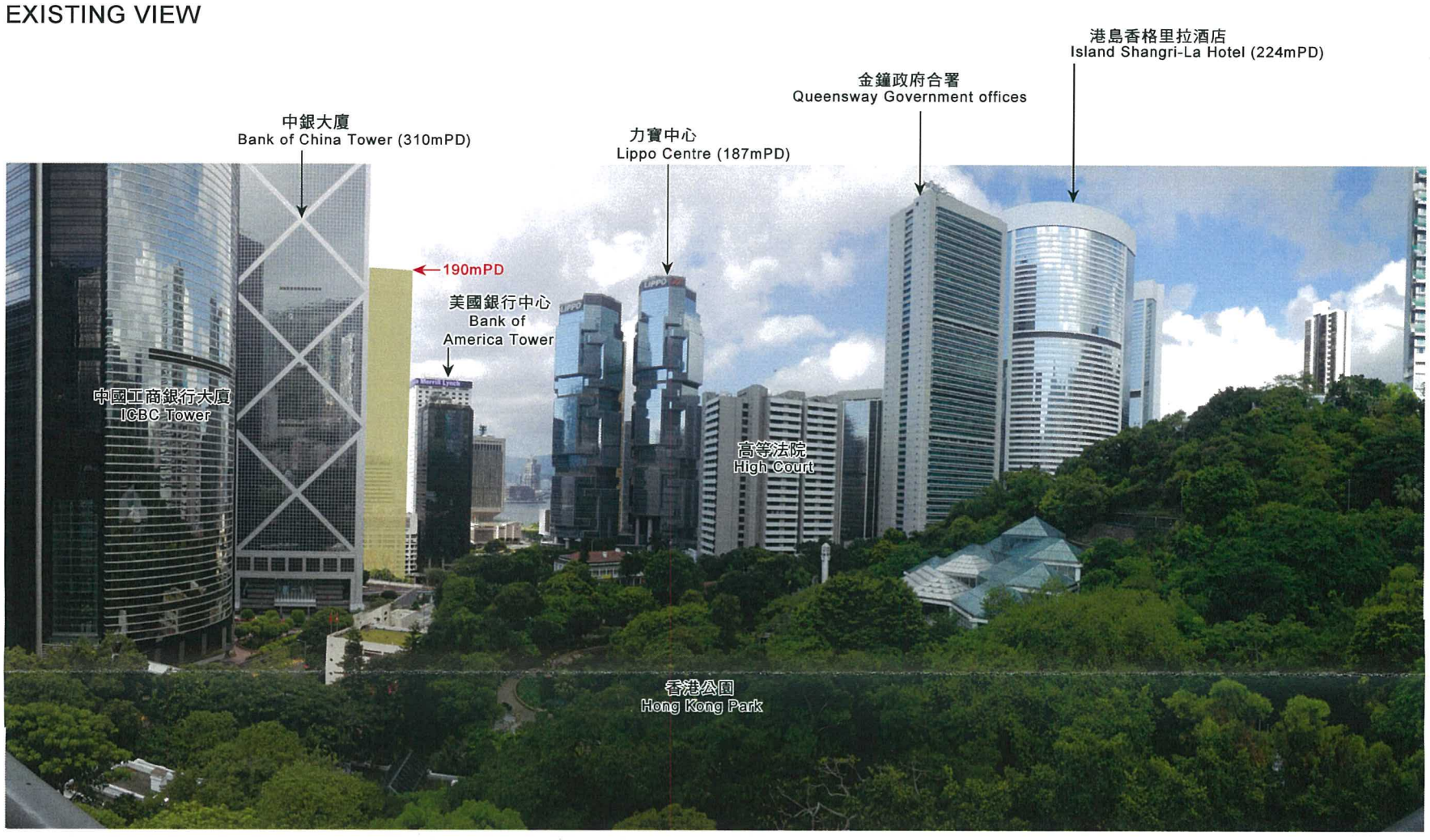


位置圖 KEY PLAN



現有景觀
EXISTING VIEW



擬議方案
PROPOSED SECHEME

本圖於2015年11月16日擬備，
所根據的資料為攝於
2015年6月29日的實地照片

PLAN PREPARED ON 16.11.2015
BASED ON SITE PHOTO
TAKEN ON 29.6.2015

合成照片 PHOTOMONTAGE

在香港公園的觀景點
VIEWING POINT AT HONG KONG PARK

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

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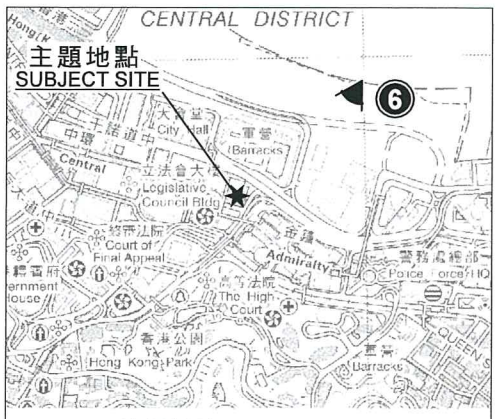
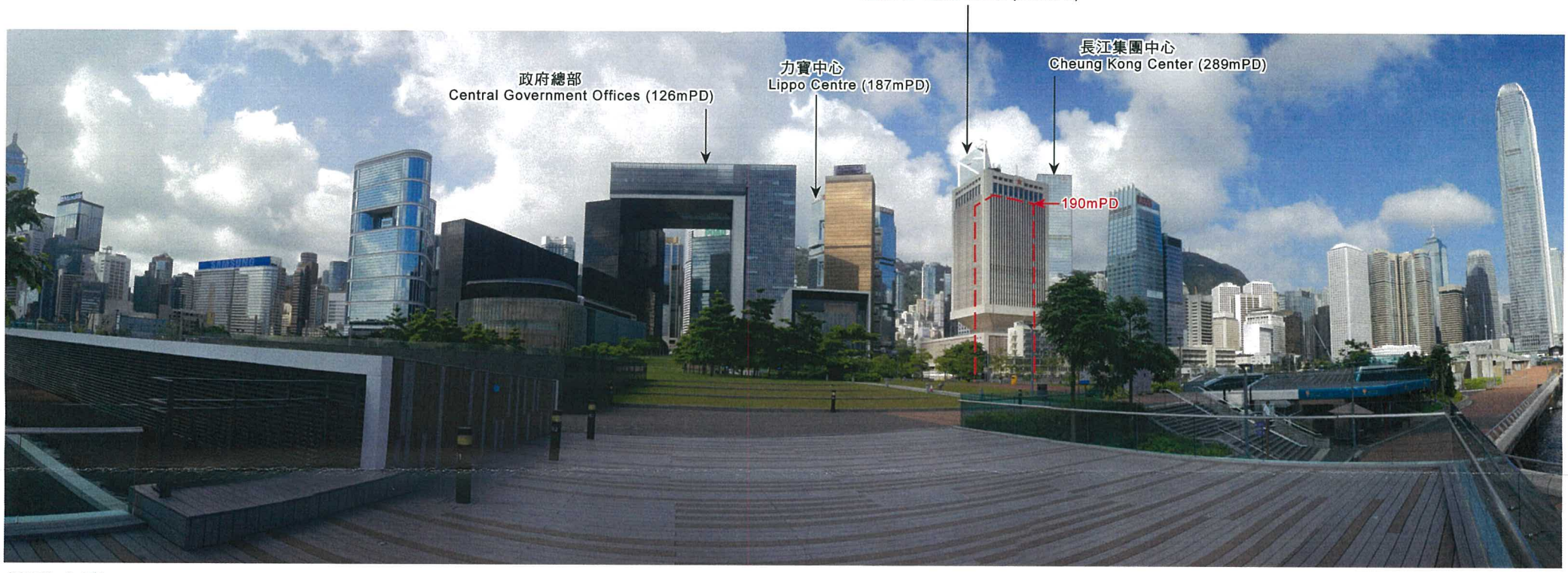


位置圖 KEY PLAN

現有景觀
EXISTING VIEW



擬議方案
PROPOSED SECHEME

本圖於2015年11月16日擬備，
所根據的資料為攝於
2015年6月30日的實地照片

PLAN PREPARED ON 16.11.2015
BASED ON SITE PHOTO
TAKEN ON 30.6.2015

合成照片 PHOTOMONTAGE

在中西區海濱長廊（中環段）的觀景點
VIEWING POINT AT CENTRAL AND WESTERN DISTRICT PROMENADE (CENTRAL SECTION)

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A
AMENDMENT ITEM A

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

FIGURE
9

Term Consultancies for Air Ventilation Assessment Services Under Agreement No. PLNQ 35/2009 Category B – Term Consultancy for Air Ventilation Assessment by Computational Fluid Dynamics for an Instructed Project at the Proposed Rezoning Site at Murray Road Multi-storey Car Park
Executive Summary

Prepared for:

Planning Department

Prepared by:
ENVIRON Hong Kong Limited

Date:
April 2012

Project Number:
PLNMRYCPAI00

Reference:
R2445_V2.0_exesum

Prepared by:

Calvin Chiu
Senior Manager

Approved by:

David Yeung
Managing Director

ENVIRON Hong Kong Limited
Room 2310, China Resources Building
26 Harbour Road, Wan Chai, Hong Kong
(852) 3743 0788

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Contents

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1.0 Introduction

1.1 Assignment

1.1.1 ENVIRON was appointed by Planning Department of HKSAR Government to conduct an air ventilation assessment using computational fluid dynamics modeling tool for an instructed project at the proposed rezoning site at Murray Road multi-storey car park (subject site) under Category B of the term consultancy. **Figure 1** shows the location of the subject site.

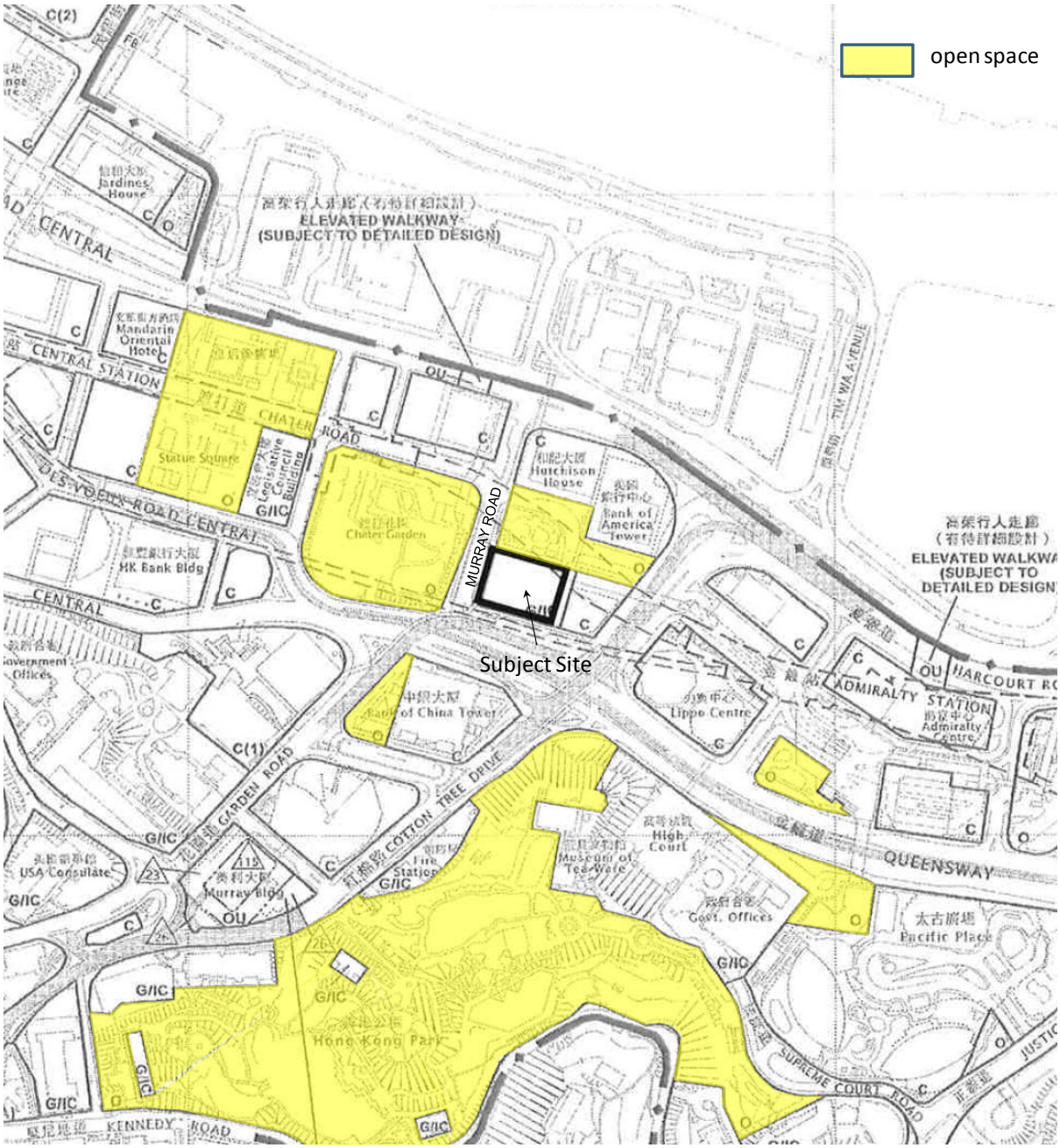


Figure 1 Location of the Subject Site and its Environs

1.1.2 A Final Report is prepared to consolidate the analysis of existing wind environment and site wind availability data, schemes under study, assessment methodology and assumptions, model setup and meshing, and assessment result.

1.1.3 This Executive Summary summarises the gist of the Final Report.

2.0 Analysis of Existing Wind Environment

2.1 Site Environment

2.1.1 The subject site is situated in commercial district with several high-rise buildings around. The waterfront to the north of the subject site is about 300m away from it. The ground elevation increases towards the inland side to Queensway road.

2.1.2 Beside high-rise commercial buildings, there exist quite a number of open spaces around including but not limited to Hong Kong Park, Chater Garden and Statue Square. Low-rise G/IC uses such as the City Hall and Legislative Council Building are to the west, and the PLA Garrison Headquarters is to the north near the waterfront. The shore area is zoned “Open Space” where least potential wind blockage along the waterfront area is anticipated.

2.1.3 The carriageways such as Queensway, Queen’s Road Central, Garden Road and Cotton Tree Drive are considered wide (around 25m to 45m). Beside Cotton Tree Drive, there are some other north-south aligned carriageways such as Murray Road, and Jackson Road to allow northerly or southerly wind penetration.

2.1.4 The existing multi-storey car park building at the subject site is of 10 storeys high.

2.2 Site Wind Availability Data

2.2.1 Two sets of simulated wind data, i.e the experimental wind availability data for the study of Central waterfront area using CLP Power Wind/Wave Tunnel Facility (WWTF) at the Hong Kong University of Science and Technology (HKUST) in July 2006 (2006 study), and the experimental wind data for a study by CH2M Hill in collaboration with HKUST for the study of New Central Waterfront area in August 2010 (2010 study), were reviewed. While all sources of available data agree to the fact that wind from northeast quadrant is prevailing, the two sets of experimental wind data agree well with each other that E, ENE and N wind directions are prevailing annually.

2.2.2 The measurement location “Position 2” of the experimental wind availability data study in the 2006 study is nearest to the subject site when compared with other measurement locations of the same study and the other experimental wind availability data in the 2010 study. The measurement locations of the 2006 study are shown in **Figure 2**. The annual windrose of “Position 2”, corrected to the elevation of 500m, is shown in Figure 3.

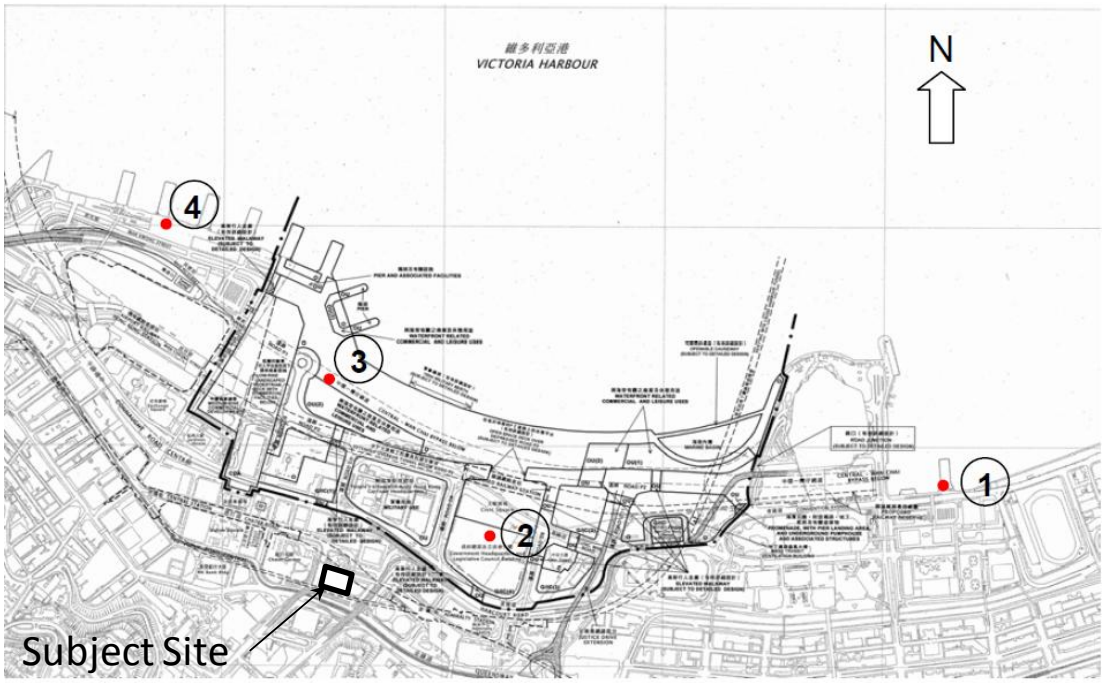


Figure 2 Measurement Locations in Experimental Wind Availability Data Study

2.2.3 **Figure 3** shows the annual windrose diagram at Position 2.

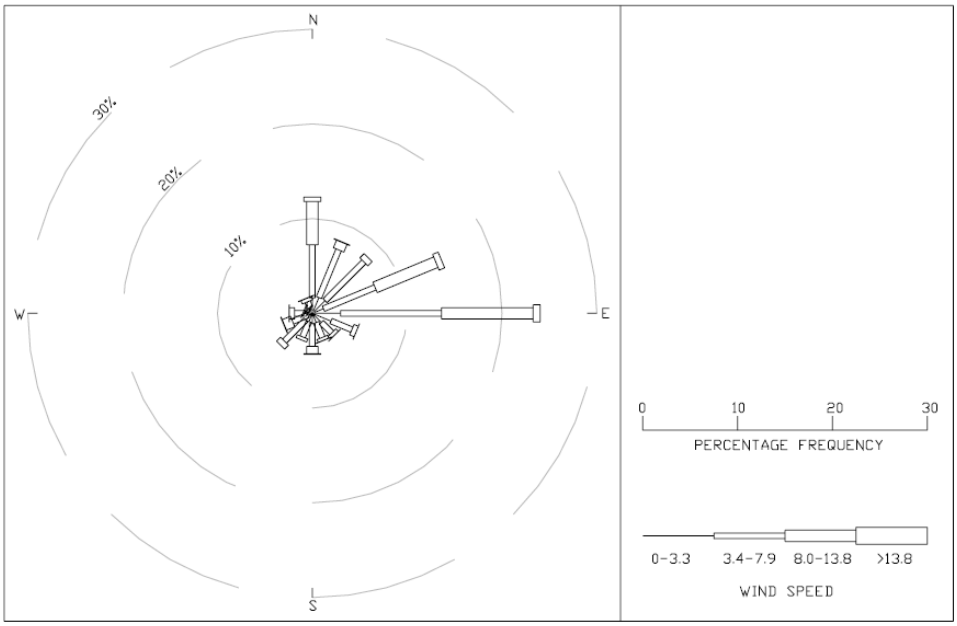


Figure 3 Wind rose for annual, non-typhoon winds at Position 2, corrected to 500m

2.2.4 Experimental site wind availability data for a particular spot area based on wind tunnel approach is preferred over the simulated site wind availability data based on MM5 for a large grid area of 1.5km x 1.5km (available at Planning Department's website) to represent the wind environment of the study area if the spot area is

sufficiently close to the subject site under study. Therefore, experimental site wind availability data for "Position 2" based on the 2006 study have been adopted in this study.

2.2.5 According to the site wind availability data for "Position 2" tabulated in Table 1 below, 7 wind directions representing over 75% of time in a year for prevailing wind are selected for assessment purpose in accordance with the requirements for Initial Study stipulated in the "Technical Guide for Air Ventilation Assessment for Developments in Hong Kong" (Technical Guide) attached in the Technical Circular No. 1/06, Air Ventilation Assessments. Only annual site wind availability data are available. Therefore, this study does not address wind performance individually for the summer time.

Table 1 Experimental Site Wind Availability Data relevant to this Study

Wind Direction	Probability of Occurrence	Selected for Assessment?	Probability of Occurrence
N	12.3%	**Yes**	12.3%
NNE	8.2%	**Yes**	8.2%
NE	8.3%	**Yes**	8.3%
ENE	14.7%	**Yes**	14.7%
E	24.1%	**Yes**	24.1%
ESE	5.0%	**Yes**	5.0%
SE	3.3%		
SSE	3.1%		
S	4.3%		
SSW	3.0%		
SW	4.8%	**Yes**	4.8%
WSW	3.2%		
W	2.5%		
WNW	0.9%		
NW	0.6%		
NNW	1.7%		
TOTAL	100.0%		77.4%

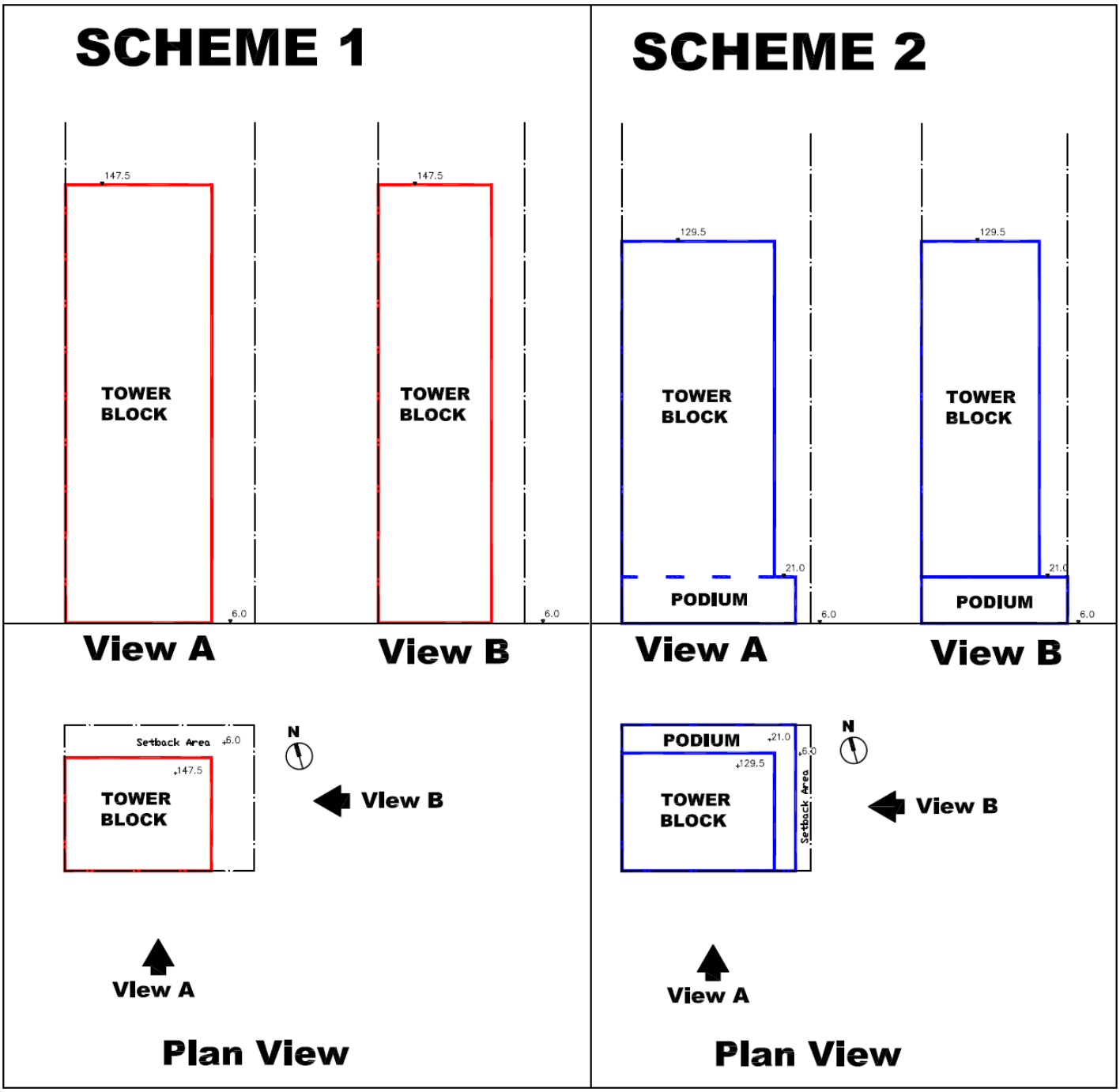
3.0 Schemes under Study

3.1 Introduction

3.1.1 It has been agreed with Planning Department that two options of rezoning scheme would be evaluated within the scope of this study to assess their performance with different major development parameters. These two options of scheme, Schemes 1 and 2, are shown in **Figure 4**.

3.2 Major Scheme Options Development Parameters

Scheme 1	Scheme 2
• No podium • Building site coverage = 60% • Typical floor height = 4.5m; refuge floor height = 5m; ground floor height =6m • 30 storeys plus 1 refuge floor for the building • Building height above ground = 141.5m (i.e. 147.5mPD assuming a mean site formation level of 6mPD) • Building located at the corner of site boundary abutting Murray Road and Queensway	• Building setback of 5m allowed from east side of site boundary • Podium site coverage after setback = 100% • Tower building site coverage = 65% of whole site boundary • Overall podium height (3 floors) = 15m, typical floor height = 4.5m; refuge floor height = 5m • 3 floors of podium, 23 storeys and 1 refuge floor for the tower building • Total building height above ground = 123.5m (i.e. 129.5mPD assuming a mean site formation level of 6mPD) • Tower building located at the corner of site boundary abutting Murray Road and Queensway



Site Boundary Line

Figure 4 Layout of Scheme 1 and Scheme 2

4.0 Methodology and Assumptions

4.1 Methodology

4.1.1 The assessment methodology follows the requirement of the Technical Guide specified for Initial Study. Wind Velocity Ratio (VR) is used as an indicator of wind performance. Site Spatial Average Wind Velocity Ratio (SVR) and Local Spatial Average Wind Velocity Ratio (LVR) and average VR of a group of test points representing a particular important pedestrian area are determined based on the weighted average VR of test points.

4.1.2 The assessment has been conducted using the commercial CFD code, PHOENICS. In this study, the Chen-Kim modified KE-EP turbulence model has been employed. The commonly used hybrid-differencing scheme in PHOENICS is adopted which employs the 1st-order upwind-differencing scheme (UDS) in high-convection regions and the 2nd-order central-differencing scheme (CDS) in low-convection regions. A converged solution is recognized only when spot test point values are steady and the convergence factor falls below 0.001. Requirements stipulated in the Technical Guide have been fulfilled. Good practice for outdoor simulation has been adopted where practicable. The Final Report can be referred for details of the setting.

4.1.3 **Figure 5** shows the subject site, assessment area and modeling area adopted in this study.

4.1.4 Committed developments include those at:

- I.L. No. 8286 (to the north of the subject site) with building height at 208.2mPD; and
- 3 Connaught Road Central (to the northwest of the subject site) with podium height at 44.4mPD and building height at 136.9mPD;

4.1.5 The recently completed development at the Tamar site (to the northeast of the subject site) with building height at 128.83mPD is also included in the model.

4.1.6 Besides, major structures such as flyovers that would likely affect wind flow are also included.

4.1.7 Other than buildings and major structures, the topography is also included in the model. Higher elevation areas on the southern side (e.g. Hong Kong Park, Cotton Tree Drive, Garden Road, and Lower Albert Road) are incorporated into the model.

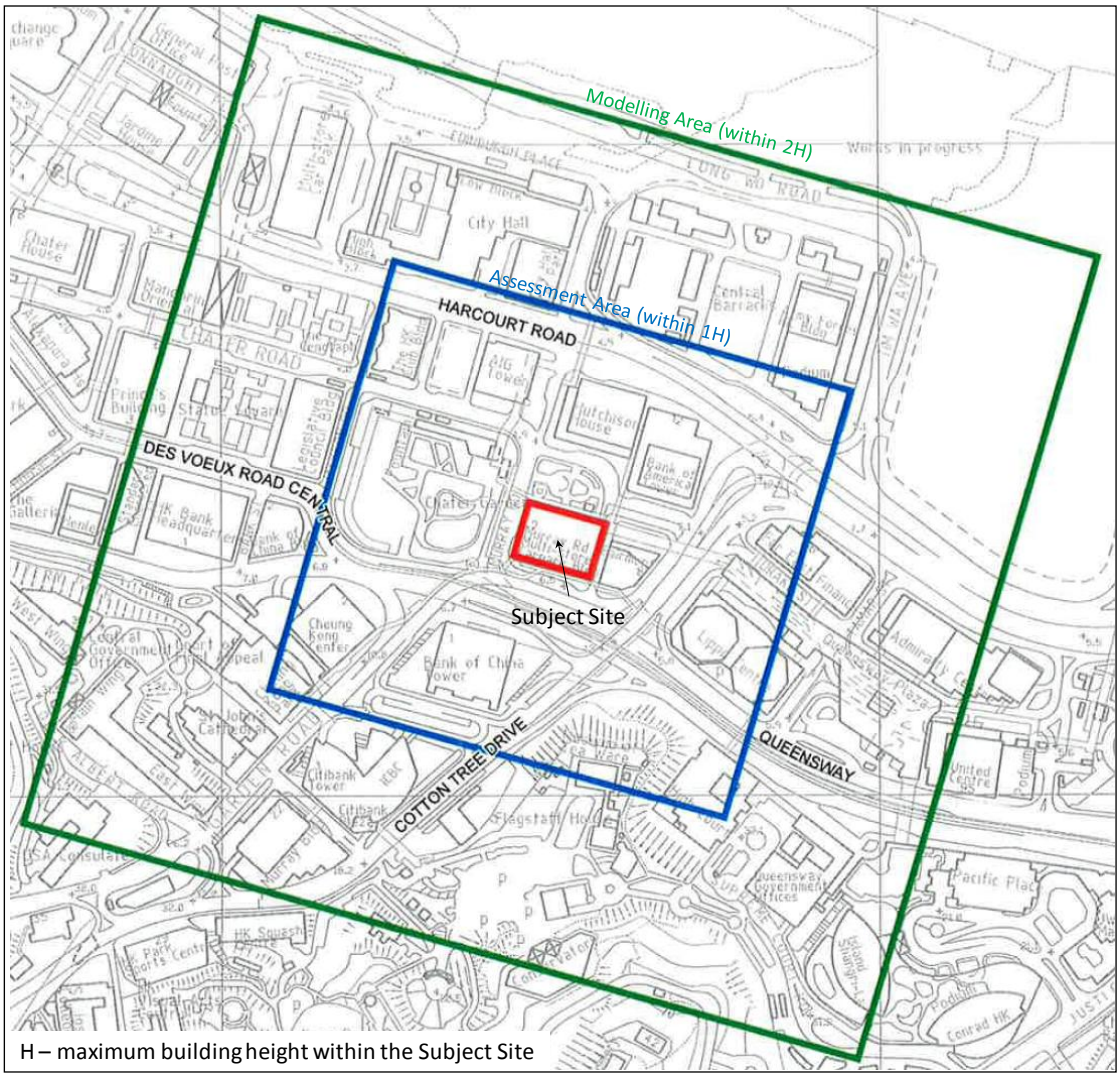
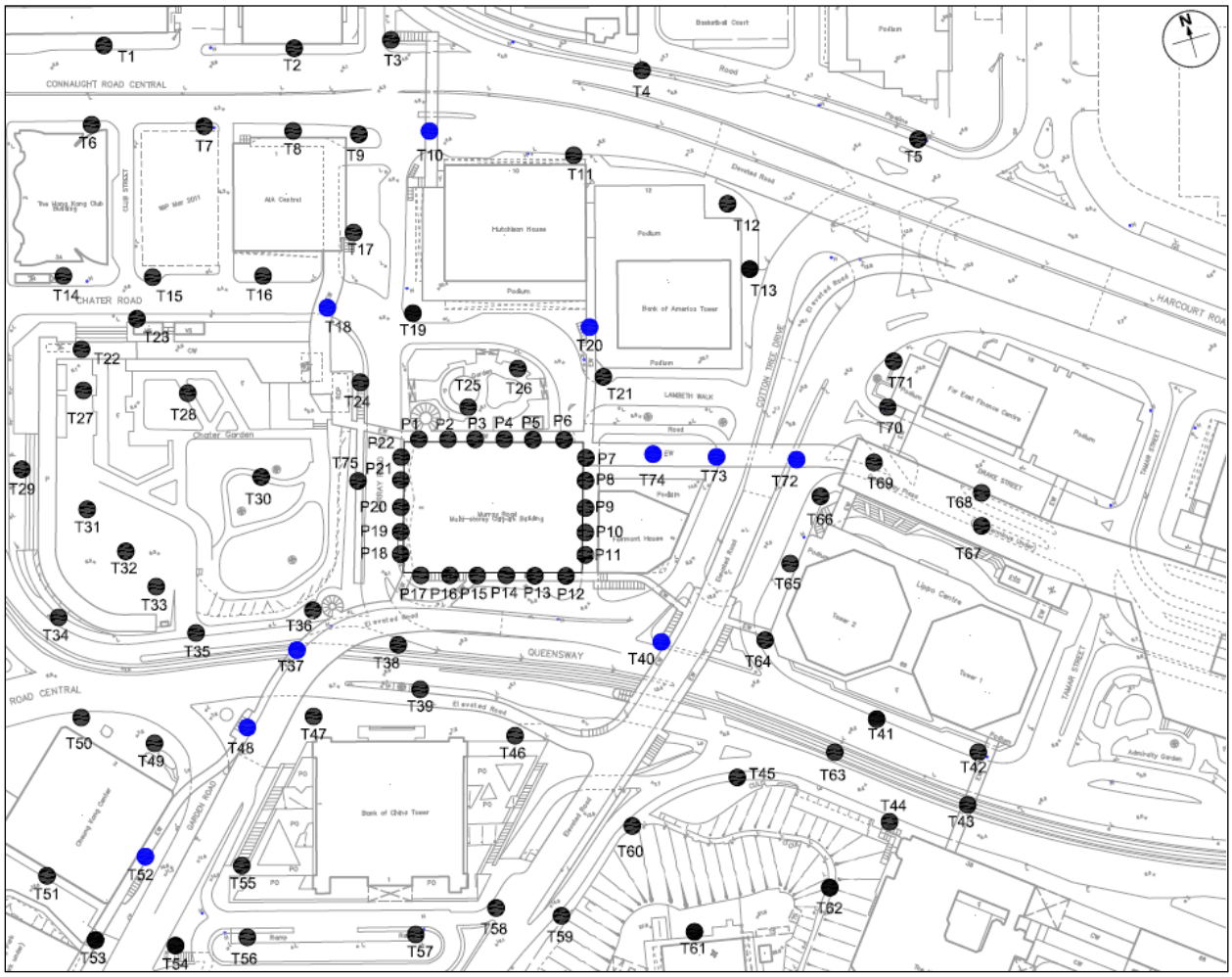


Figure 5 Subject Site, Assessment Area and Modelling Area

4.2 Test Points

4.2.1 The test point locations are shown in **Figure 6**. A total of 22 perimeter test points (P1 to P22) are defined along the boundary of the subject site with 6 points on each of the north and south sides, and 5 points on each of the east and west sides.

4.2.2 A total of 75 test points (T1 to T75) are selected at individual focused areas including (1) within the Lambeth Walk Rest Garden; (2) Chater Garden; (3) Hong Kong Park; along (4) Connaught Road Central; (5) Queensway; (6) Cotton Tree Drive; (7) Garden Road; (8) Murray Road; (9) Chater Road; and (10) Lambeth Walk. Test points are scattered at these areas. On the other hand, specific areas such as MTR exits, bus and tram stops are selected for placement of test points. All test points are 2m aboveground (black colour) or 2m above footbridge level (blue colour) to represent the level of pedestrians.



Note: test point of blue color represents location at footbridge elevation. Test point of black color represents location at 2m aboveground

Figure 6 Test Point Locations

5.0 Assessment Result

5.1 Spatial Average Wind Velocity Ratio

5.1.1 **Figure 7** and **Figure 8** show the VRs of selected test points respectively for Scheme 1 and Scheme 2.

5.1.2 Local and Site Spatial Average Wind Velocity Ratios (LVR, SVR), and VR of the focused areas are shown below for comparison purpose.

Table 2 Summary of Spatial Average Wind Velocity Ratio for Scheme 1 and Scheme 2

Focused Area	Corresponding Test Points	Spatial Average VR	
		Scheme 1	Scheme 2
SVR	P1 - P22	**0.18**	**0.15**
LVR	P1 – P22, T1 – T75	0.21	0.20
Lambeth Walk Rest Garden	T25, T26	**0.24**	**0.21**
Chater Garden	T22, T27 – T33	**0.17**	**0.15**
Hong Kong Park	T61, T62	0.19	0.20
Connaught Road Central	T1 – T12	0.17	0.17
Queensway	T34 – T45, T63	0.28	0.28
Cotton Tree Drive	T13, T40, T58 – T60, T64 – T66, T70 – T72	0.26	0.26
Garden Road	T47, T48, T52 – T55	0.22	0.22
Murray Road	T17, T19, T24, T75	0.26	0.25
Chater Road	T14 – T16, T18, T23	**0.16**	**0.14**
Lambeth Walk	T19 – T21	0.16	0.17

Bold value - VR with significant difference (0.02 or higher) between Schemes 1 & 2

5.1.3 The SVR of Scheme 1 is **significantly higher** than Scheme 2 (0.18 vs 0.15). The SVR is usually a reflection (or indicator) of how good the design of the lower portion of a building is in terms of air ventilation. By detailed comparison, it is observed that perimeter test points (P2 to P12, P22) along the northern and eastern boundaries of Scheme 1 (i.e. the scheme without podium) are of generally higher VRs. A scheme with smaller building footprint at lower portion and more setback from site boundary would result in better SVR.

5.1.4 The LVR of Scheme 1 is **slightly higher** than Scheme 2 (0.21 vs 0.20). The LVR is usually a reflection (or indicator) of how good the design of the upper portion of a building is in terms of air ventilation. The tower of Scheme 1 is higher and slightly slimmer than Scheme 2. The difference in building height is about 13% and the difference in tower block floor plate area is about 8%. A slightly slimmer design can offset demerit of higher building tower

5.1.5 While both the SVR and LVR of Scheme 1 are higher than Scheme 2, the SVR of Scheme 1 is significantly higher than Scheme 2 and the LVR is only slightly higher. It means that by comparing the two schemes, the design of the lower portion of the building is more significant in terms of the effect on air ventilation performance.

5.1.6 There are focused areas, where the VRs for Scheme 1 are higher than Scheme 2. Significant difference in VR (with difference of 0.02 or higher, equivalent to a percentage increase of more than 10%) is observed at Lambeth Walk Rest Garden, Chater Garden and Chater Road. At Murray Road, the VR for Scheme 1 is also higher than Scheme 2.

5.1.7 Yet, there are other focused areas including the Hong Kong Park, Cotton Tree Drive and Lambeth Walk, of which the VRs of Scheme 1 are lower than those of Scheme 2. Nevertheless, the difference is insignificant and therefore the result is not considered a good indication for establishment of relative merit/demerit of the two schemes.

5.1.8 To conclude, Scheme 1 would perform better than Scheme 2 at most areas under concern and those development parameters which have significant contribution to the higher performance are recommended to be adopted upon redevelopment of the subject site.

6.0 Recommendations on Good Direction

6.1.1 Based on the assessment result, a good direction could be identified for redevelopment of the subject site. Generally, for a development of such scale (i.e. development with a single building block), the design of the lower portion of the building in particular a smaller building footprint, will have fundamental contribution to the street level air ventilation performance. The incorporation of building setback, and restrictions on site coverage and podium development, are effective measures to achieve a smaller building footprint for the development.

6.1.2 For a certain site development plot ratio, a slimmer building may imply a higher building height but the effect of building height may be of secondary importance with respect to street level air ventilation performance. The footprint of the lower portion of the building will have the most significant effect on such performance. As for the range of tower block floor plate area adopted in the two schemes in this study (i.e. 60% for Scheme 1 and 65% for Scheme 2), their impacts on the air ventilation performance is insignificant.

6.1.3 For further improvement, a building form with the longer axis parallel to the prevailing wind direction (i.e. northeast) can also help to minimize the wake area and air ventilation impact of the development.

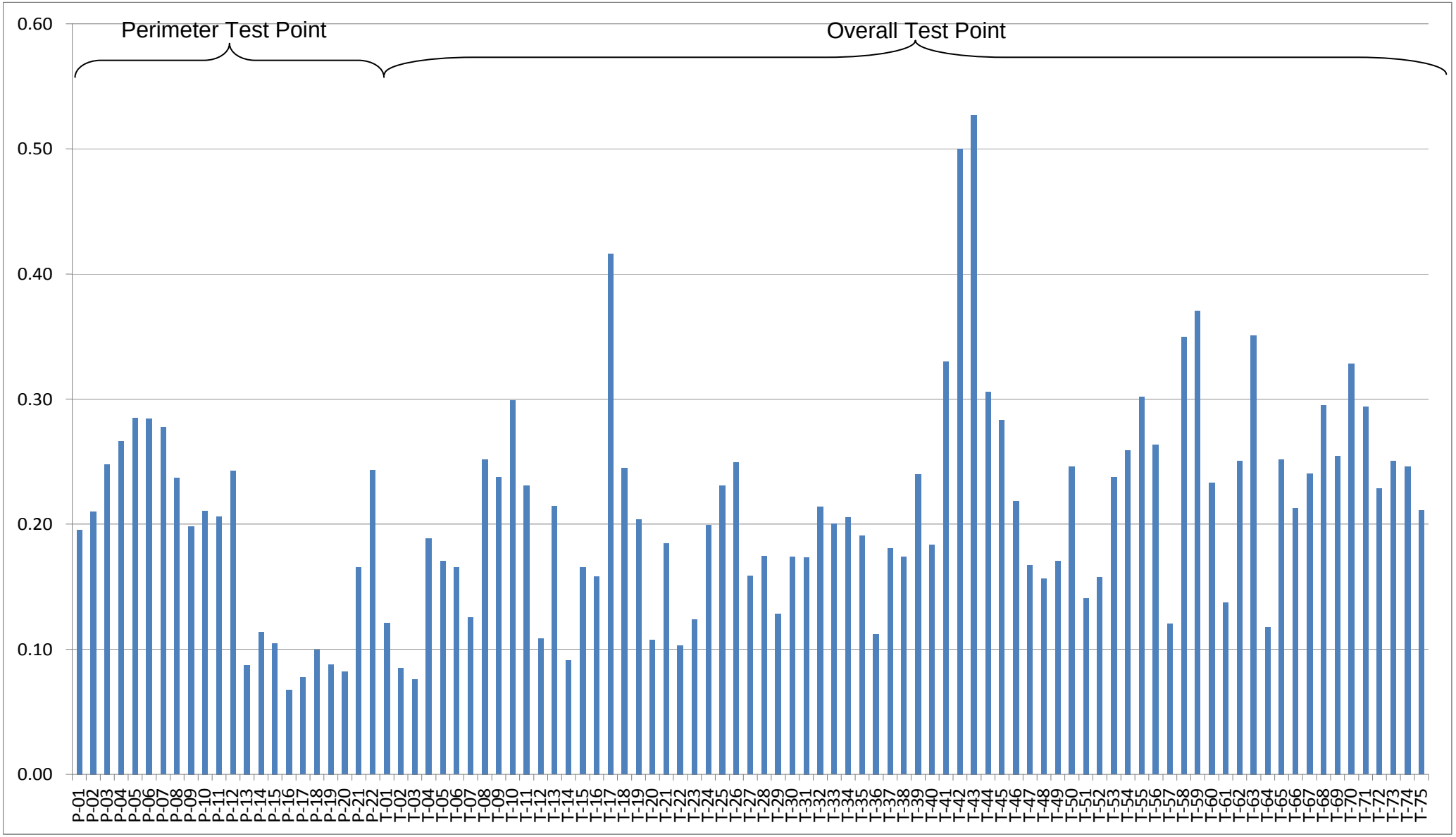


Figure:	7	ENVIRON
Title:	Wind Velocity Ratios of Individual Test Points for Scheme 1	Drawn by: AL Checked by: CC
Project:	Category B – Term Consultancy for Air Ventilation Assessment by Computational Fluid Dynamics for an Instructed Project at the Proposed Rezoning Site at Murray Road Multi-storey Car Park – Executive Summary	Rev.: 1.0 Date: Apr 2012

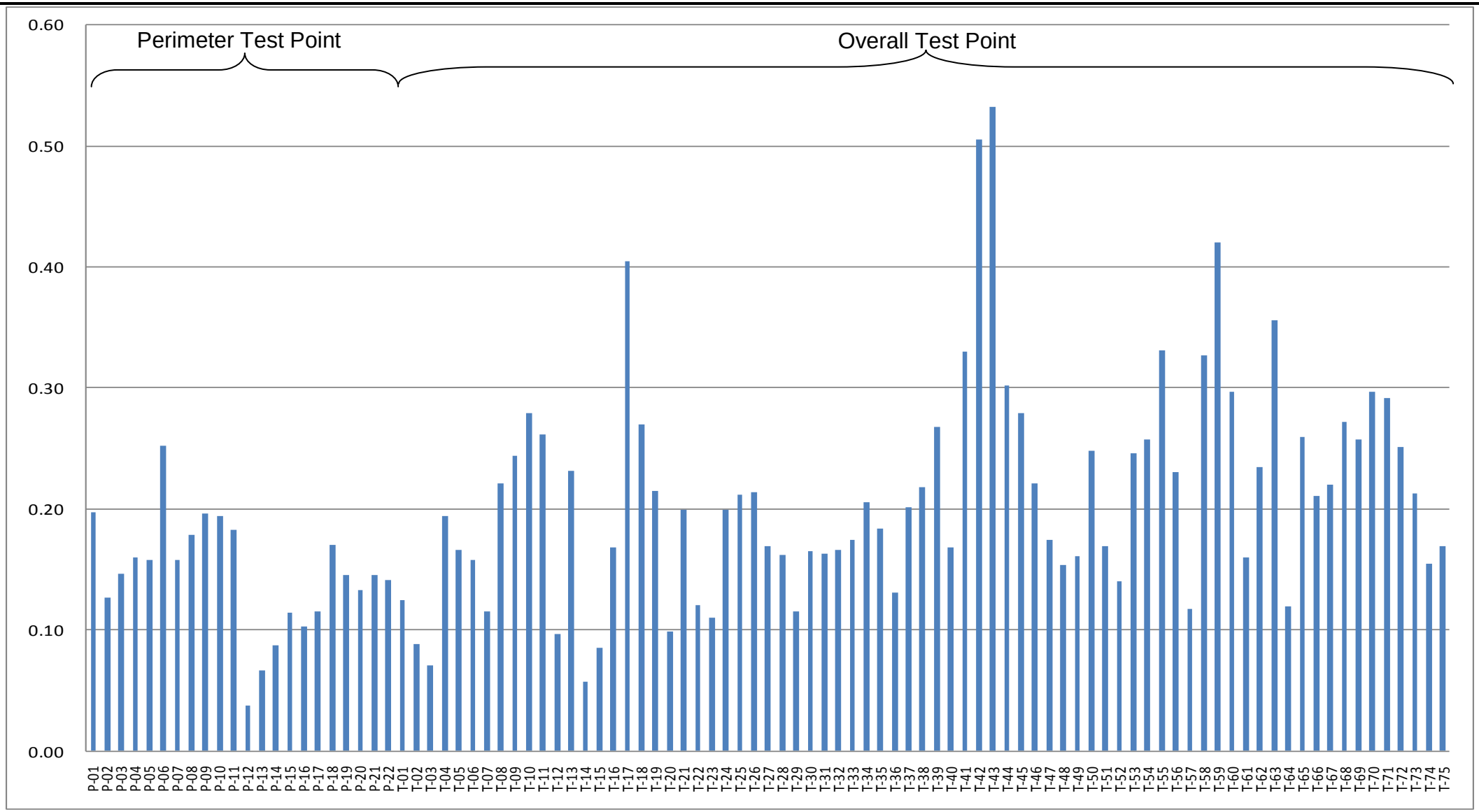


Figure:	8	ENVIRON
Title:	Wind Velocity Ratios of Individual Test Points for Scheme 2	Drawn by: SLo Checked by: CC
Project:	Category B – Term Consultancy for Air Ventilation Assessment by Computational Fluid Dynamics for an Instructed Project at the Proposed Rezoning Site at Murray Road Multi-storey Car Park – Executive Summary	Rev.: 1.0 Date: Mar 2012

Agreement No. TD 332/2013 – Traffic Impact Assessment for the Proposed Development at Murray Road Multi-storey Car Park

Reference number CHK50027610

SUMMARY NOTE

SUMMARY

The Murray Road Multi-storey Car Park (MRMCP) currently provides parking spaces for 388 private cars and 55 motorcycles. It has a site area of about 2,780m^2. The Site is proposed for development with a plot ratio of 15 for commercial use subject to site coverage and building height restriction of 65% and 180mPD respectively. Transport Department (TD) of the Government of the Hong Kong Special Administrative Region appointed MVA Hong Kong Ltd (MVA), under Agreement No. TD 332/2013, to provide professional services in respect of – Traffic Impact Assessment for the Proposed Development at Murray Road Multi-storey Car Park (hereinafter called "the Assignment").

The main objectives of the Assignment, as outlined in the Brief are as follows:

- To review existing traffic conditions and examine the capacities of existing roads, junctions, parking and loading/unloading facilities;
- To forecast future traffic flows in the vicinity of the Site, identify problematic areas and devise appropriate temporary traffic arrangement scheme and traffic improvement measures to redress these problems;
- To assess the impacts on pedestrians and propose scheme for temporary (during construction) and permanent re-provision of the affected elevated walkway system for the Site and identify the associated statutory procedures to be completed; and
- To assess the parking demand in the vicinity of the Site, in particular the effect resulting from the proposed closure of government car parks in the Central area, and recommend the number of public parking spaces to be re-provided at the Site.

Comprehensive data collection on existing site, road network, traffic arrangement, public transport and pedestrian facilities have been carried out. Additionally, data collection on planning and highway network assumptions, traffic aids, signal plans, car parking utilization, etc. have also been completed.

Traffic surveys including vehicular classified counts at road junctions and links, pedestrian link counts, car park utilizations, kerbside utilizations, and trip generation for vehicle and pedestrian have been carried out for gathering the necessary information in preparation of traffic model development, traffic impact assessment, parking demand assessment, and pedestrian assessment. Survey locations for vehicular and pedestrian counts are presented in Drawing Nos. 1 and 2.

In addition to parking provision to serve the developer's own demand, public parking spaces shall also be provided in the proposed development, by taking into account local parking demand and supply. The parking demand assessment is based on parking survey data carried out by MVA and supplemented by car park demand data provided by TD for 3 of the public car parks (i.e. MRMCP, City Hall Car Park and Star Ferry Car Park). The parking demand was assessed by time-of-day and by weekday versus weekend.

Of the 3 survey periods including weekday daytime, weekend daytime and weekday night-time, the weekday daytime period has the overall highest parking utilisations, has the most consistent utilisation patterns, and has utilisations that are routine and repeated. In this regard, it is considered that the weekday daytime period utilisation should be the basis of future public parking re-provision.

The average of the peak 3-hour demands within the weekday daytime 6-hour "plateau" period (i.e. 11:00 – 17:00) for all the observed car parks is adopted as the "Representative" utilisation.

Motorcycle parking is provided at 4 out of the 9 car parks (i.e. MRMCP, City Hall, Star Ferry and ICBC/Citibank). The representative utilisations for the surveyed motorcycle parking, for the purpose of the study assessment, would also be taken from the average of the peak 3-hour demands within the weekday daytime 6-hour "plateau" period (i.e. 11:00 – 17:00).

Comparison of the car parking demand against supply has been carried out in two tiers. In the first tier (within 500m of the MRMCP), all the surveyed car parks are included in assessing the demand vs. supply. In the second tier, since some of the surveyed car parks are more than 300m away from MRMCP, and may not be viewed as attractive alternatives in the scenario of decommissioning of MRMCP, only the "core" public parking sites are included and so any available spare parking supply outside of the core area is not included. Locations of the surveyed car park is presented in Drawing No. 3.

According to Tier 2 derivation (within 300m of the MRMCP), which is more reflective of the walking catchment of the area if the MRMCP is decommissioned, there would be a shortfall of 102 nos. of public car parking spaces. It is a more stringent re-provision requirement than the Tier 1 assessment. It means that re-provisioning must be no farther than 300m from the original location and the extent of inconvenience to users is more confined. Therefore, in a more stringent re-provision principle, that is the walking distance to the new parking sites is confined to a smaller coverage, there would be a need for public car parking re-provisioning at MRMCP.

For motorcycles, there would be a shortfall of 69 nos. of public motorcycle parking spaces upon the decommissioning of MRMCP. The future re-provisioning of public motorcycle parking could be accomplished at MRMCP alone, or by MRMCP and future Star Ferry re-provisioned parking together.

The interim situation where the MRMCP is decommissioned before demolition and redevelopment takes place was also reviewed. The assessment reveals that if the redevelopment and the associated public parking reprovisioning are not completed by 2024, there could be shortfall in public car and motorcycle spaces. However, given the assumed study and land disposal timeframe, this is not likely to happen, and that the redevelopment should be completed around 2022-2023, and the parking supply under such case should be sufficient.

Based on the development scenario of "re-providing not more than 102 public car parking spaces, 69 public motorcycle parking spaces, all to be GFA accountable, and the remaining GFA as office", the estimated proposed development traffic trips generated during AM and PM peak periods under Development Scenario are 203 pcu/hr (two-way) and 158 pcu/hr (two-way), respectively.

Based on the estimated pedestrian trip generation, the pedestrian generated from the proposed development will generate 1176 ped/hr (two-way), 1181 ped/hr (two-way) and 965 ped/hr (two-way) during AM, Lunch and PM peak periods.

During construction, it is estimated that the maximum number of construction trucks generated by the construction site of the proposed development to be approximately 5 construction trucks, which is estimated based on previous projects on the development of similar scale. In pcu/hr terms, this is equivalent to roughly 13 pcu/hr per direction (based on pcu factor of 2.5 for construction vehicles), i.e. 13-in and 13-out. For works staff, it was assumed that approximately maximum 250 works staff to be employed for the development. This figures was estimated based on previous studies on the development with similar scale.

For junction assessment, the assessment results revealed that all identified critical junctions will perform satisfactorily in both design years 2019 and 2024 under both reference (without construction works/ proposed development) and design (with construction works/ proposed development) scenarios. Thus, it is concluded that the construction works and the future proposed development during 2019 and 2024 would not cause any adverse traffic impact to the surrounding road network from the traffic point-of-view during both construction and operation periods. The assessment results for both reference and design cases in 2024 are summarized in the table below.

2024 Operational Performance of Critical Junctions – Operation Stage

No.	Junction	Method of Control	RC(%)/RFC			
			Reference (without Proposed Development)		Design (with Proposed Development)	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Harcourt Rd/Cotton Tree Drive/ Tim Wa Ave	Signal	23%	30%	23%	30%
J2	Queensway/Cotton Tree Drive	Signal	54%	40%	52%	40%
J3	Connaught Rd Central/Harcourt Rd/ Edinburgh Place	Signal	29%	35%	29%	35%
J4	Chater Rd/Murray Rd/Lambeth Walk	Signal	31%	15%	29%	16%
J5	Queensway/Murray Rd	Priority	0.668	0.860	0.671	0.858
J6	Chater Rd/Jackson Rd	Signal	40%	23%	38%	24%

For pedestrian assessment, the results of the LOS assessment for the relevant pedestrian facilities in close proximity to the proposed development during AM, Lunch and PM peak hours in both design years 2019 and 2024 revealed that all the assessed pedestrian facilities would operate satisfactorily during all the peak hours in 2019 and 2024 under both reference (without construction works/ proposed development) and design (with construction works/ proposed development) scenarios. Thus, improvement for widening these pedestrian facilities during construction or operation stages are considered not required. However, with the demolition of E9 and E22 elevated walkways, affected pedestrian would need to take longer detour without a direct connection at the elevated level access between Admiralty area (e.g. Lippo Centre) and Mid Levels area (e.g. Cheung Kong Centre). Thus, provision of 2 temporary elevated walkways were proposed in order to maintain the pedestrian connection without any diversion with part of the existing elevated walkways demolished. The schematic alignment and the location of the temporary column of these proposed temporary elevated walkways are shown in Drawing No. 4.

Two possible locations of the vehicular access points of the proposed development have been considered. Based on the proposed ingress/ egress routings as shown in Drawing No. 5, the mainly affected critical road junctions of the proposed development were assessed for the design year 2024 “with” the proposed development scenario. The assessment results revealed that the affected critical junctions with either the proposed Vehicular Access Points 1 or 2 will perform the same capacity in design year 2024. However, from safety perspective point view, the proposed Vehicular Access Point 2 would have less weaving movement along Murray Road compared with Vehicular Access Point 1 but it may occupy more site area to maintain the 2-way traffic compared with Vehicular Access Point 1. With consider the impact on the public road (i.e. no need to set back the access road between Lambeth Walk and Queensway), not affecting the car park traffic of Fairmont House and maintain as

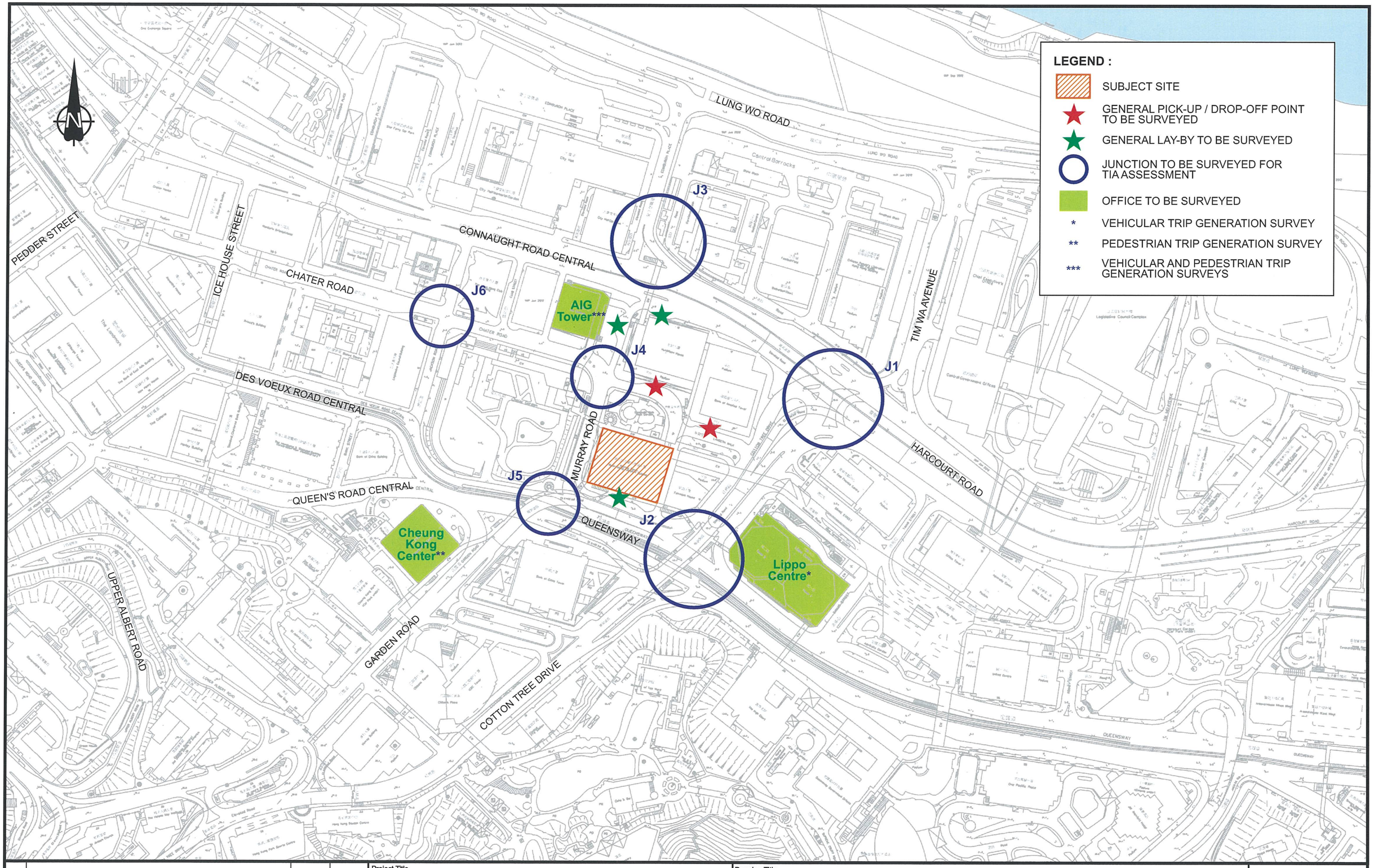
much as the ground floor site area for the development, the original location of the vehicular access point of the proposed development would be recommended from a traffic engineering point of view.

Conclusion

It is considered that the re-provision of 102 nos. of public car parking spaces at MRMCP and 69 nos. of public motorcycle parking spaces at MRMCP along or by MRMCP and future Star Ferry re-provisioned parking together should satisfy the demands from a study area-wide perspective, with the re-provisioning within reasonable walking distance with the change in parking supply and demands from future developments

The traffic impact induced by the proposed development (with Plot Ratio 15 and overall 41,700m^2 of GFA which 37,899m^2 of office, 3,366m^2 of public car park and 435m^2 of public motorcycle parking) on the surrounding road networks and walking systems for both design years 2019 and 2024 under both reference (without construction works/ proposed development) and design (with construction works/ proposed development) scenarios would not cause any adverse traffic impact and improvement at critical junctions and for widening pedestrian facilities in the surrounding of the proposed development are also considered not required.

Hence, it can be concluded that the proposed development is acceptable from a traffic engineering point of view.



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Project Title

AGREEMENT NO. TD 332/2013
TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MURRAY ROAD MULTI - STOREY CAR PARK

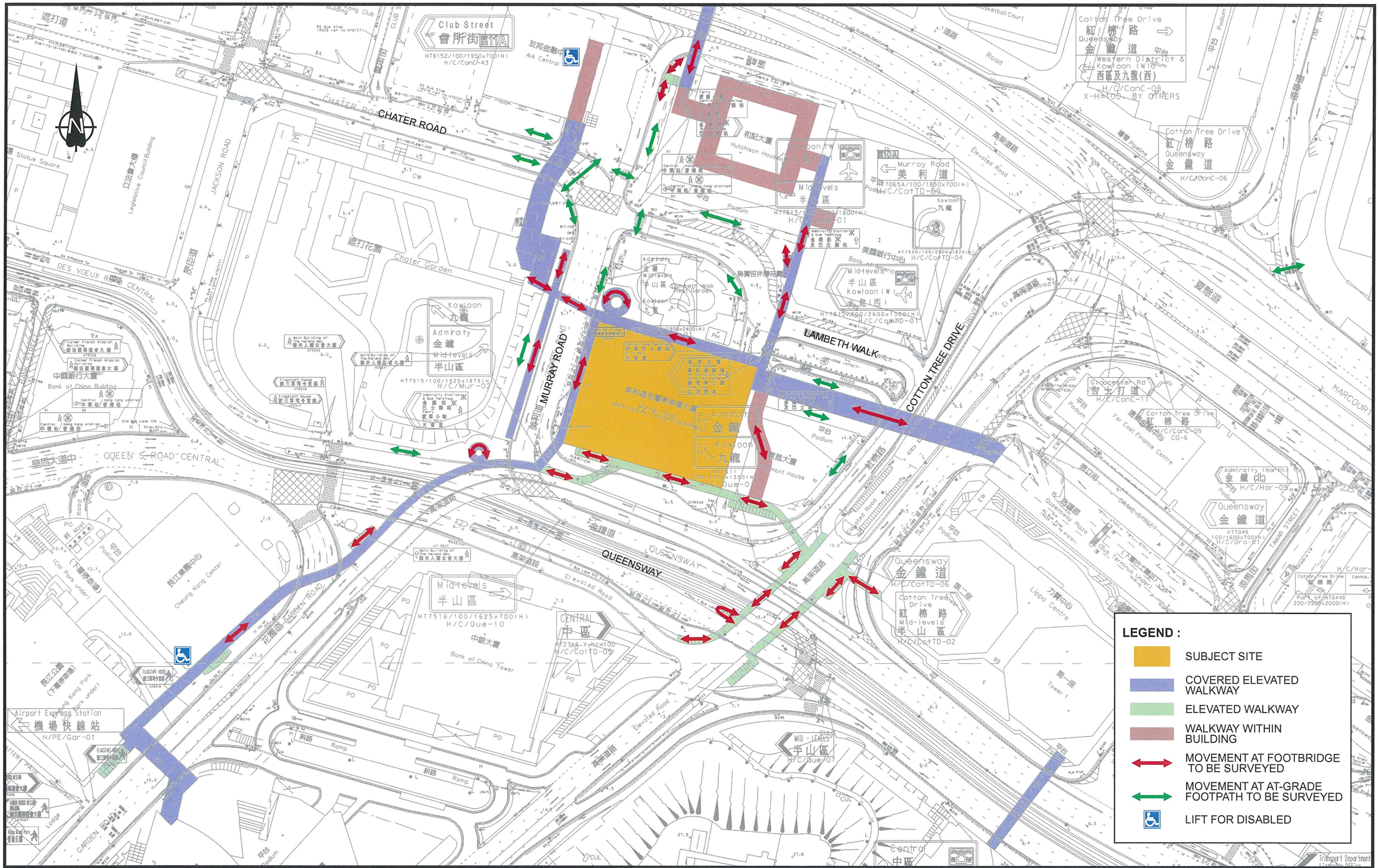
Drawing Title

SURVEY LOCATIONS FOR JUNCTION ASSESSMENT, KERBSIDE UTILIZATION AND TRIP GENERATION PURPOSES

Designed	Checked	Scale	Date	Drawing No.
SNK	EDK	NTS	SEP 2015	1

MVA SYSTRA GROUP

CHK50027610/FR/F22.CDR/CKM/1SEP15



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Project Title

AGREEMENT NO. TD 332/2013
TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MURRAY ROAD MULTI - STOREY CAR PARK

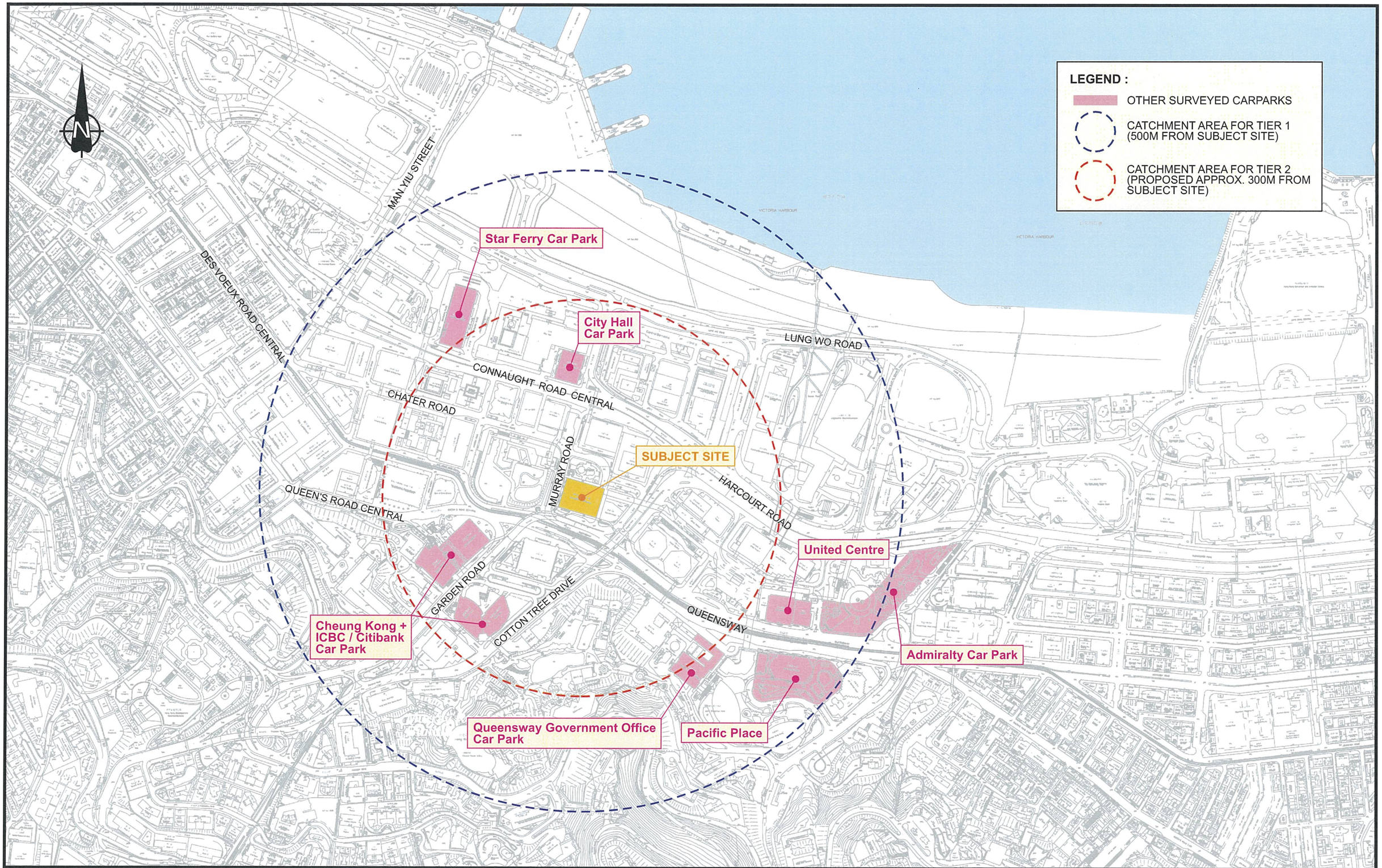
Drawing Title

SURVEY LOCATIONS - PEDESTRIAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
SNK	EDK	NTS	MAY 2015	2	-

MVA SYSTRA GROUP

CHK50027610/DFR/F24.CDR/CKM/19MAY15



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Project Title

AGREEMENT NO. TD 332/2013
TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MURRAY ROAD MULTI - STOREY CAR PARK

Drawing Title

KEY PARKING FACILITIES IN CATCHMENT AREA (TIERS 1 AND 2)

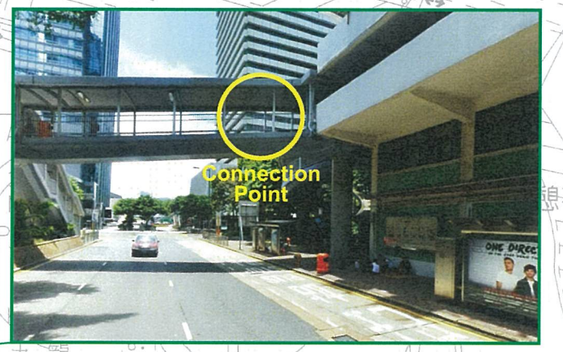
Designed	Checked	Scale	Date	Drawing No.	Rev.
LJN	EDK	NTS	MAY 2015	3	-

MVA SYSTRA GROUP

CHK50027610/DFR/F51.CDR/LLH/27MAY15

LEGEND :

- ORIGINAL ROUTE
- REGULAR ACCESS ROUTE & BARRIER FREE ACCESS ROUTE
- REGULAR ACCESS ROUTE
- PROPOSED TEMPORARY ELEVATED WALKWAYS
- PROPOSED COLUMN LOCATION



A Section of the Bus Layby to be Closed to Provide Area for Temporary Column

Min. 1.5m clear width to be provided

Min. 1.5m clear width to be provided

A Section of the Layby to be Closed to Provide Area for Temporary Column

Rev.	Description	Checked	Date
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Project Title

AGREEMENT NO. TD 332/2013
TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MURRAY ROAD MULTI - STOREY CAR PARK

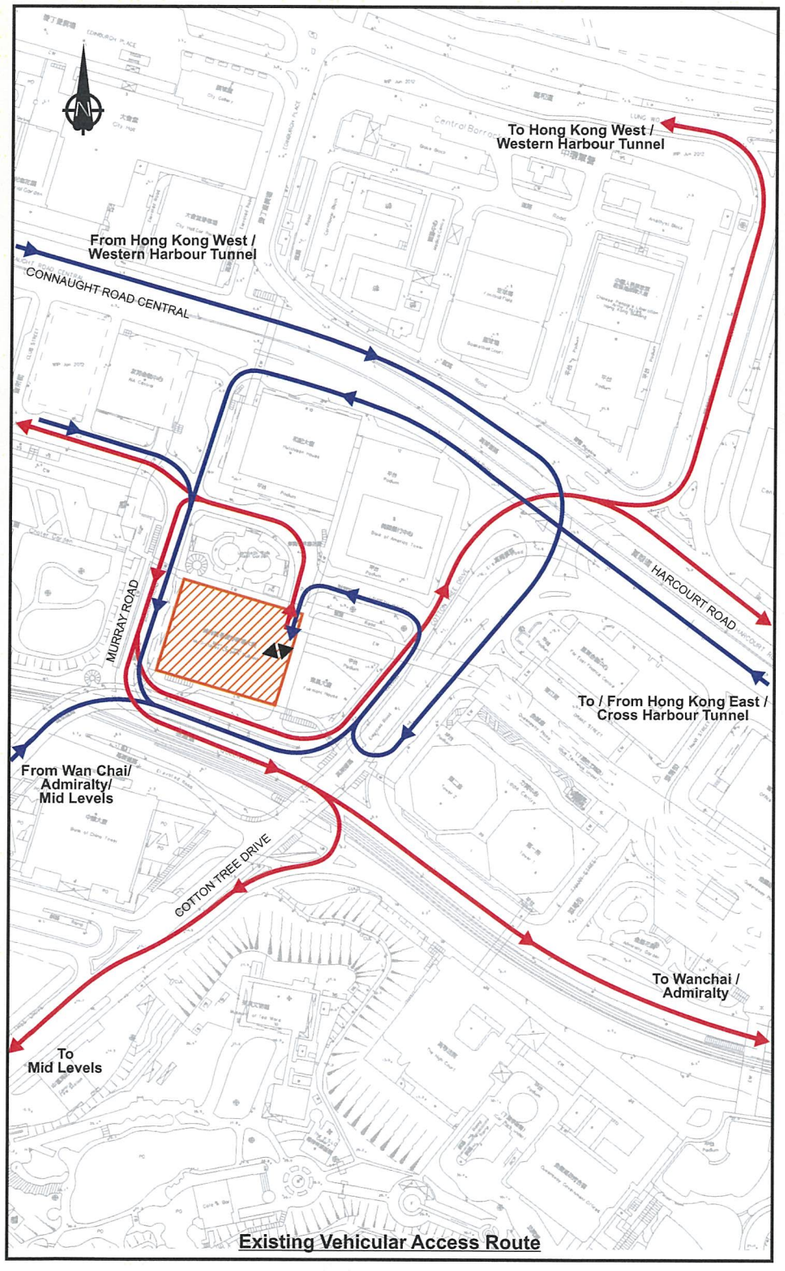
Drawing Title

PROPOSED TEMPORARY ELEVATED WALKWAY LOCATIONS

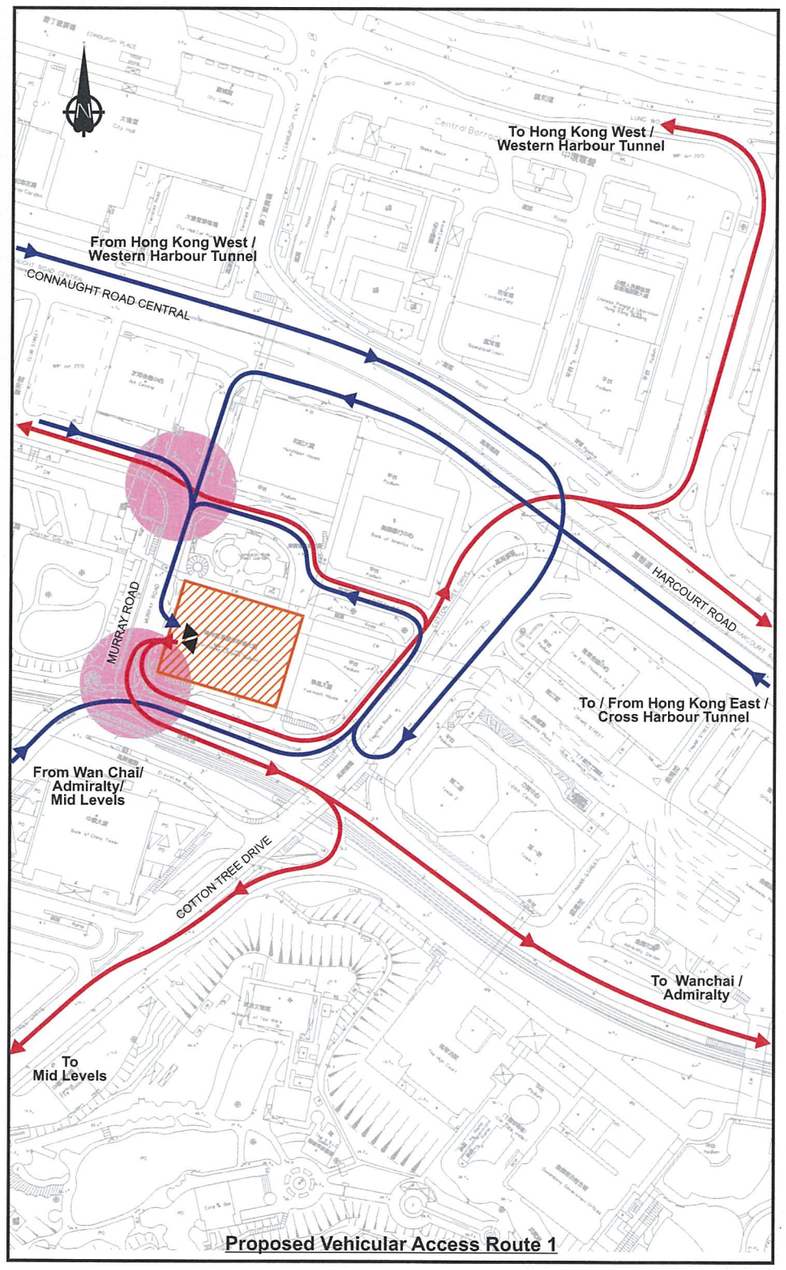
Designed	Checked	Scale	Date	Drawing No.	Rev.
ZSY	EDK	NTS	SEP 2015	4	-

MVA SYSTRA GROUP

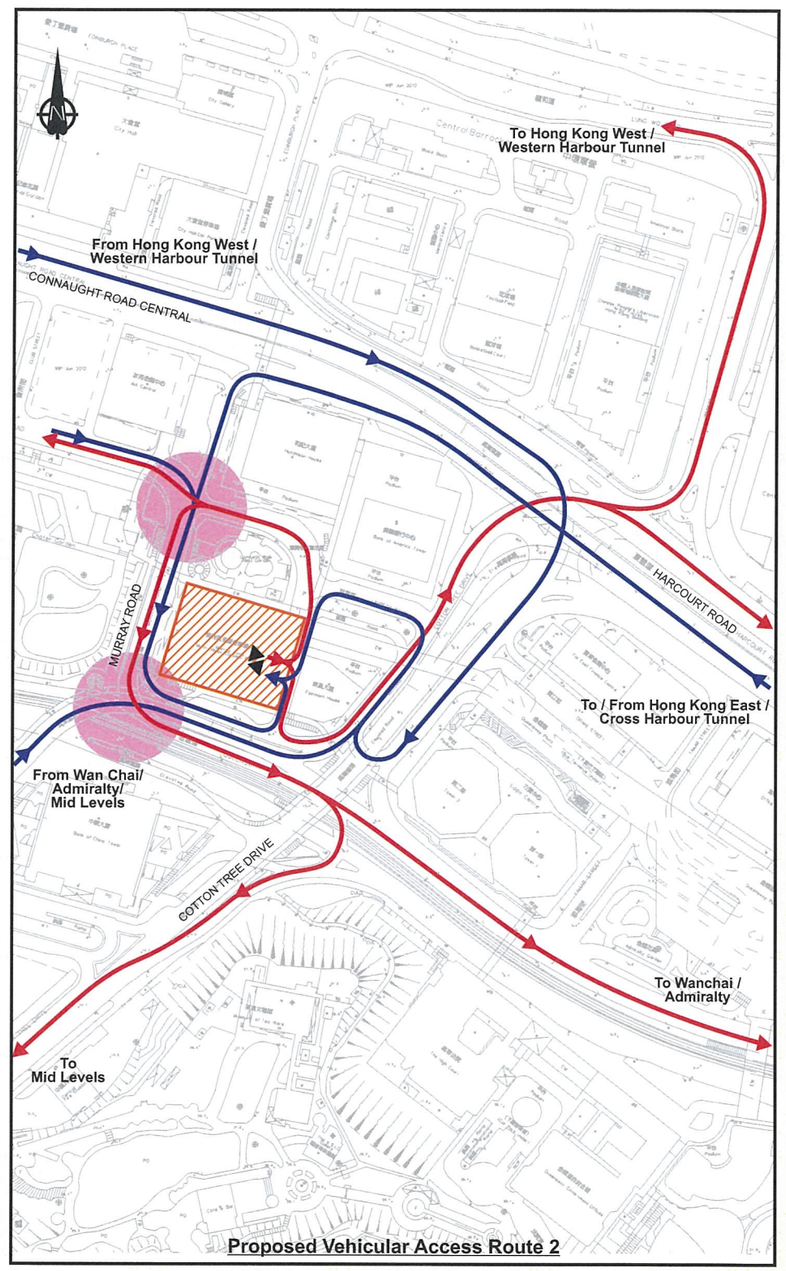
CHK50027610/FR/F815.CDR/CKM/1SEP15



Existing Vehicular Access Route



Proposed Vehicular Access Route 1



Proposed Vehicular Access Route 2

LEGEND :

- SUBJECT SITE
- SITE INGRESS / EGRESS
- AFFECTED JUNCTIONS
- INGRESS ROUTE
- EGRESS ROUTE
- INGRESS ROUTE FROM MON TO SAT ONLY (DUE TO ROAD CLOSURE OF CHATER ROAD ON SUNDAY)

Rev.	Description	Checked	Date
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Project Title

AGREEMENT NO. TD 332/2013
TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MURRAY ROAD MULTI - STOREY CAR PARK

Drawing Title

CONSIDERATION OF VEHICULAR ACCESS POINT

Designed	Checked	Scale	Date	Drawing No.	Rev.
ZSY	EDK	NTS	SEP 2015	5	-

MVA SYSTRA GROUP

CHK50027610/FR/F834.CDR/CKM/1SEP15

Planning Department

Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty - Feasibility Study

Final Report – Visual Impact Assessment Summary

Agreement No. CE 65/2012 (TP)

Revised | November 2015

Job number 234504

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Document Verification

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Contents

1 INTRODUCTION

1.1 Study Background

1.1.1.1 Queensway Plaza was built in 1980 as part of the development works for Admiralty Station of the Island Line. The primary purpose of the Government property was to provide elevated pedestrian connections from Admiralty Station to neighbouring developments. However, Queensway Plaza 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.

1.1.1.2 The current tenancy of Queensway Plaza is due to expire in January 2019, subject to the Government's right of termination two years earlier. In addition, the South Island Line (East) (SIL(E)) is due for imminent completion followed by the Shatin to Central Link (SCL) in 2020/2021, each with a station in Admiralty. The redevelopment of Queensway Plaza with its adjoining Government land (the Study Site) would, therefore, be a timely addition to strengthen the existing business and commercial node functions and transportation hub of Admiralty. Yet redevelopment in Queensway Plaza is also constrained by various factors, such as the proximity of existing station structures, at-grade infrastructures, public transportation facilities and the large volumes of pedestrian connections across the Study Site, which would need to be resolved to meet the site's full development potential.

1.1.1.3 Planning Department of the HKSAR (PlanD) commissioned Ove Arup and Partners Hong Kong Limited (Arup) on 9 January 2014 to undertake the Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study (the Study). The Assignment will investigate the planning, architectural and engineering feasibility of redeveloping the Study Site.

1.2 Study Objectives

1.2.1.1 Key to the redevelopment of the Study Site is to maximize commercial potential, including Grade A office and retail uses. The Study provides an opportunity to create a notable new addition to the Admiralty skyline and capitalise on the image and role of Admiralty as a strategic commercial and transportation hub in Hong Kong. The Study will seek to make recommendations to upgrade the existing public realm in its vicinity, including optimisation of the pedestrian connectivity within and through the site. The existing operation and layout of the Public Transport Interchange (PTI) will also be investigated to establish the potential for reconfiguration to increase efficiency. The Study will aim to ensure that the implementation strategy minimises disruption to the operation of adjacent facilities during the future construction stage. Specifically, the Assignment will:

- establish a comprehensive baseline profile and identify the key opportunities, constraints and issues;
- ascertain the constraints imposed by the structure of existing buildings and evaluate the redevelopment potential of the Study Site;

- establish the planning and design considerations and formulate development concepts;
- formulate initial redevelopment and/or construction options for the Study Site to derive a recommended development scheme;
- establish the technical practicability and architectural feasibility of the recommended development scheme; and
- formulate a planning and design brief and make recommendations on the implementation strategy.

1.2.1.2 The findings and recommendations of the Study will serve as a reference for amendments to the Outline Zoning Plan (OZP) and guide the future land disposal and development of the Study Site.

1.3 Study Site and Study Area

1.3.1.1 The Study Site comprises the Queensway Plaza together with its adjoining Government land within the immediate vicinity of Admiralty Station, encompassing Drake Street, Tamar Street, Rodney Street and Admiralty Garden (see **Figure 1.1**). The Study Site covers an area of approximately 1.97 hectares and is bounded by Harcourt Road, Cotton Tree Drive, Queensway and the site of the forthcoming SIL(E) Admiralty Station. The Study Site falls within the Approved Central District OZP No. S/H4/14. Different parts of the Study Site and Study Area currently fall within Central District, Central District (Extension), Wan Chai, Wan Chai North, Mid-Levels West and Mid-Levels East OZPs.

1.3.1.2 The Study Area extends approximately 400 meters in radii from the Study Site, incorporating 86 hectares of prime locations of strategic importance (see **Figure 1.2**). The Study Area includes the Study Site and surrounding commercial and government buildings, including Lippo Centre, Far East Finance Centre, Admiralty Centre and United Centre. Further from the Study Site, Pacific Place is located to the south, High Court and Bank of China Building to the southwest/west, Central Government Offices to the north, and Harcourt Garden to the east.

1.3.1.3 At the northern periphery of the Study Area is the site for the new Central and Western District Promenade, which will provide a world-class waterfront and new centre of activity along Victoria Harbour. To the western and eastern fringes are the commercially successful and vibrant areas of Central and Wan Chai respectively, whereas the more tranquil Hong Kong Park is situated at the southern extent of the Study Area.

1.3.1.4 The Study Site and Study Area is also characterised as a major transport hub. The Study Site is located in close proximity of the existing Mass Transit Railway (MTR) Admiralty Station and the nearby existing Admiralty East PTI and Admiralty West PTI provides facilities for bus services. With the original primary purpose of Queensway Plaza to provide elevated pedestrian connections from Admiralty Station to neighbouring development, there are a number of key pedestrian footbridge connections across the Study Site to the wider area.

2 Visual Impact Assessment Summary

2.1 Approach and Methodology

2.1.1.1 Visual Impact Assessment (VIA) is conducted to assess the potential impacts of the recommended development scheme on the visual resources. The VIA assessed the visual impacts, conducted in accordance with the Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board[1]. The VIA identify, compare and evaluate the potential visual impacts of various development scenarios to the surrounding area and to facilitate the consideration of the development potential of the project by relevant parties and authorities. The key factors to establish are:

- Proposed site layout;
- Blocking and massing design;
- Building height;
- Location and sensitivity of Visually Sensitive Receivers (VSRs) which would be affected by the project;
- Existing visual attractors and detractors within the visual setting;
- Disposition of built form and green coverage;
- The influence of the development on the skyline of Hong Kong Island together with the juxtaposition of a new high rise building against the ridgeline of Victoria Peak and Aberdeen Country Park from key vantage points and VSRs;
- Plot ratio; and
- Spatial relationship with the surrounding cityscape.

2.1.1.2 The prospective vantage points for the assessment is subject to desktop and onsite verifications, but shall include the strategic viewing points of the Peak, the Cultural Complex at Tsim Sha Tsui and the Proposed Promenade of the South East Kowloon Development, as defined by the Urban Design Guidelines of the HKPSG.

2.1.1.3 An evaluation of the overall visual impact was undertaken based on a cumulative assessment to all the identified Visually Sensitive Receiver (VSR) groups; the results of the assessment helps to inform the development and advise on potential visual enhancement or mitigation measures that can be incorporated into the building's design. The VIA was supported by illustrations, including sections, photomontages and three-dimensional graphics, to demonstrate the visual impacts of the proposal from VSRs.

[1] *Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board* (TPB PG-No. 41), available: http://www.info.gov.hk/tpb/en/forms/Guidelines/TPB_PG_41.pdf

2.2 Visual Context of the Study Site and the Surrounding Area

2.2.1 Assessment Area and Viewing Points

2.2.1.1 An assessment boundary is delineated for the VIA according to TPB PG-No. 41. According to the guidelines, the assessment area should be equal to approx. three times of overall building height of the subject development. As the maximum building height of the RDS is 200mPD including rooftop structure (with about 6mPD at ground level), a radius of 600m (i.e. more than 197m x 3) from the boundary of the Study Site defines the boundary of the assessment area, and key local viewing points (VPs) within the assessment area are selected for assessments (**Figure 4.4.1a** refers).

2.2.1.2 Apart from key local VPs, the assessment would also take into account views from key strategic vantage points, as per paragraph 4.5 of TPB PG-No. 41. Specific vantage points have therefore been identified according to Chapter 11 of the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG) (**Figure 4.4.1b to 4.4.1d** refers).

2.2.1.3 Fourteen (14) VPs in short-range, medium-range and long-range VP are selected and assessed (**Figures 4.4.1a** to **4.4.1d** refer) When assessing the potential visual impacts of the RDS, the classification of VPs is also categorized as follows:

Table 1.2.1 Classification of VPs

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Study Site while engaging in recreational activities	High
Travellers	Those viewers who would view the Study Site from vehicles or on foot	Medium
Occupational	Those viewers who would view the Study Site from their workplaces	Low

2.2.1.4 In addition to the nature of the receivers, the VPs are also assessed based on the duration and distance over which the proposed development would remain visible, and most importantly, the public perception of value attached to the identified views. Description of the VPs are provided in **Appendix A** and summarized in the table below:

VP	**Visual Sensitivity**
VP1: Central Pier 10	High
VP2: Footbridge connecting AIA Central and Murray Road Multi-Storey Carpark Building	Medium
VP3: Bowen Road Walking Trail	Medium
VP4: HKCEC Expo Promenade	High
VP5: Hong Kong Park	High
VP6: Footbridge connecting CITIC Tower and Harcourt Garden	Medium
VP7: Tamar Park	High
VP8: Pacific Place Garden	Medium

VP	Visual Sensitivity
VP9: Bus Stop along Queensway	Medium
VP10: Junction of Harcourt Road and Tamar Street	Low
VP11: High Court Plaza	High
VP12: Cultural Complex, Tsim Sha Tsui	High
VP13: Proposed Promenade, South East Kowloon Development	High
VP14: The Peak	High

2.2.2 Assessment of Visual Impact

2.2.2.1 This section evaluates the visual impact of the RDS by comparing it with the existing condition. Reference is made to TPB PG-No. 41 and **Appendix A** which summarises the relevant appraisal aspects on visual changes.

VP1: Central Pier 10

2.2.2.2 This VP represents public viewers engaging in passive recreational activities along the Central waterfront near Central Pier 10. Please refer to **Figure 4.4.2** for the photomontages.

2.2.2.3 **Effects on Visual Composition** – The visual composition of this VP comprises high-rise buildings including Far East Finance Centre, Lippo Centre, Conrad Hong Kong Hotel, People's Liberation Army Hong Kong Building, etc. in the background, with waterfront promenade and Victoria Harbour in the foreground. The proposed development would be in-line with the background high-rise buildings and be integrated as part of this visual composition of the skyline of the surrounding developments. There would be negligible adverse impact on the visual composition as compared to the existing situation.

2.2.2.4 **Effects on Visual Obstruction and Visual Permeability** – With the background already fully occupied by high-rise commercial buildings, the proposed development would only cause obstruction to the view to Conrad Hong Kong Hotel and Admiralty Centre and a minor part of the sky view. Visual obstruction from this VP is considered minimal.

2.2.2.5 **Effects on Public Viewers** – Although the proposed development would obstruct view to Conrad Hong Kong Hotel and Admiralty Centre, the proposed development would in fact be of similar commercial uses and similar building facade as compared to these buildings. The sensible building height would also be compatible with the adjacent building (i.e. Far East Finance Centre). Therefore, the proposed development would not adversely affect the visual experience for pedestrians in comparison to the existing condition. Only negligible impact would be anticipated.

2.2.2.6 **Effects on Visual Elements / Resources** – Given that the facade of the proposed development would likely be designed in a way similar to the existing commercial buildings nearby, the dominating commercial character of the background would remain the same upon completion of the proposed development.

2.2.2.7 Based on the above, the proposed development will only bring **negligible**

visual impact at pedestrian level in the Central waterfront.

VP2: Footbridge Connecting AIA Central and Murray Road Multi-Storey Carpark Building

2.2.2.8 This VP represents public viewers walking along the footbridge between AIA Central and Murray Road Multi-Storey Carpark Building. Please refer to **Figure 4.4.3** for the photomontages.

2.2.2.9 **Effects on Visual Composition –** The visual composition of this VP comprises high-rise commercial buildings including Far East Finance Centre and Admiralty Centre in the background, with AIA Central, the future redevelopment of Murray Road Multi-Storey Carpark Building and some trees at the foreground. Upon completion of the proposed development, it would largely be blocked by the future redevelopment of Murray Road Multi-Storey Carpark Building and only a corner of it would be visible. The proposed development would therefore be integrated as part of the visual composition at this VP.

2.2.2.10 **Effects on Visual Obstruction and Visual Permeability** – The current visual opening between Far East Finance Centre and Murray Road Multi-Storey Carpark Building would not be affected as the proposed development would largely be blocked by the future redevelopment of Murray Road Multi-Storey Carpark Building as viewed from this VP. Visual obstruction to any important views is considered minimal.

2.2.2.11 **Effects on Public Viewers –** As only a corner of the proposed development would be visible at this VP, and that the proposed development would be of similar nature and building facade with the surrounding buildings, adverse impact to pubic viewers is not anticipated.

2.2.2.12 **Effects on Visual Elements / Resources –** The dominating commercial character of the background would remain the same upon completion of the proposed development, owing to the fact that the facade of the proposed development would likely be designed in a way similar to the existing commercial buildings nearby, and that only a small corner of the proposed development would be visible from this VP. Impact on visual elements is considered negligible.

2.2.2.13 Based on the above, the proposed development will only bring **negligible** visual impact at pedestrian level along the footbridge connecting AIA Central and the future redevelopment of Murray Road Multi-Storey Carpark Building.

VP3: Bowen Road Walking Trail

2.2.2.14 This VP represents public viewers walking or jogging along Bowen Road Walking Trail. Please refer to **Figure 4.4.4** for the photomontage.

2.2.2.15 **Effects on Visual Composition** – As this VP is viewed from a higher topography, the visual composition of this VP comprises the Victoria Harbour and some lower commercial buildings in the background; as well as some higher commercial buildings such as Conrad Hong Kong Hotel,

Island Shangri-La Hotel and One Pacific Place, open space and trees in the foreground. Although the proposed development would be slightly taller than One Pacific Place, a large part of it is in fact visually blocked by One Pacific Place and Conrad Hong Kong Hotel. The proposed development would therefore be largely integrated as part of this visual composition of the skyline of the surrounding developments. There would be negligible adverse impact on the visual composition as compared to the existing situation.

2.2.2.16 **Effects on Visual Obstruction and Visual Permeability** – Only a small corner of the proposed development would be visible thus blocking a very minor part of the sky view. Visual obstruction of any important views from this VP is therefore considered minimal. Meanwhile, visual permeability towards Victoria Harbour and Kowloon through the visual opening between JW Marriott Hong Kong and CITIC Tower would not be affected.

2.2.2.17 **Effects on Public Viewers** – The public viewers at this VP would only be able to view a small corner of the proposed development behind One Pacific Place and Conrad Hong Kong Hotel, which would in fact also be of similar commercial uses and similar building facade as compared to these buildings. The effect on public viewers is therefore considered negligible.

2.2.2.18 **Effects on Visual Elements / Resources** – Given that the facade of the proposed development would likely be designed in a way similar to the existing commercial buildings nearby, and that only a small part of the proposed development would be visible from this VP, the dominating commercial character of the background would remain the same upon completion of the proposed development. View towards Victoria Harbour and Kowloon would not be affected as well.

2.2.2.19 Based on the above, the proposed development will only bring **negligible** visual impact at pedestrian level along Bowen Road Hiking Trail.

VP4: HKCEC Expo Promenade

2.2.2.20 This VP represents public viewers engaging in passive recreational activities at Expo Promenade outside HKCEC. Please refer to **Figure 4.4.5** for the photomontage.

2.2.2.21 **Effects on Visual Composition** – The visual composition of this VP comprises high-rise commercial buildings at the background and the Victoria Harbour at the foreground. Upon completion, the proposed development would hardly be visible from this VP as it is largely blocked by CITIC Tower. The proposed development is only slightly taller than CITIC Tower, which is in general still compatible with the overall skyline of the surrounding developments.

2.2.2.22 **Effects on Visual Obstruction and Visual Permeability** – The proposed development is only slightly taller than CITIC Tower with very slight blockage to sky view, and a significant part of the building would be blocked by CITIC Tower. Visual obstruction of any important views from this VP and its impact is negligible.

2.2.2.23 **Effects on Public Viewers** – Since the proposed development would hardly be visible from this VP, and that the sensible building height would still be

in line with the skyline of surrounding developments, impact on public viewers is not anticipated.

2.2.2.24 **Effects on Visual Elements / Resources** – Although the view towards the ridgeline could be a visual element from this VP, it is noted that CITIC Tower has already intruded the ridgeline even without the proposed development. As the proposed development would largely be blocked by CITIC Tower, the proposed development would not cause any impact to the ridgeline. The dominating commercial character of the background would remain the same upon completion of the proposed development.

2.2.2.25 Based on the above, the proposed development will only bring **negligible** visual impact at Expo Promenade outside HKCEC.

VP5: Hong Kong Park

2.2.2.26 This VP represents public viewers looking out from a vantage point at Hong Kong Park. Please refer to **Figure 4.4.6** for the photomontage.

2.2.2.27 **Effects on Visual Composition –** The visual composition of this VP comprises the Victoria Harbour and some high-rise commercial buildings in the background particularly Lippo Centre; as well as some more high-rise buildings (including High Court Building and Queensway Government Offices) and the Hong Kong Park in the foreground. Upon completion of the proposed development, it would be of similar height to the Lippo Centre and consistent with the stepped height profile descending from Queensway Government Offices towards harbourfront. Therefore, it would cause no negative impact on the visual composition as compared to the existing situation, and would further complete the skyline of surrounding developments by minimising the visually conspicuous Lippo Centre and enhance the visual composition.

2.2.2.28 **Effects on Visual Obstruction and Visual Permeability** – Although the development site is now occupied by a low-rise structure which contributes as a visual relief between Lippo Centre and Queensway Government Offices, more than half of the proposed development would be blocked by High Court Building in the foreground, which has already impeded the visual permeability to the background even without the proposed development. While the portion of the proposed development behind High Court Building would obstruct the sky view, its similar height with the adjacent Lippo Centre would not create significant impact to the overall visual composition. Meanwhile, the visual opening to Victoria Harbour and Kowloon between Lippo Centre and People's Liberation Army Building would not be affected.

2.2.2.29 **Effects on Public Viewers** – Public viewers would be able to see the proposed development at this VP. However, given that a large part of it would be blocked by building in the foreground, the public viewers would only view the proposed development as part of the skyline integrated with other surrounding developments of similar commercial uses and building facade. Moreover, the chamfered building profile instead of standard orthogonal building footprint allows a facade, instead of a corner, fronting towards Hong Kong Park. The visual impact to the public viewers is therefore **negligible**.

2.2.2.30 **Effects on Visual Elements / Resources** – Given that the facade of the

proposed development would likely be designed in a way similar to the existing commercial buildings nearby, the dominating commercial character of the background would remain the same upon completion of the proposed development. Impact to the view towards Victoria Harbour, one of the important visual elements at this VP, would also be minimal.

2.2.2.31 Based on the above, the proposed development would only bring **slightly adverse** visual impact, considering that its intrusion to the sky view would be mitigated by adopting chamfered building profile and comparable building height with the adjacent developments.

VP6: Footbridge connecting CITIC Tower and Harcourt Garden

2.2.2.32 This VP represents transient view from pedestrian walking along the footbridge between CITIC Tower and Harcourt Garden. Please refer to **Figure 4.4.7** for the photomontage.

2.2.2.33 **Effects on Visual Composition** – The visual composition of this VP comprises high-rise commercial buildings including Admiralty Centre and Far East Finance Centre at the background, as well as Harcourt Road at the foreground with an existing elevated footbridge at the right hand side. With similar building height to Admiralty Centre, the proposed development would be in line with the skyline of surrounding buildings and would fit in well with the visual composition. There would be negligible adverse impact on the visual composition as compared to the existing situation.

2.2.2.34 **Effects on Visual Obstruction and Visual Permeability** – The proposed development would fill up the current narrow gap between Tower 1 and 2 of Admiralty Centre and thus blocking a very minor part of the sky view. Visual obstruction is therefore considered negligible. With the proposed development located to the left of Harcourt Road, the proposed development would also retain the visual permeability along this major road.

2.2.2.35 **Effects on Public Viewers** – Public viewers would only be able to see part of the proposed development from this VP as it would largely be blocked by Admiralty Centre. With the building design and nature of use likely to be similar with the surrounding developments, and that the building height is also compatible with the surroundings, adverse impact on public viewers is not anticipated.

2.2.2.36 **Effects on Visual Elements / Resources –** Given that the facade of the proposed development would likely be designed in a way similar to the existing commercial buildings nearby, the dominating commercial character of the background would remain the same upon completion of the proposed development.

2.2.2.37 Based on the above, the proposed development will only bring **negligible** visual impact at the footbridge connecting CITIC Tower and Harcourt Garden.

VP7: Tamar Park

2.2.2.38 This VP represents public viewers engaging in passive recreational activities at Tamar Park. Please refer to **Figure 4.4.8** for the photomontage.

2.2.2.39 **Effects on Visual Composition** – The visual composition of this VP comprises high-rise buildings including Admiralty Centre and Conrad Hong Kong Hotel at the background, as well as the 'arch' of the Central Government Offices and Tamar Park at the foreground. Upon completion of the proposed development, it would be significantly blocked by the Admiralty Centre as viewed from this VP. The proposed development would therefore be well-integrated as part of the visual composition.

2.2.2.40 **Effects on Visual Obstruction and Visual Permeability** – The proposed development would be largely blocked by Admiralty Centre, and only a minor portion of the proposed development would be visible behind Admiralty Centre thus slightly locking the sky view. Visual obstruction to any important views is considered minimal.

2.2.2.41 **Effects on Public Viewers** – As only a corner of the proposed development would be visible at this VP, and that the proposed development would be of similar nature and building facade with Admiralty Centre, adverse impact to pubic viewers is not anticipated.

2.2.2.42 **Effects on Visual Elements / Resources** – The dominating commercial character of the background would remain the same upon completion of the proposed development, owing to the fact that the facade of the proposed development would likely be designed in a way similar to the existing commercial buildings nearby, and that only a small corner of the proposed development would be visible from this VP. The visual opening towards the green backdrop behind would also stay largely the same.

2.2.2.43 Based on the above, the proposed development will only bring **negligible** visual impact at Tamar Park as viewed from this VP.

VP8: Pacific Place Garden

2.2.2.44 This VP represents public viewers, mostly workers from surrounding developments, engaging in passive recreational activities at the terrace garden of Pacific Place. Please refer to **Figure 4.4.9** for the photomontage.

2.2.2.45 **Effects on Visual Composition** – The view from this VP comprises high-rise commercial buildings (including Far East Finance Centre and Admiralty Centre) in the background with the terrace garden of Pacific Place and the footbridge between Pacific Place and the proposed development in the foreground. Upon completion, the proposed development by virtue of its close proximity would dominate the visual composition at this VP and block most of Far East Finance Centre and Admiralty Centre in the background. However, the proposed landscape deck, which is at similar height level of the Pacific Place Garden and the enhanced rooftop garden on Queensway walkway and visible from this VP, would ameliorate the impact by providing visual interests.

2.2.2.46 **Effects on Visual Obstruction and Visual Permeability** – With the

development site now occupied by a low-rise structure which contributes as a visual relief, the proposed development would inevitably block the visual opening and sky view between Far East Finance Centre and People's Liberation Army Building / Admiralty Centre. The proposed development would set back from the southwest corner of the development site for in-situ preservation of the existing OVT, creating a wider separation with Lippo Centre and thus preserving the diagonal visual relation between Victoria Harbour and Pacific Place through the view corridor between Far East Finance Centre and Bank of America Tower.

2.2.2.47 **Effects on Public Viewers** – This VP represents users engaging in passive recreational activities, most likely workers from nearby commercial development during lunch. Although one of the visual opening would be blocked, various positive visual elements have been proposed into the design of the proposed development that will add visual interests to this VP as compared to existing conditions. These include the proposed landscape deck and the rooftop greening of Queensway Walkway. By providing setback at the southwest corner of the development site, the proposed development would also help preserving the more important view corridor towards the harbour between Far East Finance Centre and Bank of America Tower. Overall, impacts to the public viewers are considered limited given the various positive visual elements added and the incorporation of mitigation measures.

2.2.2.48 **Effects on Visual Elements / Resources** – An important visual elements at this VP is the view corridor towards the harbour. There are currently two corridors, one between Admiralty Centre and Far East Finance Centre, and the other one between Far East Finance Centre and Bank of America Tower. Although the one between Admiralty Centre and Far East Finance Centre would be obstructed by the proposed development, this corridor is less significant due to the presence of People's Liberation Army Building at the background which has already impeded most of the view. Meanwhile, with the building setback from the southwest corner of the development site, the wider view corridor between Far East Finance Centre and Bank of America Tower would not be affected and would instead be further enhanced together with the rooftop greening on the Queensway Walkway.

2.2.2.49 Based on the above, the proposed development would only bring **moderately adverse** visual impact as its negative effect would be mostly mitigated.

VP9: Bus Stop along Queensway

2.2.2.50 This VP represents public viewers at street-level from bus stops along Queensway. Please refer to **Figure 4.4.10** for the photomontage.

2.2.2.51 **Effects on Visual Composition** – The view from this VP comprises high-rise commercial buildings (including Admiralty Centre, Central Government Offices and United Centre) in the background; and with some trees and Queensway in the foreground. Upon completion, the proposed development would dominate the visual composition at this short-range VP and block most of Admiralty Centre and United Centre in the background. Nonetheless, the proposed public open space with landscape design and tree planting at the corner of Queensway and Tamar Street, the preservation of the existing OVT at this location and the proposed landscape deck would

ameliorate the impact by providing visual interests. The enhanced rooftop garden on Queensway Walkway and the proposed landscape deck would also improve the amenity by providing more greening to the area as viewed from this VP.

2.2.2.52 **Effects on Visual Obstruction and Visual Permeability** – The proposed development by virtue of its close proximity would inevitably obstruct view to the commercial buildings in the background and the sky view given that the development site is currently occupied by a low-rise structure only. However, with the building setback from Tamar Street as well as from the existing OVT to be preserved at the southwest corner of the development site, the visual permeability along Tamar Street and in between Admiralty Centre and Far East Finance Centre could still be preserved from this VP.

2.2.2.53 **Effects on Public Viewers** – With the provision of various positive visual elements, such as the public open space fronting Queensway, landscape deck and rooftop greening of Queensway Walkway, it is anticipated that they will add the visual interests to this VP as compared to existing conditions. The setback at the southwest corner of the development site would also help preserving the view corridor along Tamar Street.

2.2.2.54 **Effects on Visual Elements / Resources** – Given that the facade of the proposed development would likely be designed in a way similar to the existing commercial buildings nearby, the dominating commercial character of the background would remain the same upon completion of the proposed development. The view corridor along Tamar Street would not be affected as well.

2.2.2.55 Based on the above, the proposed development would only be **moderately adverse** considering that the obstruction of sky view would be mitigated by replacing the negative visual elements with visual interests and enhancing an important view corridor as compared to existing condition.

VP10: Junction of Harcourt Road and Tamar Street

2.2.2.56 This VP represents street-level view of pedestrian at the junction of Harcourt Road and Tamar Street. Please refer to **Figure 4.4.11** for the photomontage.

2.2.2.57 **Effects on Visual Composition** – The view from this VP comprises the existing Queensway Walkway and Admiralty Centre at the background, with Tamar Street at the foreground. While only a small portion of the proposed podium would be visible from this VP, the proposed footbridge connecting to Tamar Bridge going along Tamar Street would have an impact to the visual composition at this VP. Nonetheless, with the proposed footbridge locating closer to the facade of Admiralty Centre and the adoption of an open-sided design instead of an enclosed footbridge that increases the visual permeability, any adverse impact would be minimised.

2.2.2.58 **Effects on Visual Obstruction and Visual Permeability** – Although the proposed podium would block the current visual gap and a minor portion of the sky view between Queensway Government Offices and Pacific Place, the impact is considered negligible due to the low-rise nature of the podium which is just slightly taller than the existing Queensway Walkway. Moreover, the adoption of an open-sided footbridge design, which is located

close to Admiralty Centre would preserve the view line along Tamar Street and increase the visual permeability.

2.2.2.59 **Effects on Public Viewers** – The additional of a new footbridge would inevitably has a visual impact on public viewers. This is, however, considered negligible due to the design of an open-sided footbridge which would effectively reduce its bulkiness as conceived by the pedestrian. In addition, various positive visual elements have been proposed into the design of the proposed development. For example, the Queensway Walkway would be enhanced with better external appearance and rooftop landscaping, which would further add visual interests to this VP as compared to existing conditions.

2.2.2.60 **Effects on Visual Elements / Resources** – Given that the proposed footbridge would adopt an 'opened' design which allow permeability to the facade of Admiralty Centre, and that the proposed podium and enhanced Queensway Walkway would share the same nature and similar building design with the surrounding developments, the dominating commercial character of the background would remain the same upon completion of the proposed development. Impact to the view corridor along Tamar Street would be minimal as well.

2.2.2.61 Based on the above, the proposed development would only bring **slightly adverse** visual impact as its negative effect would be mostly mitigated.

VP11: High Court Plaza

2.2.2.62 This VP represents public viewers engaging in passive recreational activities from the High Court Plaza. Please refer to **Figure 4.4.12** for the photomontage.

2.2.2.63 **Effects on Visual Composition** – The view from this VP comprises high-rise commercial buildings (including Admiralty Centre, CITIC Tower, Central Government Office and United Centre) in the background with Queensway in the foreground. As viewed from this short-range VP, the proposed development would by virtue of its close proximity dominate the visual composition at this VP and block most of Admiralty Centre, CITIC Tower and United Centre in the background. Nonetheless, the proposed public open space with landscape design and tree planting at the corner of Queensway and Tamar Street, as well as the proposed landscape deck at similar height level as High Court Plaza would ameliorate the impact by providing visual interests. The enhanced rooftop garden on Queensway Walkway would also improve the amenity by providing more greening to the area as viewed from this VP.

2.2.2.64 **Effects on Visual Obstruction and Visual Permeability** – Given that the development site is currently occupied by a low-rise structure only, the proposed development would inevitably obstruct view to the commercial buildings at the background and the sky view. However, the proposed development would set back from the southwestern corner of the site for in-situ preservation of the existing OVT and from Tamar Street for a wider separation from Lippo Centre, the view corridor in between Admiralty Centre and Far East Finance Centre towards Kowloon across the harbour could still be preserved.

2.2.2.65 **Effects on Public Viewers** – The proposed development would be visible from this VP and would block the views to most commercial building at the background. This is, however, considered negligible due to the similar nature of the surrounding buildings with the proposed development. In addition, various positive visual elements have been proposed into the design of the proposed development that will further enhance the visual interests to this VP as compared to existing conditions where only mechanical facilities could be seen. This includes the proposed public open space fronting Queensway, the landscape deck and the rooftop greening of Queensway Walkway. The provision of setback at the southwest corner of the development site would also help preserving the view corridor along Tamar Street, where the Victoria Harbour and Kowloon side could be seen.

2.2.2.66 **Effects on Visual Elements / Resources** – With the adoption of chamfered building profile and provision of a generous public open space at the corner of Queensway and Tamar Street, the important view towards Victoria Harbour and Kowloon side would not be obstructed by the proposed development, and would instead be further enhanced together with the better-designed public open space and rooftop greening on the Queensway Walkway as compared to existing condition.

2.2.2.67 Based on the above, the proposed development would only be **moderately adverse** considering that the obstruction of sky view would be mitigated by replacing the negative visual elements with visual interests and enhancing an important view corridor as compared to existing condition.

VP12: Cultural Complex, Tsim Sha Tsui

2.2.2.68 This VP represents public viewers from a strategic vantage point at Tsim Sha Tsui. Please refer to **Figure 4.4.13** for the photomontage.

2.2.2.69 **Effects on Visual Composition** – The visual composition of this VP comprises the ridgeline at the background, cluster of high-rise buildings at the middle-ground and the Victoria Harbour at the foreground. Upon completion of the proposed development, it would be in-line with the surrounding developments. The sensible building height of the proposed development, which is similar to the adjacent buildings, would integrate well with the skyline of the surrounding buildings. Impact to the overall visual composition is therefore negligible.

2.2.2.70 **Effects on Visual Obstruction and Visual Permeability** – With the background almost fully occupied by high-rise buildings, the proposed development would only cause obstruction to some buildings such as the Queensway Government Offices as well as the landscape backdrop. The proposed development would not intrude the ridgeline, and there is no visual obstruction of any important views from this VP.

2.2.2.71 **Effects on Public Viewers** – Public viewers at this VP tend to appreciate the overall cityscape of Hong Kong Island and the relation with the ridgeline. Given the proposed development would largely be blocked by the Central Government Offices in front, be of similar commercial uses and similar building facade as compared to the surrounding buildings, and that the building height would also be compatible with the adjacent building without intruding into the '20% Building Free Zone' recommended under HKPSG, it is anticipated that the proposed development would not

adversely affect the visual experience. Only negligible impact would be anticipated.

2.2.2.72 **Effects on Visual Elements / Resources** – The protection of ridgeline is recognised at this strategic VP. With the maximum building height established at 200mPD (including rooftop structures), the proposed development would not intrude into the '20% Building Free Zone' of the ridgeline as viewed from this VP.

2.2.2.73 Based on the above, the proposed development will only bring **negligible** visual impact as viewed from Tsim Sha Tsui.

VP13: Proposed Promenade, South East Kowloon Development

2.2.2.74 This VP represents public viewers from the proposed promenade near Kai Tak development area. Please refer to **Figure 4.4.14** for the photomontage.

2.2.2.75 **Effects on Visual Composition** – The visual composition of this VP comprises ridgeline at the background, high-rise buildings at the middle-ground and the Victoria Harbour at the foreground. Upon completion of the proposed development, it would be in-line with the surrounding developments. The sensible building height of the proposed development, which is similar to the adjacent buildings, would integrate well with the skyline of the surrounding buildings. Impact to the overall visual composition is therefore negligible.

2.2.2.76 **Effects on Visual Obstruction and Visual Permeability** – With the background almost fully occupied by high-rise buildings, the proposed development would only cause obstruction to some buildings and the landscape backdrop behind. The proposed development would not intrude the ridgeline, and there is no visual obstruction of any important views from this VP.

2.2.2.77 **Effects on Public Viewers** – Public viewers at this VP tend to appreciate the overall cityscape of Hong Kong Island and the relation with the ridgeline. Given the proposed development would largely be blocked by CITIC Tower and Central Government Offices in front, be of similar commercial uses and similar building facade as compared to the surrounding buildings, and that the building height would also be compatible with the adjacent buildings without intruding into the '20% Building Free Zone' recommended under HKPSG, it is anticipated that the proposed development would not adversely affect the visual experience. Only negligible impact would be anticipated.

2.2.2.78 **Effects on Visual Elements / Resources** – The protection of ridgeline is recognised at this strategic VP. With the maximum building height established at 200mPD (including rooftop structures), the proposed development would not intrude into the '20% Building Free Zone' of the ridgeline as viewed from this VP.

2.2.2.79 Based on the above, the proposed development will only bring **negligible** visual impact as viewed from the proposed waterfront promenade near Kai Tak.

VP14: The Peak

2.2.2.80 This VP represents public views from the strategic vantage point at the Peak. Please refer to **Figure 4.4.15** for the photomontage.

2.2.2.81 **Effects on Visual Composition** – The visual composition of this VP comprises the Kowloon Peninsula and Victoria Harbour at the background, as well as high-rise buildings at Hong Kong Island and dense vegetation around the peak at the foreground. The proposed development would be in-line with the adjacent high-rise buildings and be integrated as part of this visual composition of the skyline of the surrounding developments. There would be negligible adverse impact on the overall visual composition as compared to the existing situation.

2.2.2.82 **Effects on Visual Obstruction and Visual Permeability** – Upon completion of the proposed development, it would block the view towards CITIC Tower and HKCEC from this VP. However, view towards HKCEC has in fact already been impeded by the surrounding developments even without the proposed developments such as CITIC Tower, Queensway Government Offices and the planned Site 5 Development with a similar height as CITIC Tower. Impact caused by the proposed development is not significant.

2.2.2.83 **Effects on Public Viewers** – This VP represents public viewers who tend to appreciate the overall skyline and coastline of the harbour as a whole. Although the proposed development would obstruct views to HKCEC which is one of the iconic landmarks in Hong Kong, impact caused by the proposed development is in fact not significant as the view has already been impeded by other surrounding developments even without the proposed development. Its sensible building height is also compatible with the adjacent buildings, and would be well-integrated with the similar commercial buildings and skyline, forming a harmonic visual composition.

2.2.2.84 **Effects on Visual Elements / Resources** – As mentioned above, the proposed development would block the view towards HKCEC from this VP. Nonetheless, impact caused by the proposed development is not significant due to the fact that HKCEC has already been obstructed by other surrounding developments even without the proposed development. Moreover, the proposed building height would allow the cityscape to stay at almost the same, protecting the views to Victoria Harbour as compared to existing view.

2.2.2.85 Based on the above, the proposed development would bring **slightly adverse** visual impact considering its general compatibility with the overall visual composition

2.2.2.86 **Table 3.3.4** below summarises the assessment of the visual impact when the RDS is in place.

Table 3.3.4 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Aspects				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
VP1: Central Pier 10	High	Negligible	Negligible	Negligible	Negligible	Negligible
VP2: Footbridge connecting AIA Central and Murray Road Multi-Storey Carpark Building	Medium	Negligible	Negligible	Negligible	Negligible	Negligible
VP3: Bowen Road Walking Trail	Medium	Negligible	Negligible	Negligible	Negligible	Negligible
VP4: HKCEC Expo Promenade	High	Negligible	Negligible	Negligible	Negligible	Negligible
VP5: Hong Kong Park	High	Slightly Enhanced	Slightly Adverse	Negligible	Negligible	Slightly Adverse
VP6: Footbridge connecting CITIC Tower and Harcourt Garden	Medium	Negligible	Negligible	Negligible	Negligible	Negligible
VP7: Tamar Park	High	Negligible	Negligible	Negligible	Negligible	Negligible
VP8: Pacific Place Garden	Medium	Moderately Adverse	Moderately Adverse	Slightly Adverse	Slightly Adverse	Moderately Adverse
VP9: Bus Stop along Queensway	Medium	Moderately Adverse	Moderately Adverse	Slightly Enhanced	Negligible	Moderately Adverse
VP10: Junction of Harcourt Road and Tamar Street	Low	Slightly Adverse	Negligible	Slightly Adverse	Negligible	Slightly Adverse
VP11: High Court Plaza	High	Moderately Adverse	Moderately Adverse	Slightly Enhanced	Negligible	Moderately Adverse
VP12: Cultural Complex, Tsim Sha Tsui	High	Negligible	Negligible	Negligible	Negligible	Negligible
VP13: Proposed Promenade, South East Kowloon Development	High	Negligible	Negligible	Negligible	Negligible	Negligible
VP14: The Peak	High	Negligible	Slightly Adverse	Slightly Adverse	Slightly Adverse	Slightly Adverse

2.3 Conclusion

2.3.1.1 As the proposed development is located in the middle of cluster of high-rise commercial buildings with similar nature and building design, visual impact at the medium-range and long-range VPs would in general be considered **negligible**. At short-range VPs, the proposed development by virtue of the building bulk and close proximity would have **moderately adverse** visual impact. To mitigate the impact, design measures have been proposed, including the provisions of building setbacks from Tamar Street and the southwestern corner of the site, a public open space along Queensway, as well as greening at the landscape deck and rooftop garden of Queensway Walkway. In overall terms, the visual impact of the proposed development is deemed **slightly adverse**.

Central Government Offices | Central Barracks | Far East Financial Centre | Lippo Centre

EXISTING VIEW

Central and Western District Promenade

Proposed development

Central Government Offices | Central Barracks | Far East Financial Centre | Lippo Centre

WITH PROPOSED SCHEME

Central and Western District Promenade

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.2	VP1

Job Title

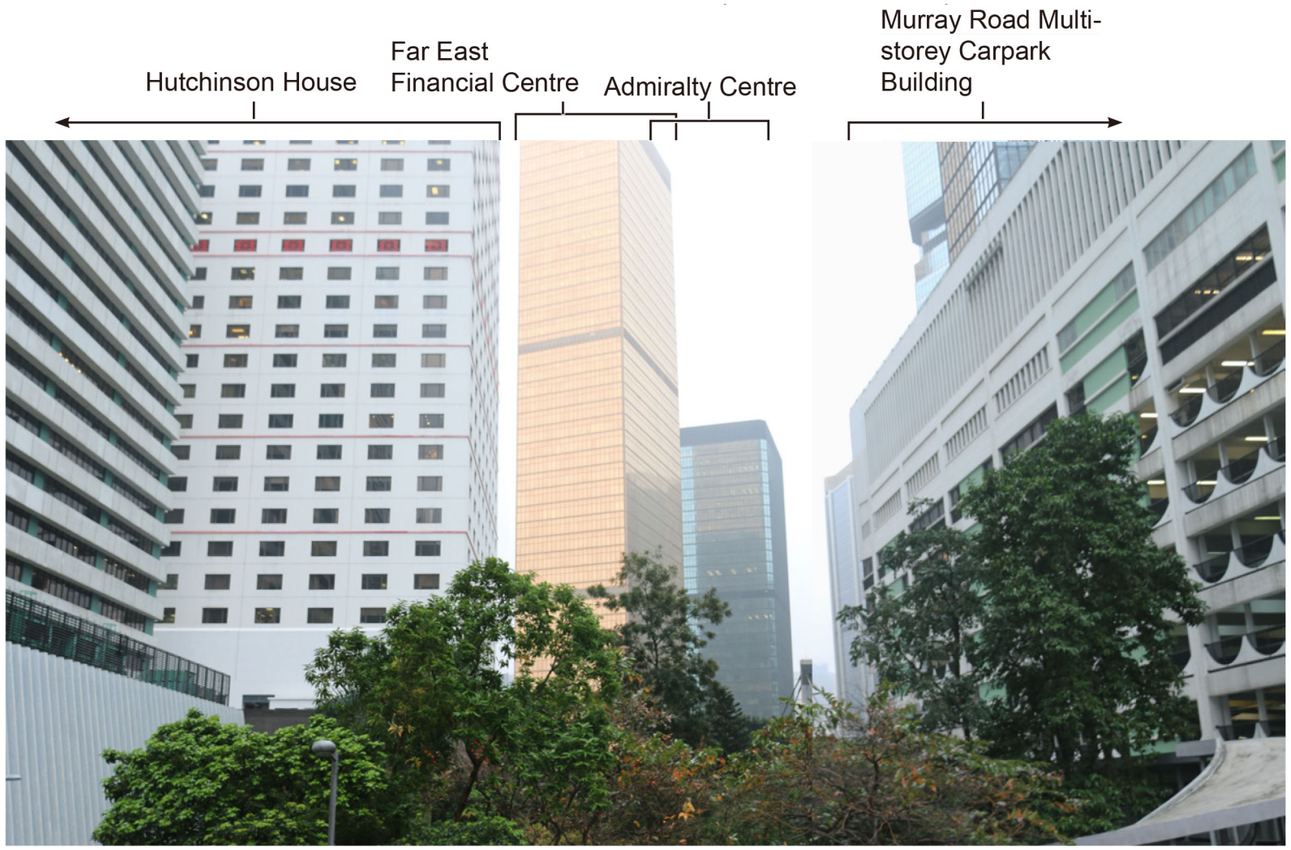
AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

規劃署
Planning Department

ARUP



EXISTING VIEW

WITH PROPOSED SCHEME

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.3	VP2

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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Planning Department

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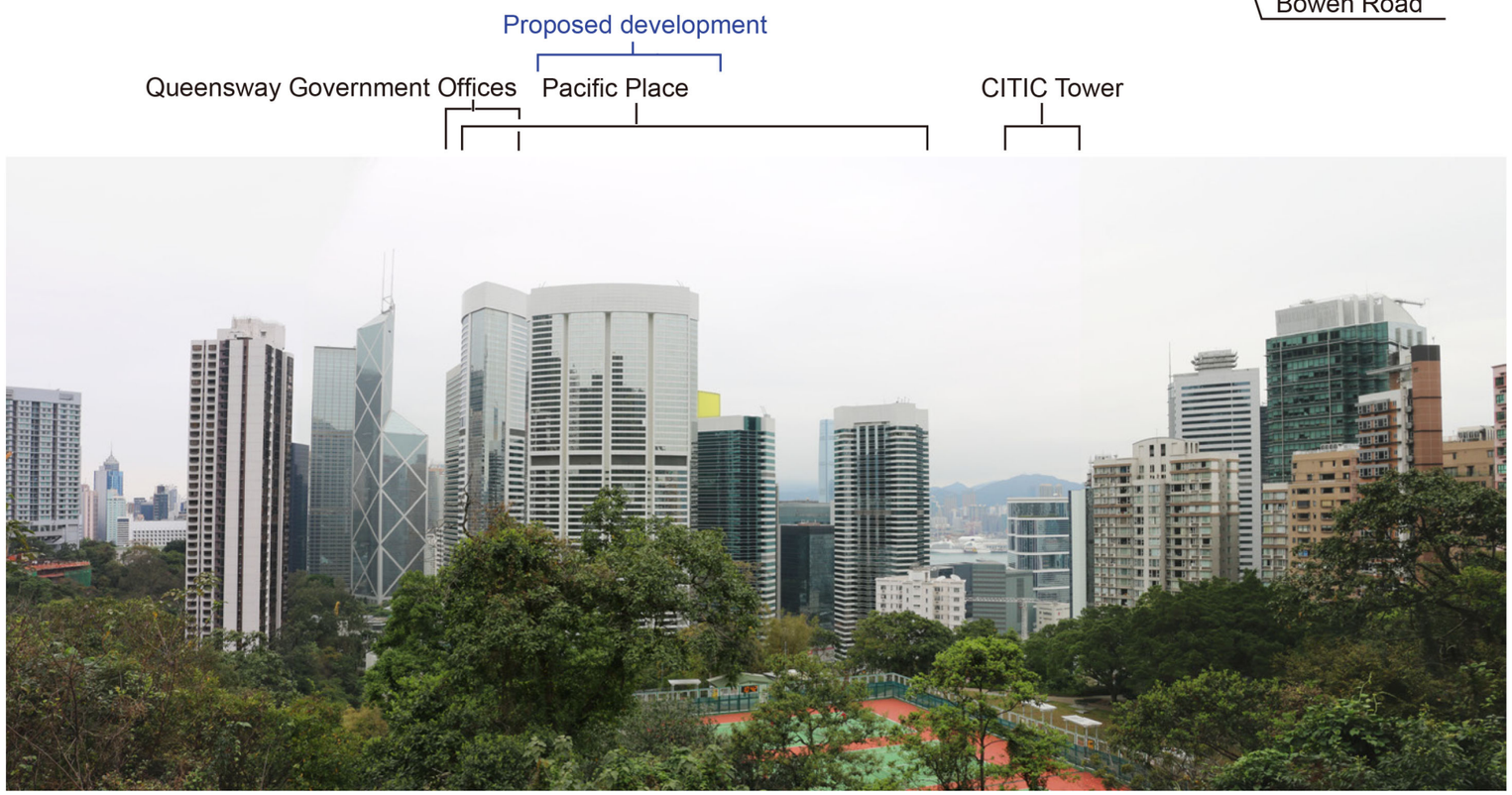
EXISTING VIEW



WITH PROPOSED SCHEME

Bowen Road

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.4	VP3

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

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Pacific Place CITIC Tower Central Government Offices

EXISTING VIEW

Proposed development

Promenade along HK Convention and Exhibition Centre

Pacific Place CITIC Tower Central Government Offices

WITH PROPOSED SCHEME

Promenade along HK Convention and Exhibition Centre

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.5	VP4

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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Planning Department

ARUP

Lippo Centre

High Court

Queensway Government Offices

EXISTING VIEW

Hong Kong Park

Proposed development

Lippo Centre

High Court

Queensway Government Offices

WITH PROPOSED SCHEME

Hong Kong Park

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.6	VP5

Job Title

AGREEMENT NO. CE 65/2012 (TP)

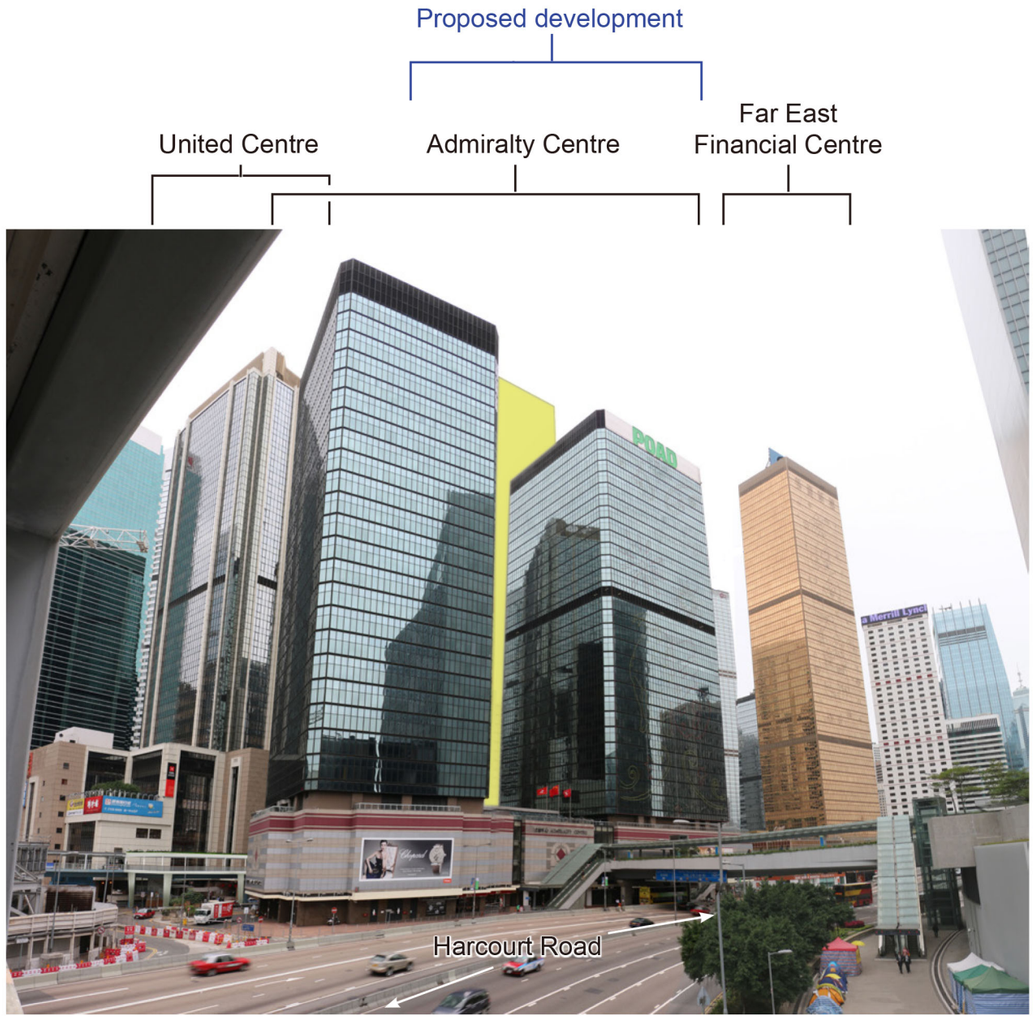
PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

規劃署
Planning Department

ARUP

EXISTING VIEW



WITH PROPOSED SCHEME

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.7	VP6

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

規劃署
Planning Department

ARUP

Central Government Offices

Admiralty Centre

Central Government Offices

EXISTING VIEW

Proposed development

Central Government Offices

Admiralty Centre

Central Government Offices

WITH PROPOSED SCHEME

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.8	VP7

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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Planning Department

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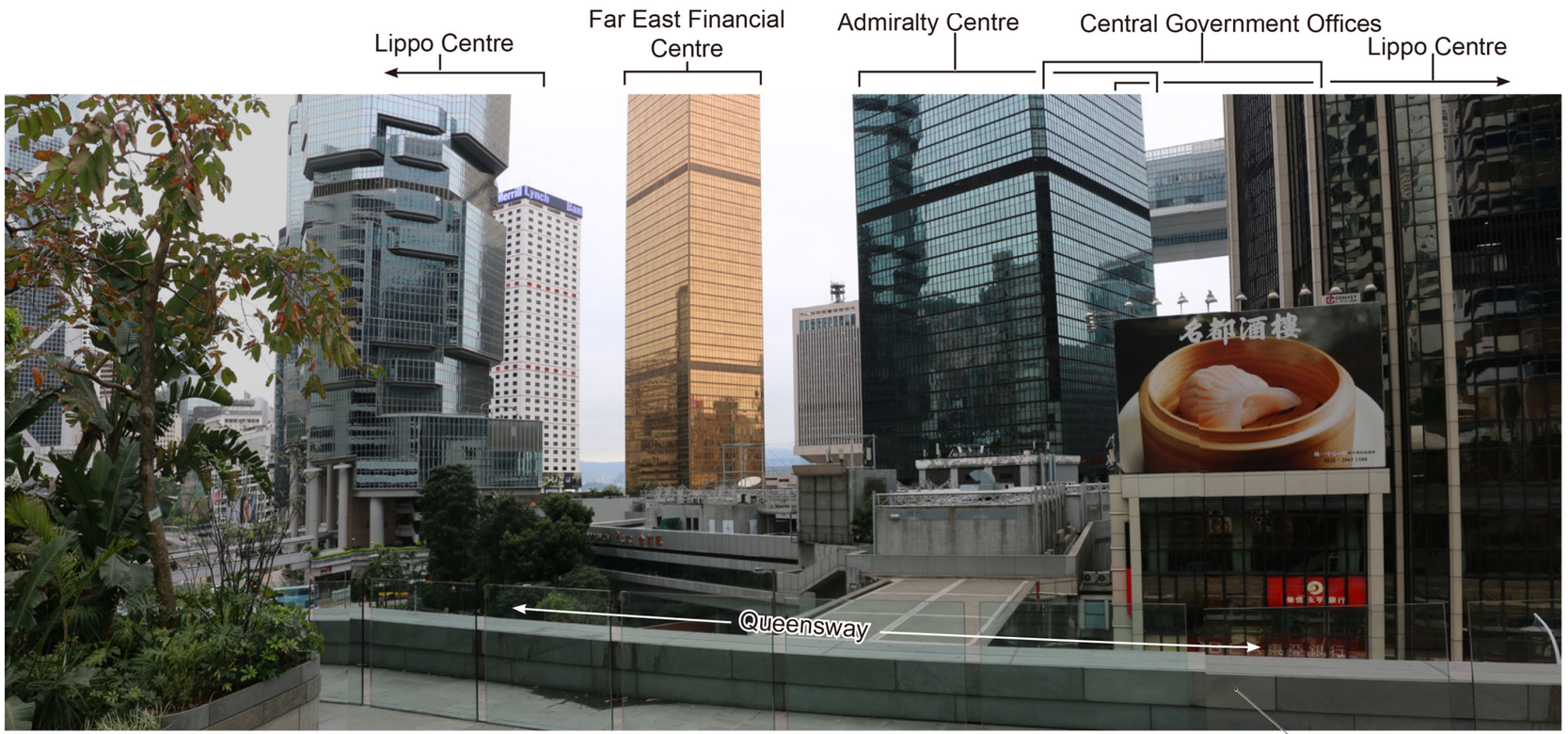
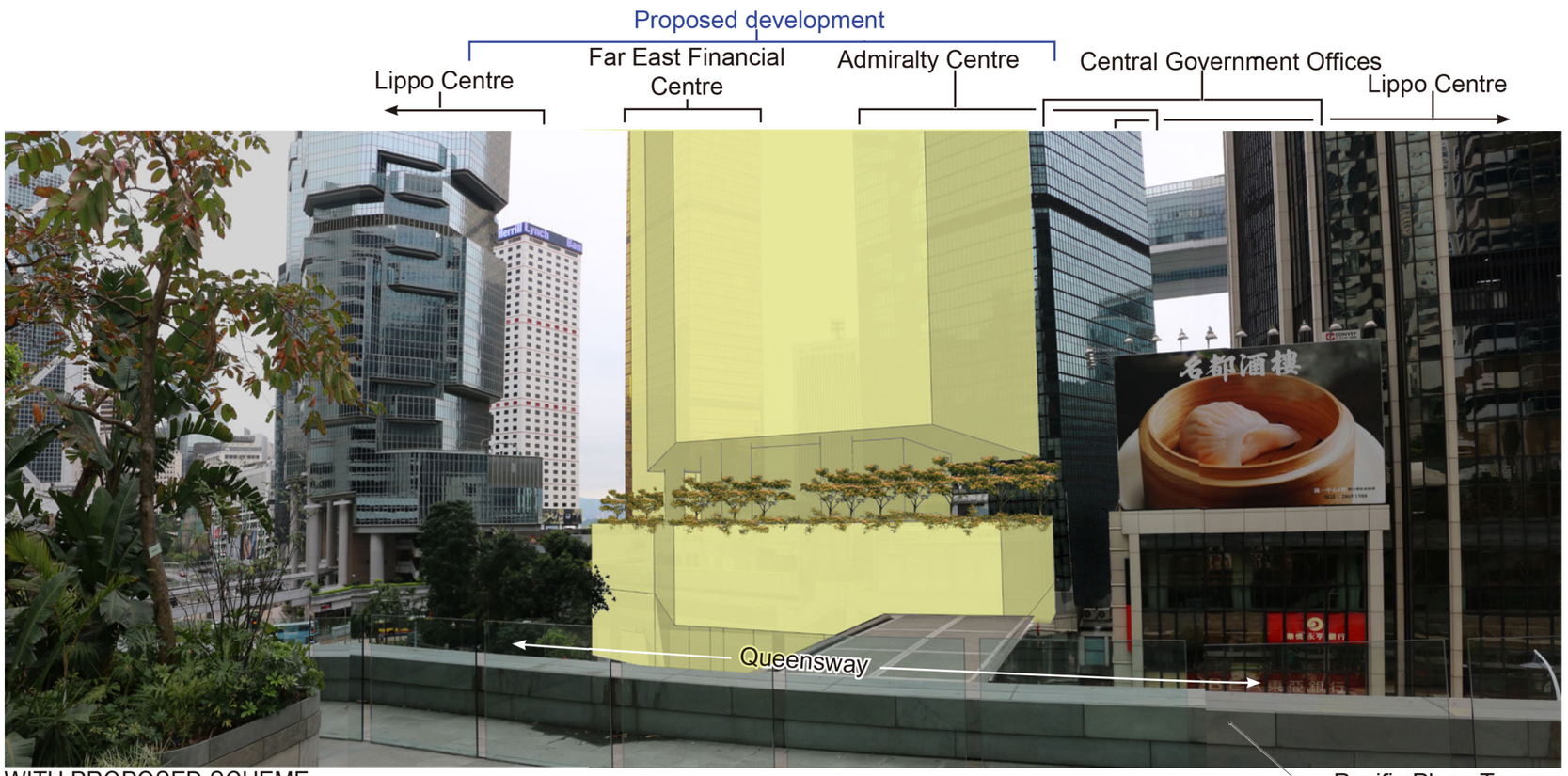


EXISTING VIEW



WITH PROPOSED SCHEME

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.9	VP8

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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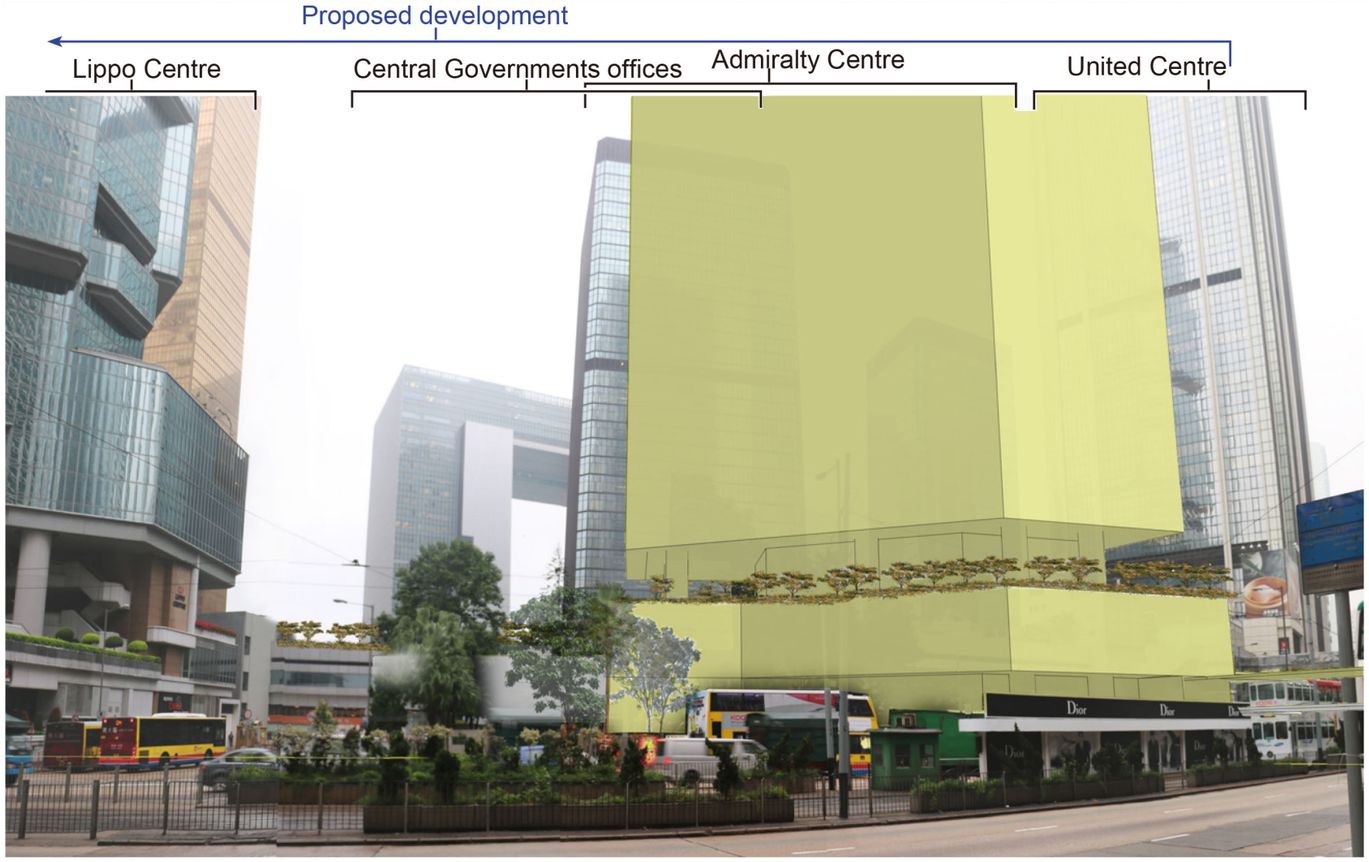
Planning Department

ARUP

EXISTING VIEW

WITH PROPOSED SCHEME



Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.10	VP9

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

規劃署
Planning Department

ARUP

Admiralty Centre

Queensway Government offices

Far East Financial Centre

EXISTING VIEW

Proposed development

Admiralty Centre

Queensway Government offices

Far East Financial Centre

WITH PROPOSED SCHEME

Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.3.11	VP10

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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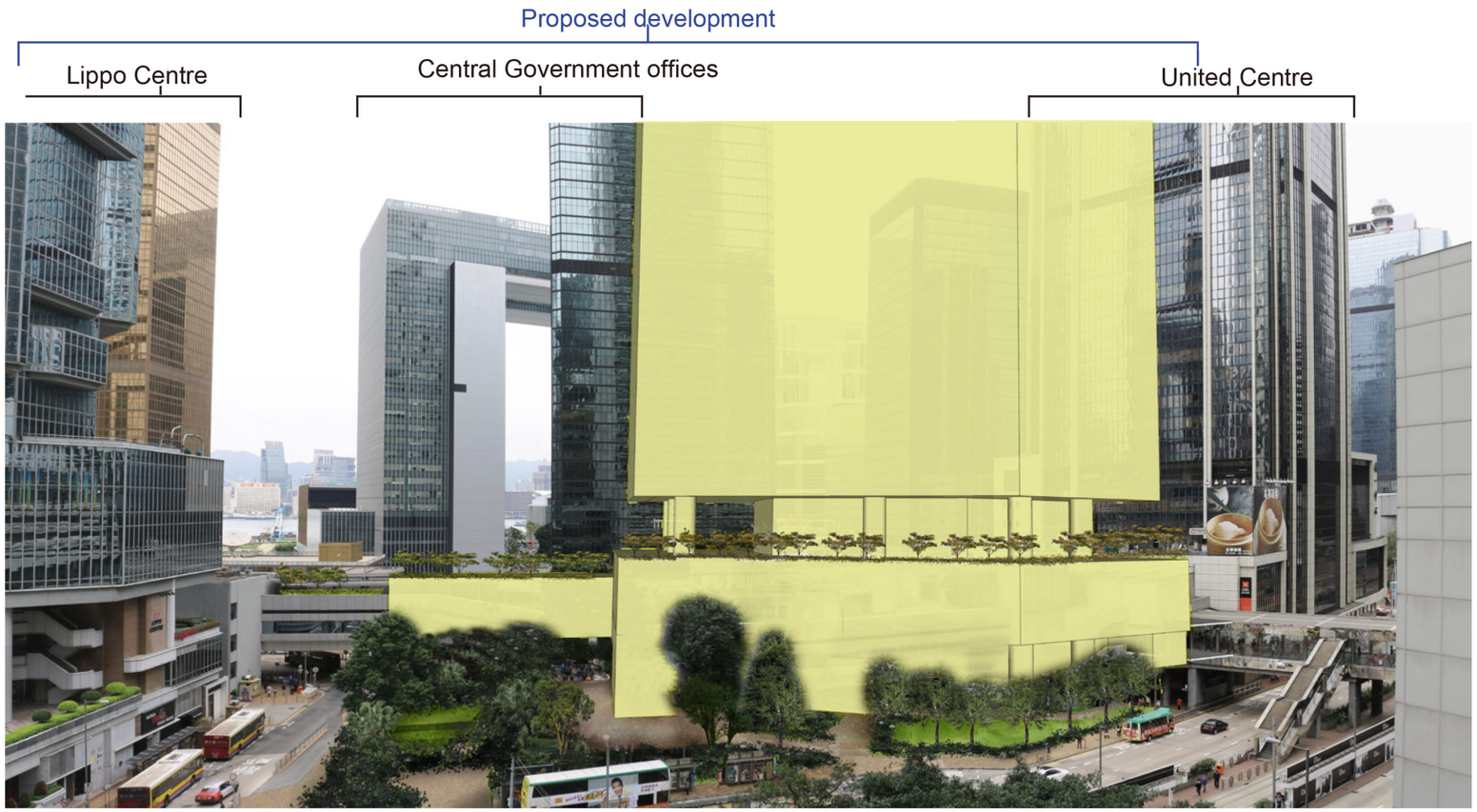
Planning Department

ARUP

EXISTING VIEW

WITH PROPOSED SCHEME



Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.12	VP11

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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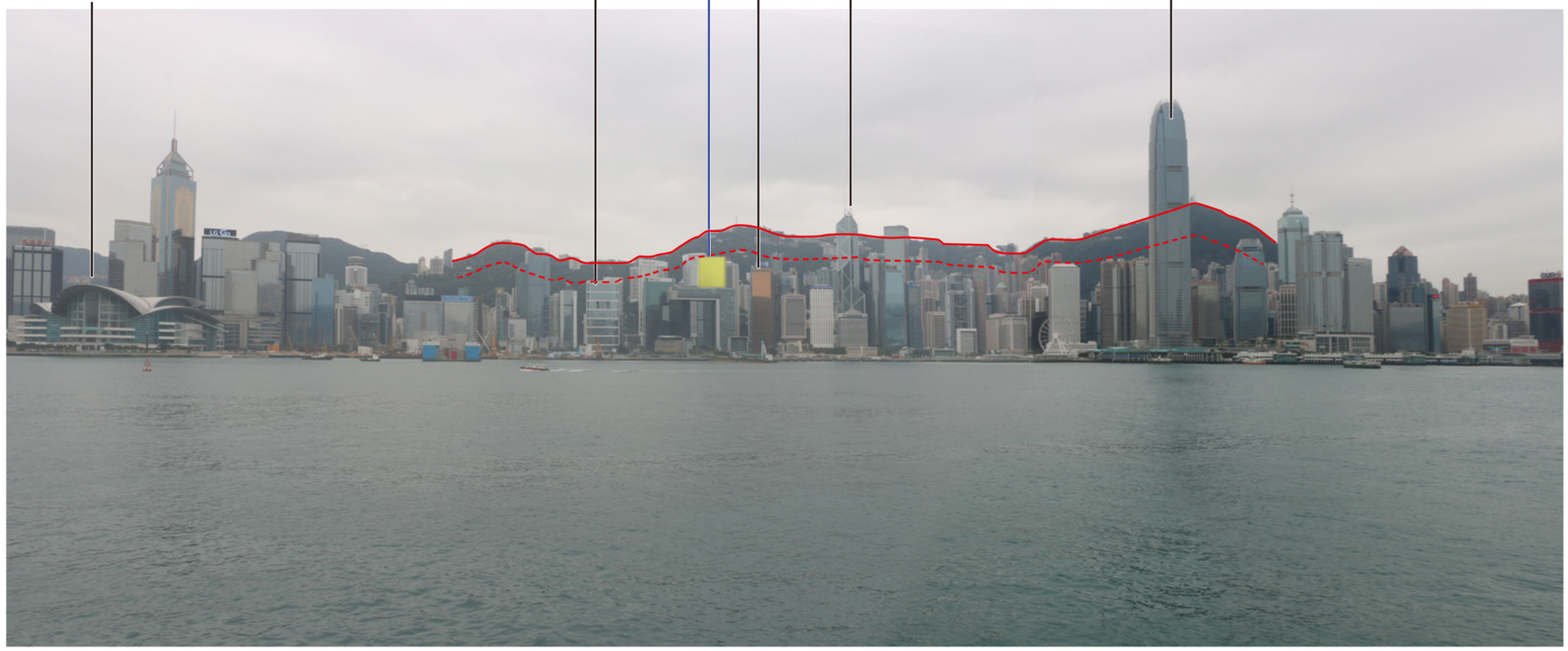
Planning Department

ARUP

EXISTING VIEW



WITH PROPOSED SCHEME

Legend

Ridgeline

20% below ridgeline

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.13	VP12

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

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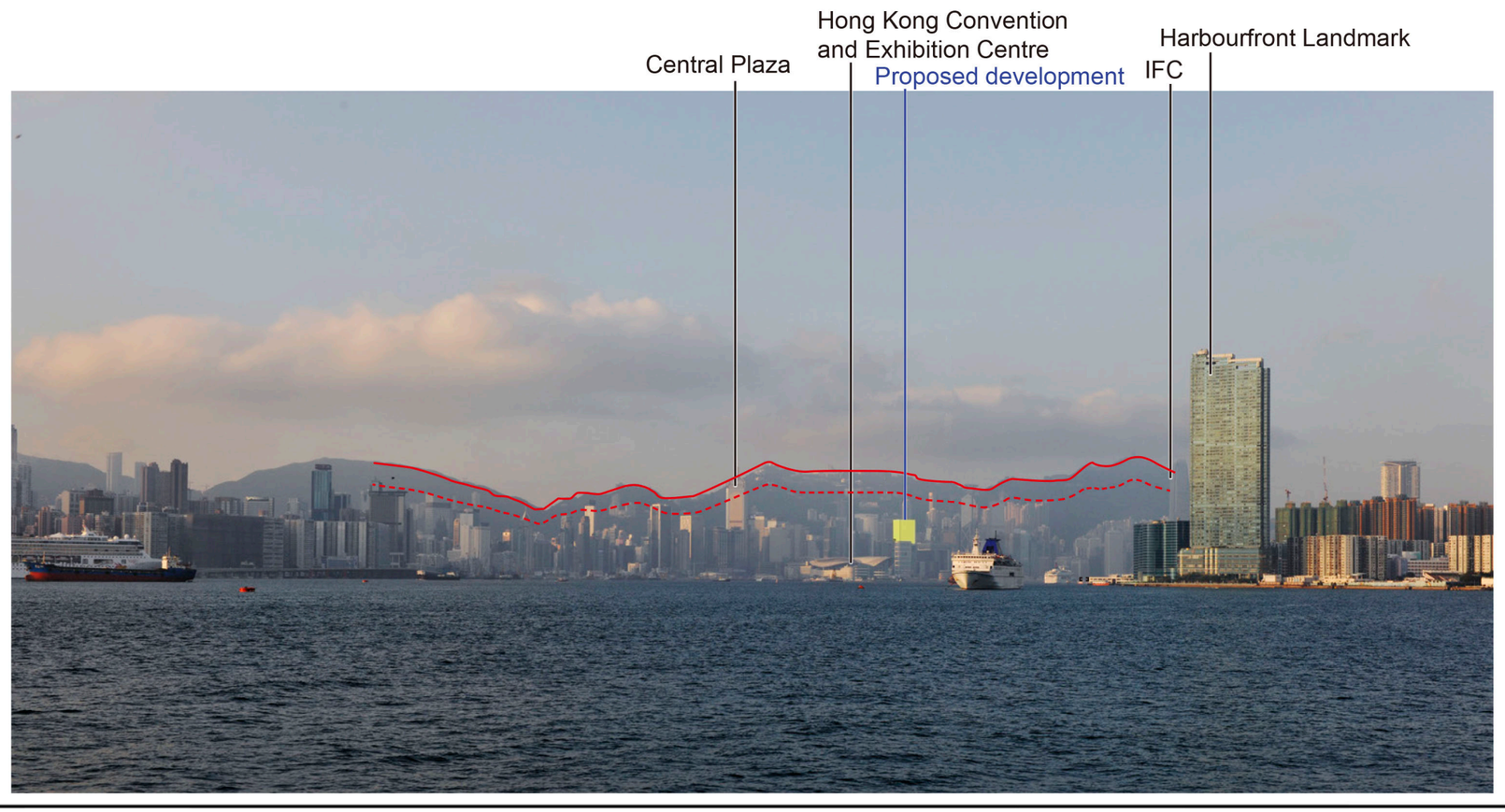
EXISTING VIEW



WITH PROPOSED SCHEME

Legend

Ridgeline

20% below ridgeline

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.14	VP13

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

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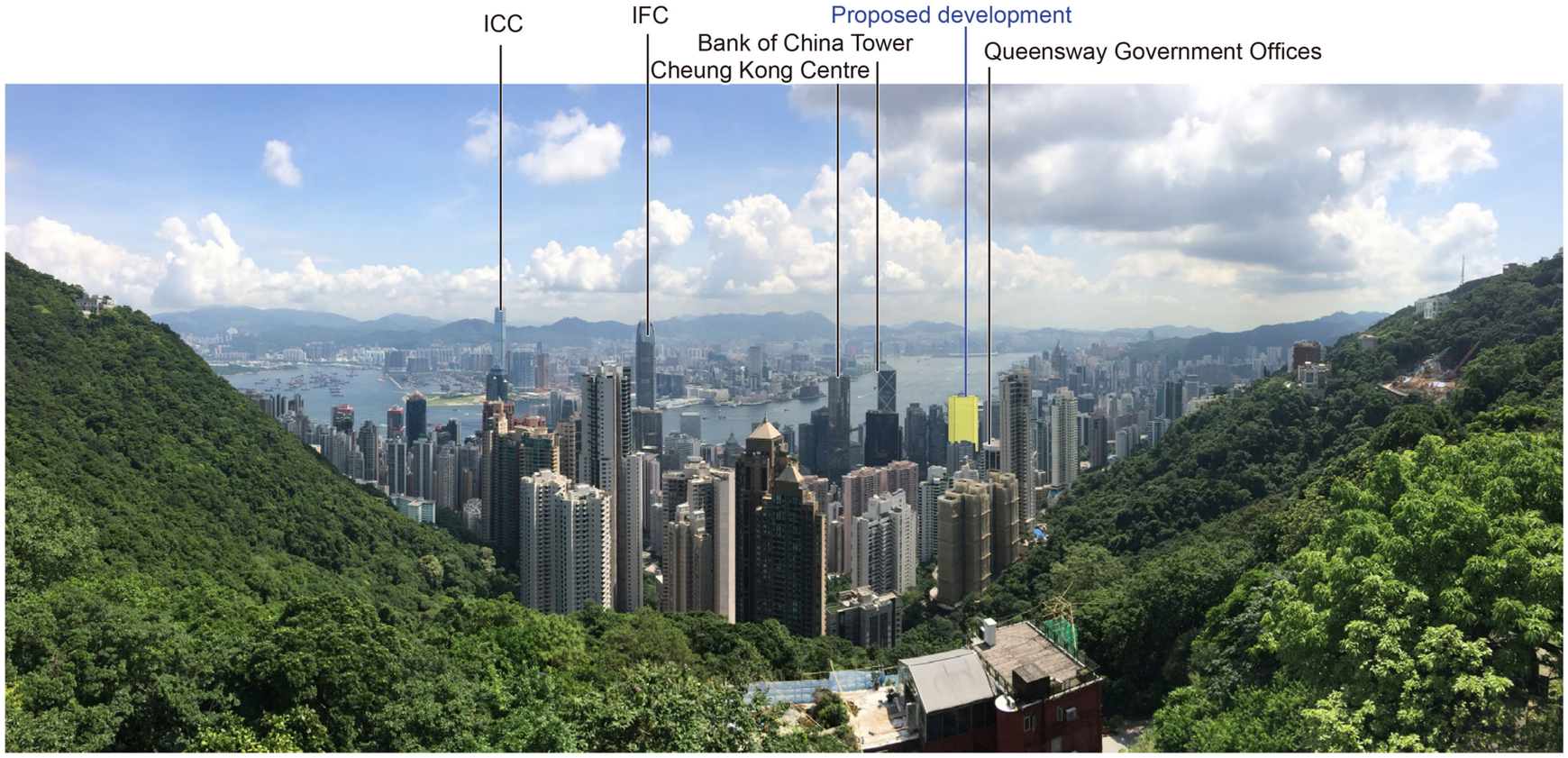
EXISTING VIEW

WITH PROPOSED SCHEME



Legend

Scale and Orientation

Drawn	Date
MG	June 2015
Checked	Approved

Figure No.	Drawing Title
4.4.15	VP14

Job Title

AGREEMENT NO. CE 65/2012 (TP)

PLANNING AND DESIGN STUDY ON THE REDEVELOPMENT OF QUEENSWAY PLAZA, ADMIRALTY - FEASIBILITY STUDY

VIA

規劃署
Planning Department

ARUP

Appendix A

View Points

- **VP1: Central Pier 10** – This long-range VP is located to the north of the Study Site along the Central waterfront. This VP is selected owing to the fact that it is a prominent and popular areas used by the locals and tourists for leisure and sight-seeing. Given the nature of users who are mostly recreational viewers and strollers who are more sensitive to the views of the surroundings, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Lippo Centre and CGO, the section of ridgeline visible behind Murray Road Multi-Storey Carpark Building, the sky view outlined by the building profile, the planned public open space at the Central and Western District Promenade and the Victoria Harbour to the left.
- **VP2: Footbridge Connecting AIA Central and Murray Road Multi-Storey Carpark Building** – This VP is located to the west of the Study Site along a footbridge between AIA Central and Murray Road Multi-Storey Carpark Building. It represents transient views of the pedestrian walking along the footbridge. The visual sensitivity of this VP is therefore considered **medium**. Key positive visual elements at this VP would be the plantation at Lambeth Walk Rest Garden and a narrow gap of sky view visible between buildings.
- **VP3: Bowen Road Walking Trail** – This long-range kinetic VP is located to the southeast of the Study Site, representing the locals, hikers and joggers walking/running along Bowen Road. Given the nature of users who are mostly recreational viewers, strollers and some are transient in nature, the visual sensitivity of this VP is considered **medium**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Bank of China Tower, the section of Victoria Harbour and Kowloon side visible between Pacific Place and CITIC Tower, the sky view outlined by the building profile, as well as the Bowen Road Tennis Court and surrounding plantation at the foreground.
- **VP4: HKCEC Expo Promenade** – Located to the northeast of the Study Site, this long-range VP is a popular open space in the area commonly visited by locals and tourists, situated immediately outside Hong Kong Convention and Exhibition Centre (HKCEC) and along the waterfront. Similar to Central Pier 10, given the nature of users who are mostly recreational viewers and strollers, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as CITIC Tower, CGO and Bank of China Tower, the section of ridgeline visible behind these buildings, the sky view outlined by the building profile and the Victoria Harbour at the foreground. While the current construction site for the Central-Wanchai Bypass would be visible which is considered a negative visual element, it would be turned into a positive visual element upon its completion and the implementation of a planned open space along the promenade.
- **VP5: Hong Kong Park** – Hong Kong Park, being one of the major open space in the area, is located to the southwest of the Study Site. Considering the dense vegetation within the park and the topography that goes steeper towards the south, this medium-range VP is selected at a Vantage Point in the upper part of the park, which is a 30m tower allowing visitors to have a panoramic view from

the top. Due to the predominantly passive leisure activities at Hong Kong Park, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Lippo Centre and Bank of China Tower, the section of Victoria Harbour and Kowloon side visible between Lippo Centre and People's Liberation Army Building, the sky view outlined by the building profile, as well as the Hong Kong Park at the foreground.

- **VP6: Footbridge connecting CITIC Tower and Harcourt Garden** – This medium-range VP is located to the northeast of the Study Site along a footbridge that connects Harcourt Garden with CITIC Tower. It is one of the major passageway for the public travelling from Admiralty MTR Station to the developments along the waterfront, and is anticipated to be more commonly used following the completion of SCL/SIL(E), as well as some planned developments and planned pedestrian network in the future. The visual sensitivity of this VP is considered **medium** owing to its transient nature. Key positive visual elements at this VP would be the sky view outlined by the building profile.
- **VP7: Tamar Park** – This medium-range VP is located at the Tamar Park, which is located to the north of the Study Site. It is another major open space in the area and represents the visual impact of the proposed development to recreational receivers. When selecting the VP at Tamar Park, consideration has been given to finding a location where the proposed development would likely be visible. Therefore, the VP has been taken at a location under the "arch" of Central Government Offices instead of near the waterfront (see **Figure 3.3.8**). Given Tamar Park is commonly used for outdoor passive recreational activities such as sitting-out, resting and walking, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the "arch" of the CGO representing an interesting architectural form, the section of ridgeline visible between Admiralty Centre and CGO, the narrow gap of sky view visible between buildings, as well as the Tamar Park at the foreground.
- **VP8: Pacific Place Garden –** This short-range VP is located on a terrace garden of Pacific Place, located to the south of the Study Site. It is commonly used by workers during lunch time. Given the direct view line towards the Study Site, yet the predominant users being occupation receivers, the visual sensitivity of this VP is considered **medium**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Lippo Centre, plantation at Admiralty Garden, the part of Kowloon side visible to the left and right of Far East Finance Centre, as well as the narrow gap of sky view visible between buildings. However, the utilities above Queensway Plaza would considered negative visual elements.
- **VP9: Bus Stop along Queensway** – This short-range VP is located to the southwest of the Study Site, representing pedestrian view at street level from a bus stop along Queensway westbound. Owing to the close proximity with direct view line towards the proposed development, and yet public viewers who are mainly bus passengers that are transient in nature, the visual sensitivity of this VP is considered **medium**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Lippo Centre and CGO, the gaps of sky view visible between buildings, as well as the plantation at Admiralty Garden. Similar to VP8, the utilities above Queensway Plaza would considered negative visual elements.

- **VP10: Junction of Harcourt Road and Tamar Street** – Located to the north of the Study Site, this VP is located at a junction of two busy streets (i.e. Harcourt Road and Tamar Street) and is a short-range VP representing pedestrians and other road users. Considering the transient nature of this VP, the visual sensitivity of this VP is considered **low**. Key positive visual elements at this VP would be the narrow gap of sky view visible behind buildings. Meanwhile, the ventilation shaft building next to Admiralty Centre would considered a negative visual element.
- **VP11: High Court Plaza** – This short-range VP is located to the south of the Study Site from a plaza next to High Court and Queensway Government Offices, at a location higher than the street level of Queensway. It represents public viewers who engage in passive recreational activities such as resting and sitting-out while having a views to the waterfront. Due to its close proximity with direct view line towards the proposed development and that the users are mostly strollers who have higher sensitivity to its surrounding, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Lippo Centre and CGO, plantation at Admiralty Garden, the section of Victoria Harbour and Kowloon side visible between Lippo Centre and CGO, as well as the gaps of sky view visible between buildings. Similar to VP8 and VP9, the utilities above Queensway Plaza would considered negative visual elements.
- **VP12: Cultural Complex, Tsim Sha Tsui** – This VP represents the strategic vantage point as recommended under the HKPSG (i.e. VP2 under HKPSG). Due to the need of protecting views to the ridgelines by respecting the '20% Building Free Zone' when viewing from this VP, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as HKCEC and Bank of China Tower, the ridgeline visible behind these buildings, the sky view outlined by the building profile, as well as the Victoria Harbour at the foreground. While the current construction along the waterfront would be considered a negative visual element, it would be turned into a positive visual element upon implementation of the planned open space along the promenade.
- **VP13: Proposed Promenade, South East Kowloon Development** – This VP represents the strategic vantage point as recommended under the HKPSG (i.e. VP3 under HKPSG). Due to the need of protecting views to the ridgelines by respecting the '20% Building Free Zone' when viewing from this VP, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as HKCEC and Central Plaza, the ridgeline visible behind these buildings, the sky view outlined by the building profile, as well as the Victoria Harbour at the foreground. While the current construction along the waterfront would be considered a negative visual element, it would be turned into a positive visual element upon implementation of the planned open space along the promenade.
- **VP14: The Peak** – This VP represents the strategic vantage point as recommended under the HKPSG (i.e. VP7 under HKPSG). Given the need of protecting views to the harbour when viewing from this VP, the visual sensitivity of this VP is considered **high**. Key positive visual elements at this VP would be the background buildings with interesting architectural form such as Bank of China Tower, IFC and ICC, the panoramic view of Victoria Harbour and the Kowloon side, the sky view outlined by the building profile, as well as the abundant plantation at the foreground.

Appraisal of Visual Changes and Classification of Resultant Overall Visual Impact

This section evaluates the visual impact of the RDS by comparing it with the existing condition. Reference is made to TPB PG-No. 41 and **Table A** which summarises the relevant appraisal aspects on visual changes.

Table A Appraisal of Visual Changes

Appraisal Aspects	**Major Considerations**
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-a-viz the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The cumulative impact with any known planned developments, as well as the public perception of value attached to the views currently enjoyed, and any likely visual concerns from the general public should also be account for. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

TPB PG No. 41 also sets out the classifications of resultant overall visual impact and its associated description as tabulated in **Table B** below.

Table B Classification of Resultant Overall Visual Impact

Overall Resultant Visual Impact	**Description**
Enhanced	If the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/ Partly Adverse	If the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the proposed development will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the proposed development will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

Planning Department

Planning and Design Study on the Redevelopment of Queensway Plaza Admiralty – Feasibility Study

AVA Detailed Study
Executive Summary

November 2015

1 BACKGROUND

1.1 Queensway Plaza was built in 1980 as part of the development works for Admiralty Station of the Island Line. The primary purpose of the Government property was to provide elevated pedestrian connections from Admiralty Station to neighbouring developments. However, Queensway Plaza 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.

1.2 The current tenancy of Queensway Plaza is due to expire in January 2019, subject to the Government's right of termination two years earlier. In addition, the South Island Line (East) (SIL(E)) is due for imminent completion followed by the Shatin to Central Link (SCL) in 2020, each with a station in Admiralty. The redevelopment of Queensway Plaza with its adjoining Government land (the Study Site) would, therefore, be a timely addition to strengthen the existing business and commercial node functions and transportation hub of Admiralty. Yet redevelopment in Queensway Plaza is also constrained by various factors, such as the proximity of existing station structures, at-grade infrastructures, public transportation facilities and the large volumes of pedestrian connections across the Study Site, which would need to be resolved to meet the site's full development potential.

2 STUDY OBJECTIVES

2.1 Planning Department of the HKSAR (PlanD) commissioned Ove Arup and Partners Hong Kong Limited (Arup) on 9 January 2014 to undertake the Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study (the Study). The Assignment is to investigate the planning, architectural and engineering feasibility of redeveloping the Study Site.

2.2 Key to the redevelopment of the Study Site is to maximize commercial potential, including Grade A office and retail uses. The Study provides an opportunity to create a notable new addition to the Admiralty skyline and capitalise on the image and role of Admiralty as a strategic commercial and transportation hub in Hong Kong. The Study seeks to make recommendations to upgrade the existing public realm in its vicinity, including optimisation of the pedestrian connectivity within and through the site. The existing operation and layout of the Public Transport Interchange (PTI) will also be investigated to establish the potential for reconfiguration to increase efficiency.

2.3 In this Air Ventilation Assessment (AVA) Detailed Study, it was aimed to assess the ventilation impacts of the proposed development within the surrounding area of the development in accordance with the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular on Air Ventilation Assessment No. 1/06 (2006) (the AVA Technical Circular).

3 DEVELOPMENT SCHEME

3.1 The Recommended Development Scheme (RDS) for the site envisages a commercial tower for Grade A office atop a retail/dining podium (including a landscape podium deck) and five levels of basement within the development site, generating a non-domestic GFA of 93,300m^2 equivalent to a plot ratio of 15 with site coverage not exceeding 65%. Taking into account the public comments received on the RDS and the findings of the Initial Options Report (July 2015), changes have been made to the scheme including:

(i) reduction of the building height from 203mPD (at main roof level) to 200mPD (including rooftop structures);

(ii) reduction of floor-to-floor height of the landscape podium deck (from12m to 5.4m);

(iii) slight enlargement of the tower footprint (by about 5%);

(iv) removal of the terraced public open space design that allow a further building setback from Tamar Street; and

(v) conversion of the elevated plaza into an indoor atrium.

4 SITE WIND AVAILABILITY

4.1 An experimental site wind availability study was conducted for the Project Site to match the exact extension of this AVA Detailed Study. The corresponding site wind availability data were used in conjunction with the current Detailed Study to determine the effects of topography on local wind conditions at the Project Site. A wind tunnel test of a large topographical model (1:4000) was used to generate wind profiles and turbulence intensities for the Project Site.

4.2 The annual prevailing wind for the site is from north-east to east (see Figure 1) while the prevailing wind during summer months is mainly from south-west (see Figure 1). There are significant numbers of tall buildings in the surroundings shielding the wind to flow directly to the site. Due to the densely built environment, the pedestrian wind environment around the site is mainly dominated by the existing tall buildings. These tall buildings bring down the high-level winds to reach the pedestrian level

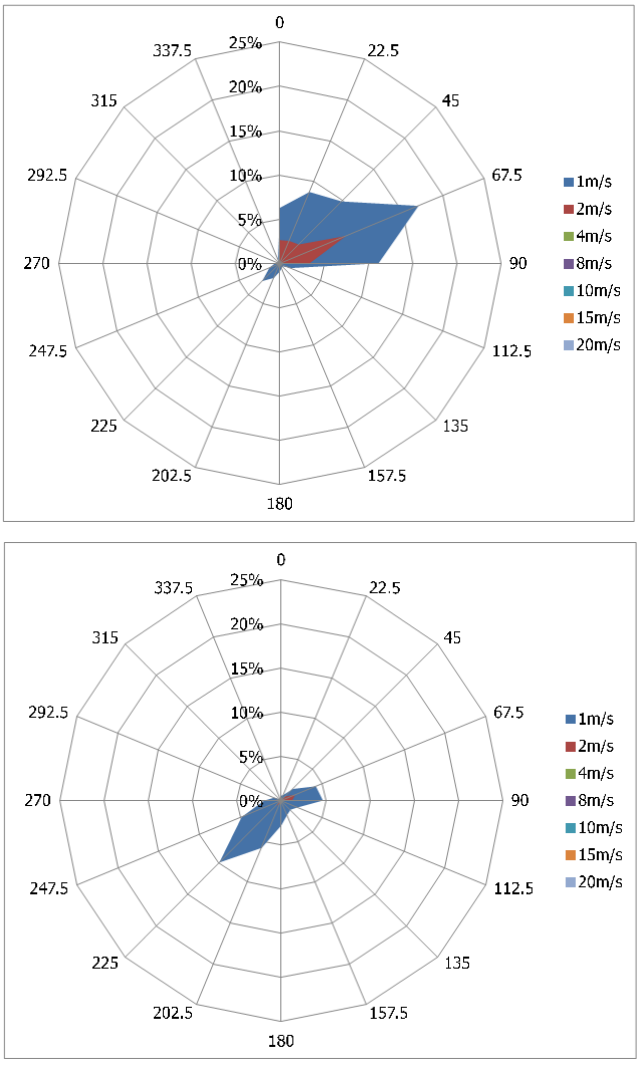


Figure 1 Wind rose for annual (top) and summer (bottom) non-typhoon winds at Queensway Plaza, corrected to 500mPD

5 METHODOLOGY

5.1 A wind tunnel model of 1:500 has been adopted in this study which included all known existing and committed developments and topographical features within a radius of approximately 750m (i.e. larger than 2H where H is height of the tallest building within the Surrounding Area) from the centre of the Project Area. The Assessment Area is defined within a radius of approximately 303m (i.e. 1H) in accordance with the AVA Technical Circular (2006). Boundaries of the Project Area, Assessment Area and Surrounding Area are shown in Figure 2. The wind tunnel model is shown in Figure 3 to Figure 6.

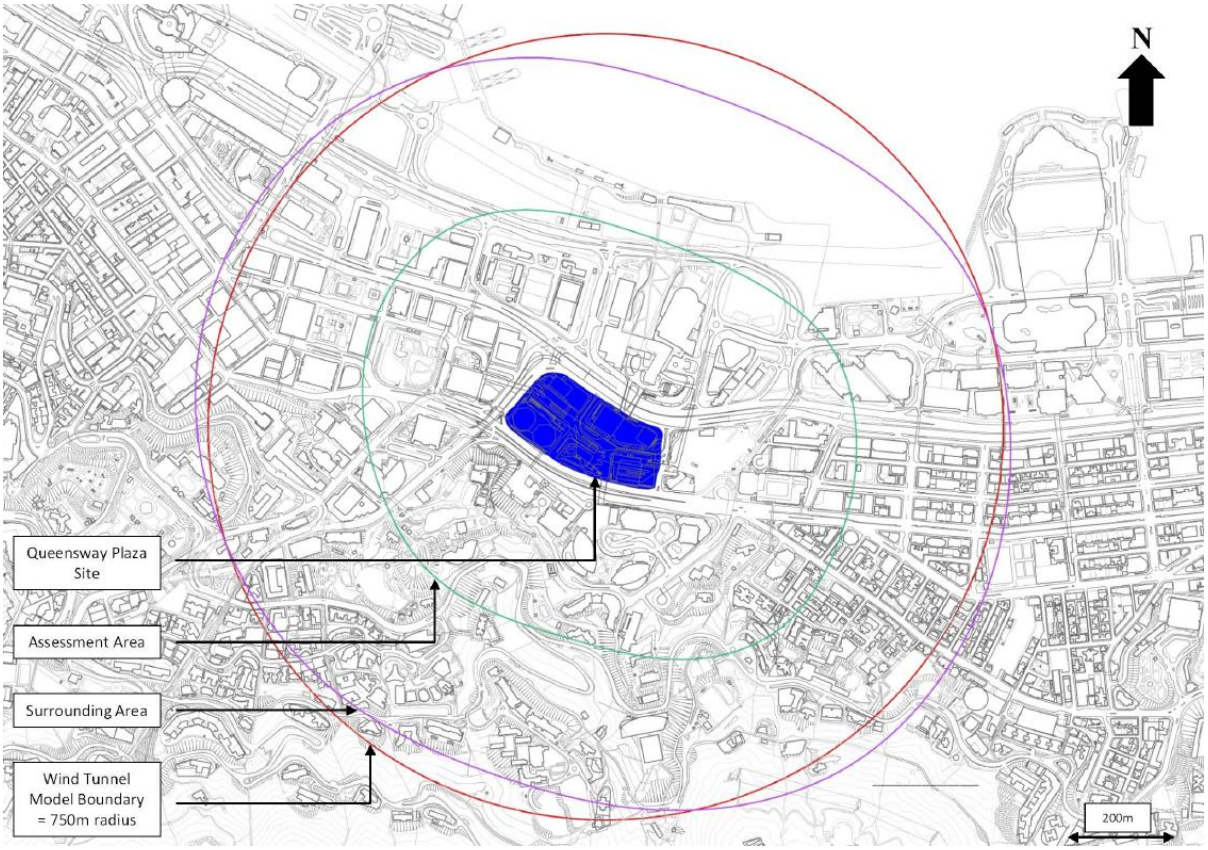


Figure 2 Boundaries of Project Area, Assessment Area and Surrounding Area

5.2 The technical standards pertaining to the execution of the current boundary layer wind tunnel studies conform with the guidelines outlined within the Hong Kong Wind Loading Code (2004) and are also in compliance with the requirements of internationally recognised guides such as the guidelines of the American Society of Civil Engineers (ASCE) Manual of Practice No.67 (1999) for Wind Tunnel Studies and the Quality Assurance Manual, AWES-QAM-1-2001 (2001) by the Australasian Wind Engineering Society (AWES).

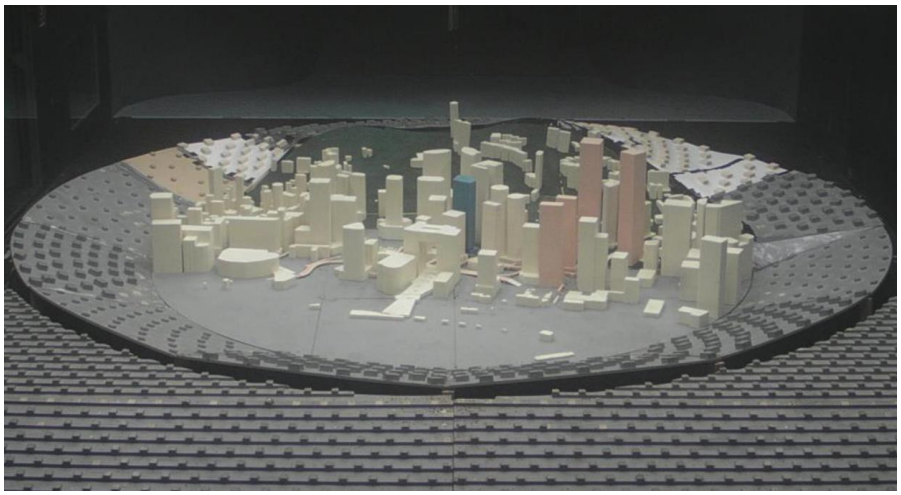


Figure 3 Wind tunnel model, viewed from North

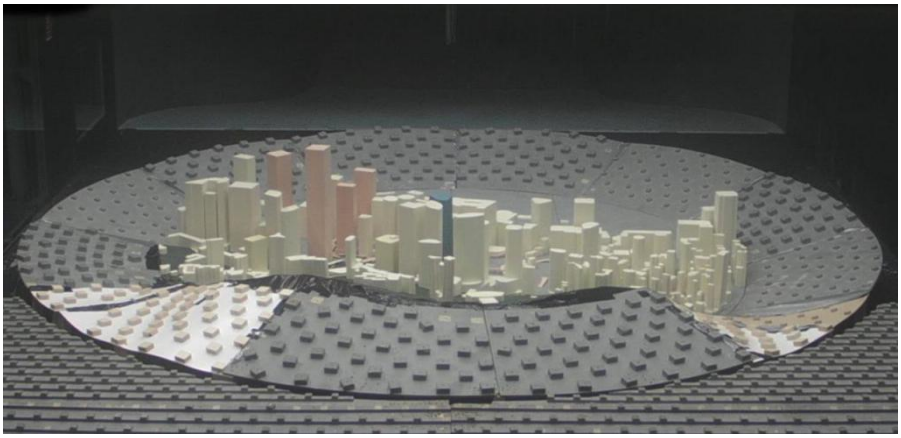


Figure 4 Wind tunnel model, viewed from South

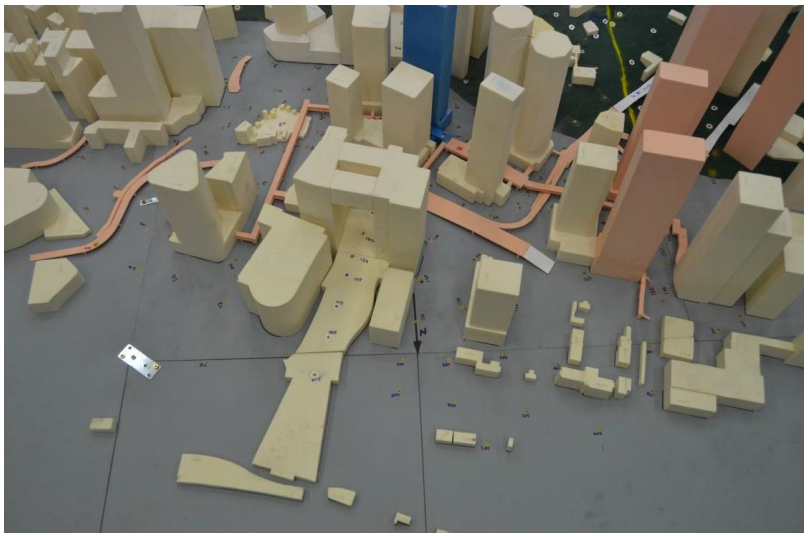


Figure 5 Wind tunnel model and setup, close-up view

Figure 6 Wind tunnel model and setup, viewed from Northwest

5.3 Both Velocity Ratio (VR) and median mean wind speed were measured at a total of 231 test points in the 1:500 scale mode for 16 wind directions ranging from 22.5° to 360°(north) at increments of 22.5°. For ease of assessment, 16 focus areas (see Figure 7) have been defined within the whole Assessment Area.

5.4 Test point locations and demarcation of the focus areas are shown in Figure 7.

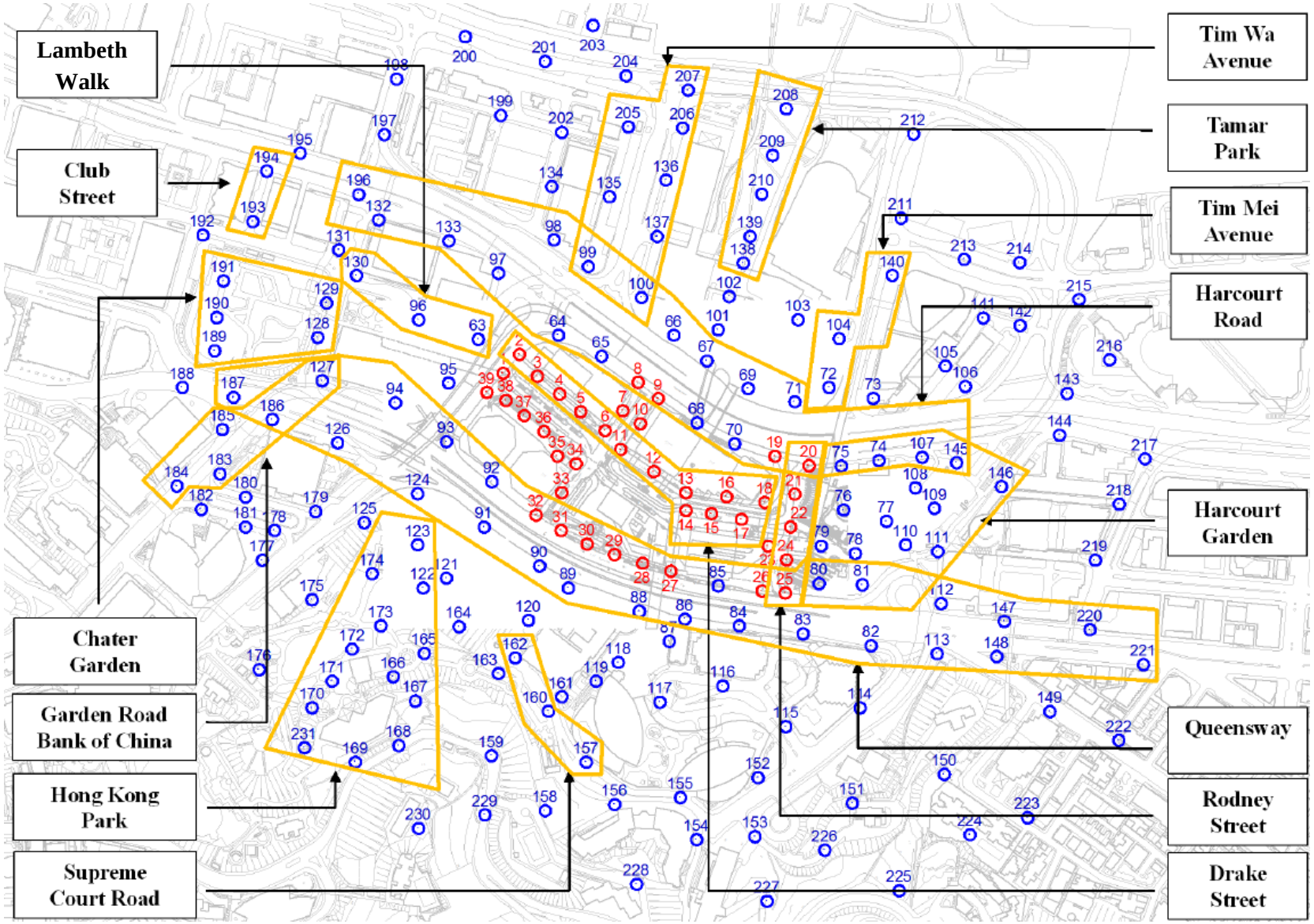


Figure 7 Demarcation of focus areas

6 RESULTS AND DISCUSSION

Velocity Ratio

6.1 The annual and summer site spatial average velocity ratio (SVR) for the project site is 0.19 and 0.17 respectively, whilst the annual and summer local spatial average velocity ratio (LVR) for the project site is 0.22 and 0.19 respectively.

6.2 The spatial average velocity ratios (SAVR) for each focus area are tabulated in Table 1.

Table 1 Summary of SVR, LVR and SAVR for each focus area

SVR/ LVR / Focus Area	Annual	Summer
SVR	**0.19**	**0.17**
LVR	**0.22**	**0.19**
Queensway	0.21	0.19
Drake Street	0.17	0.16
Tamar Street	0.21	0.18
SW side to the Chamfered Podium	0.22	0.20
Harcourt Road	0.21	0.18
Rodney Street	0.18	0.16
Tim Mei Avenue	0.21	0.17
Harcourt Garden	0.21	0.17
Supreme Court Road	0.30	0.26
Lambeth Walk	0.28	0.22
Hong Kong Park	0.19	0.19
Tamar Park	0.22	0.19
Chater Garden	0.22	0.21
Garden Road Bank of China	0.23	0.24
Tim Wa Avenue	0.22	0.19
Club Street	0.33	0.24

6.3 As aforementioned, the pedestrian wind environment around the site is mainly dominated by the existing tall buildings due to the densely built environment. It has been confirmed in the previously conducted AVA Initial Study that the proposed redevelopment would create some localised influence to the pedestrian wind environment. Three focus areas, i.e. Tamar Street, Drake Street and SW side to the chamfered podium which are located close to the project site, should be concentrated on in evaluating the potential air ventilation impact to the localised pedestrian wind environment.

6.4 Based on the experimental results (see Table 1), the SAVR of Tamar Street (i.e. annual: 0.21 and summer: 0.18) are higher than SVR (i.e. annual: 0.19 and summer: 0.17) and comparable to the LVR (i.e. annual: 0.22 and summer: 0.19) under both

annual and summer conditions. It is demonstrated that the proposed building setback of 15m from Tamar Street would facilitate wind penetration through the site and bring about localised improvements to the pedestrian areas.

6.5 For Drake Street, it is relatively shielded by the existing high-rise developments for most wind directions. The SAVR of Drake Street (i.e. annual: 0.17 and summer: 0.16) is relatively low when compared to other focus areas. While a proposed building setback of 5.5m from Drake Street would widen the building gap along this street to facilitate wind flow, additional mitigation measures could be provided for further improvement at the detailed design stage.

6.6 For "SW side to the chamfered podium", its SAVR (i.e. annual: 0.22 and summer: 0.20) are higher than both SVR and LVR under annual and summer conditions. This proves that the chamfered podium design in the south-western corner of the project site could minimise the wind stagnant area and a reduced podium footprint with site coverage of not more than 65% would help facilitating wind flow to adjoining streets.

Median Mean Wind Speed

6.7 The annual and summer median (50^{th} percentile) hourly mean wind speed of each test point are shown graphically in Figure 8 to Figure 11.

6.8 Evidently, the proposed redevelopment and its surroundings enjoy a better pedestrian wind environment under the annual condition when compared to that of the summer condition. This is because the annual prevailing winds are mainly coming from northeast quadrant which is relatively open in nature, while the summer prevailing winds are mainly coming from southwest quadrant which is largely built areas lessening to a certain extent the amount of incoming wind.

6.9 The results show that the median mean wind speeds of over 97% of the test points are greater than 0.6 metre/second (m/s) which considered sufficient safeguard against a stagnant wind environment under annual condition. Given that there is no significant reduction in median mean wind speeds in the downstream areas under annual condition, it demonstrates that the proposed redevelopment would not create adverse air ventilation impact to the surroundings.

6.10 For summer condition, due to the relatively weak incoming wind flow in general, the median mean wind speeds of only about 40% of the test points are greater than 0.6m/s. Similar to the annual condition, there is no significant reduction in median mean wind speeds in the downstream areas under summer condition. Thus, it also demonstrates that the proposed redevelopment would not create adverse air ventilation impact to the surrounding.

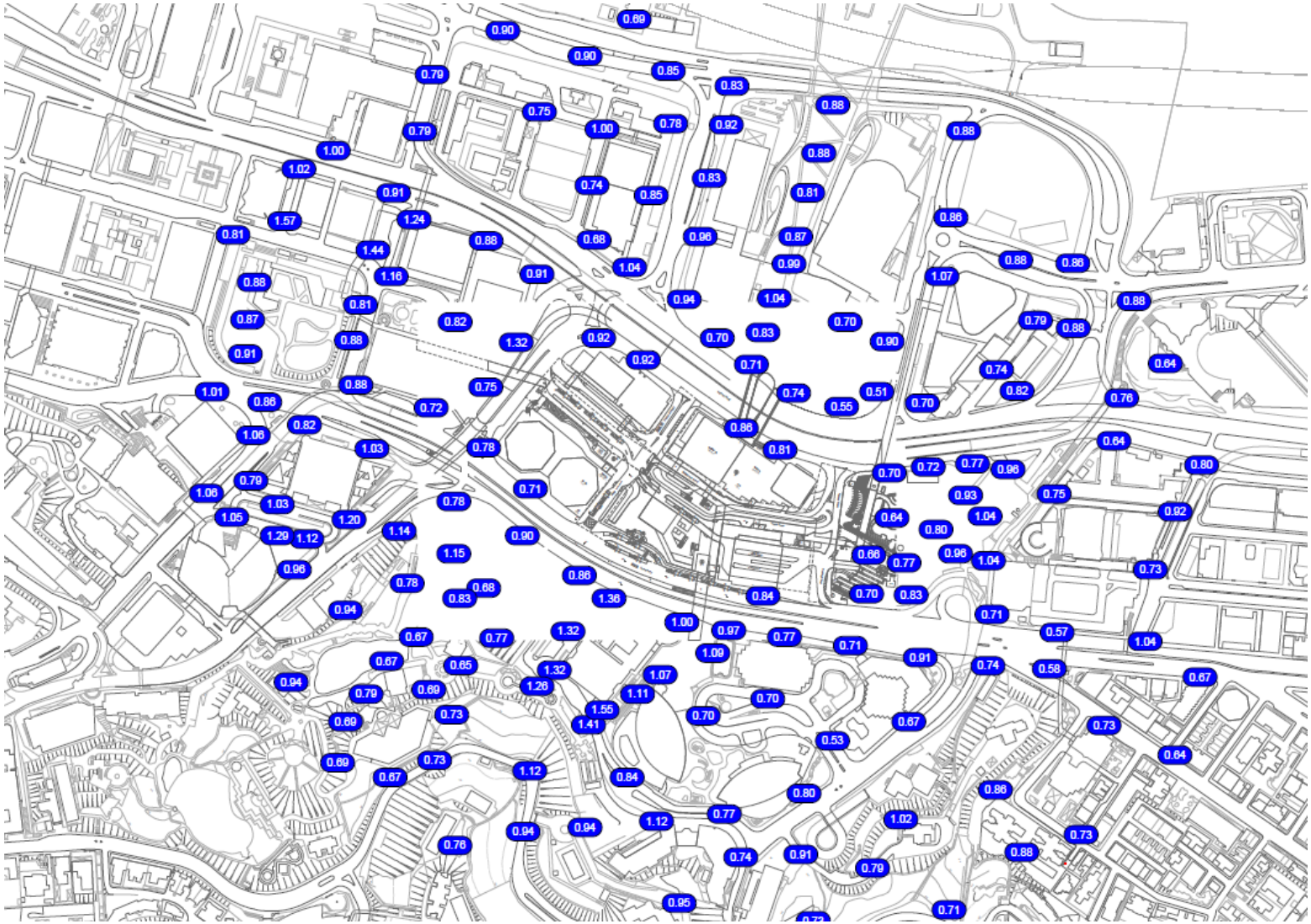


Figure 8 Annual median hourly mean wind speed, overall test points

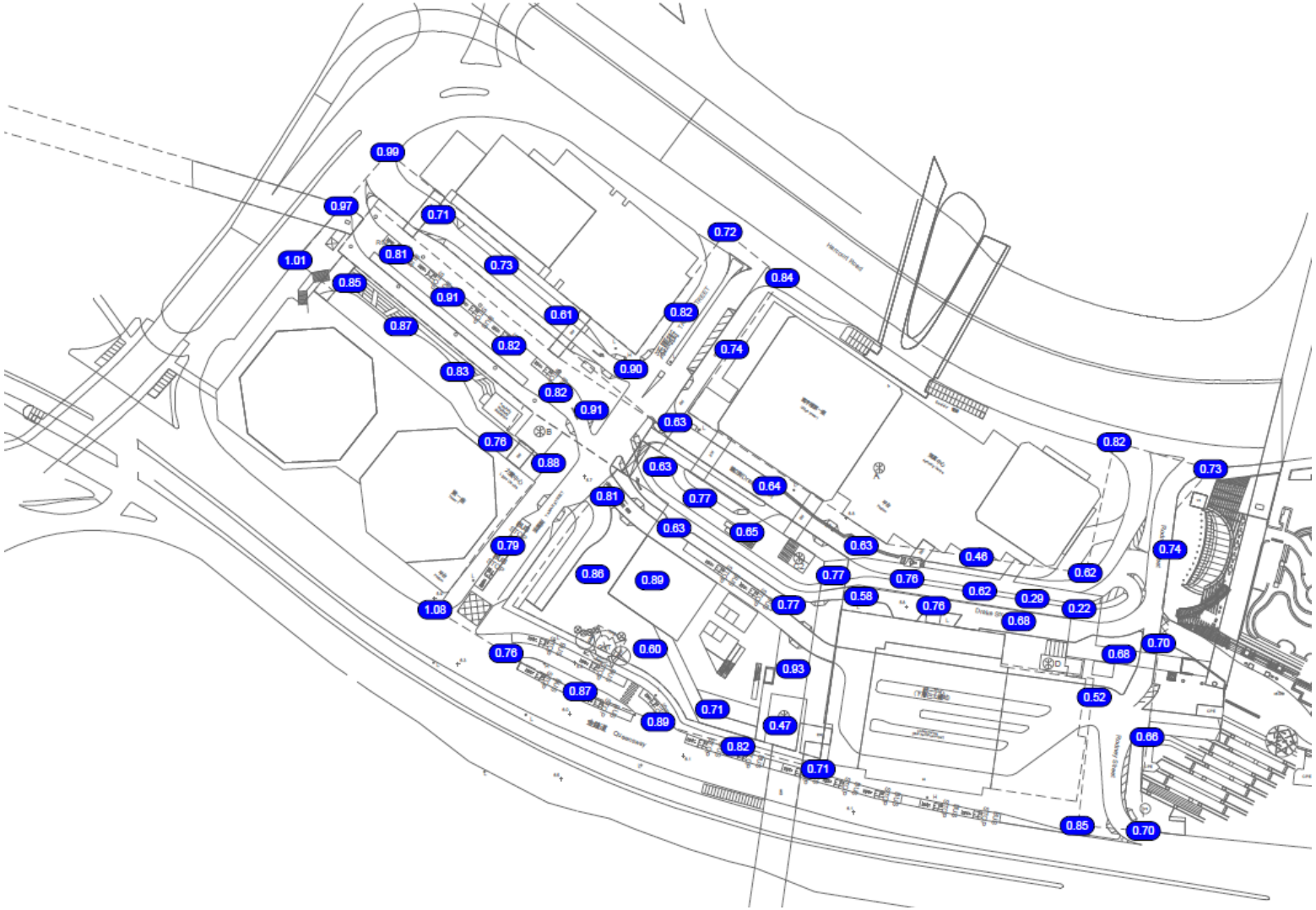


Figure 9 Annual median hourly mean wind speed, perimeter and special test points

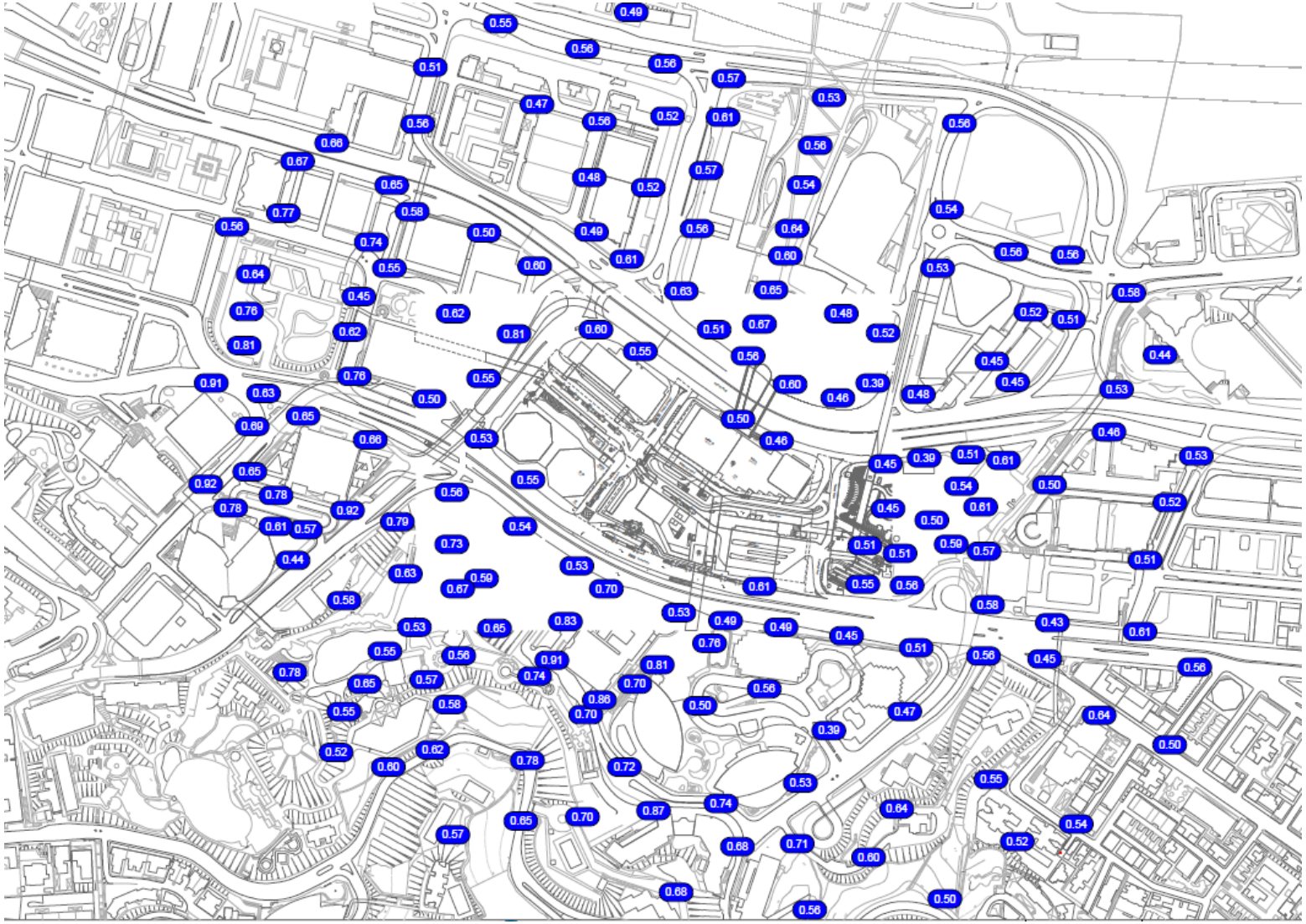


Figure 10 Summer median hourly mean wind speed, overall test points

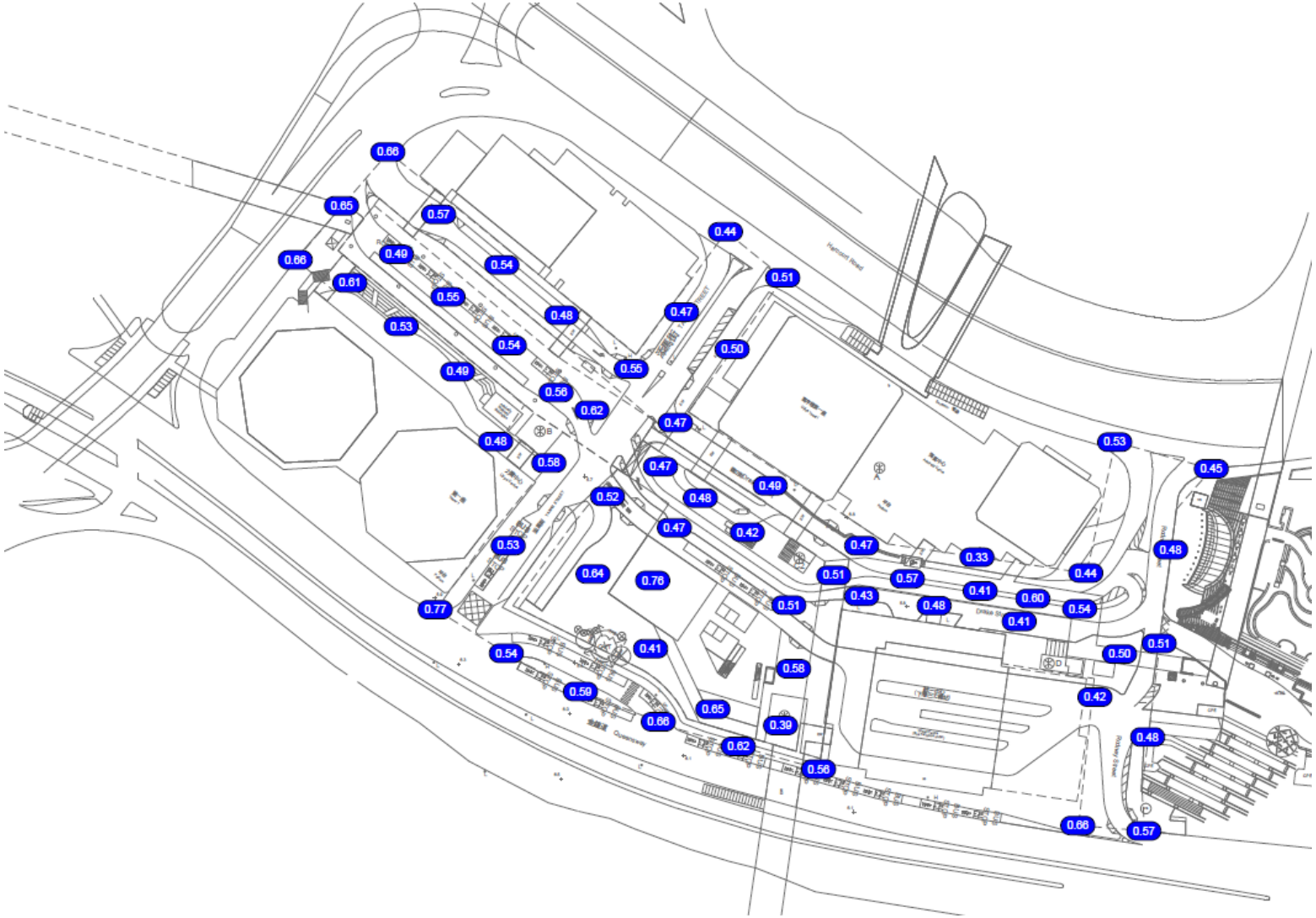


Figure 11 Summer median hourly mean wind speed, perimeter and special test points

Planning Department

Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty - Feasibility Study

Final Report – TIA Summary

Agreement No. CE 65/2012 (TP)

Draft | October 2015

Job number 234504

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Document Verification

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Contents

1 INTRODUCTION

1.1 Study Background

1.1.1.1 Queensway Plaza was built in 1980 as part of the development works for Admiralty Station of the Island Line. The primary purpose of the Government property was to provide elevated pedestrian connections from Admiralty Station to neighbouring developments. However, Queensway Plaza 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.

1.1.1.2 Queensway Plaza is approaching an interesting period. The current tenancy is due to expire in January 2019, subject to the Government's right of termination two years earlier. In addition, the South Island Line (East) (SIL(E)) is due for imminent completion followed by the Shatin to Central Link (SCL) in 2020/2021, each with a station in Admiralty. The redevelopment of Queensway Plaza with its adjoining Government land (the Study Site) would, therefore, be a timely addition to strengthen the existing business and commercial node functions and transportation hub of Admiralty. Yet redevelopment in Queensway Plaza is also constrained by various factors, such as the proximity of existing station structures, at-grade infrastructures, public transportation facilities and the large volumes of pedestrian connections across the Study Site, which would need to be resolved to meet the site's full development potential.

1.1.1.3 Planning Department of the HKSAR (PlanD) commissioned Ove Arup and Partners Hong Kong Limited (Arup) on 9 January 2014 to undertake the Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study (the Study). The Assignment will investigate the planning, architectural and engineering feasibility of redeveloping the Study Site.

1.2 Study Objectives

1.2.1.1 Key to the redevelopment of the Study Site is to maximize commercial potential, including Grade A office and retail uses. The Study provides an opportunity to create a notable new addition to the Admiralty skyline and capitalise on the image and role of Admiralty as a strategic commercial and transportation hub in Hong Kong. The Study will seek to make recommendations to upgrade the existing public realm in its vicinity, including optimisation of the pedestrian connectivity within and through the site. The existing operation and layout of the Public Transport Interchange (PTI) will also be investigated to establish the potential for reconfiguration to increase efficiency. The Study will aim to ensure that the implementation strategy minimises disruption to the operation of adjacent facilities during the future construction stage. Specifically, the Assignment will:

- establish a comprehensive baseline profile and identify the key opportunities, constraints and issues;
- ascertain the constraints imposed by the structure of existing buildings and evaluate the redevelopment potential of the Study Site;

- establish the planning and design considerations and formulate development concepts;
- formulate initial redevelopment and/or construction options for the Study Site to derive a recommended development scheme;
- establish the technical practicability and architectural feasibility of the recommended development scheme; and
- formulate a planning and design brief and make recommendations on the implementation strategy.

1.2.1.2 The findings and recommendations of the Study will serve as a reference for amendments to the Outline Zoning Plan (OZP) and guide the future land disposal and development of the Study Site.

1.3 Study Site and Study Area

1.3.1.1 The Study Site comprises the Queensway Plaza together with its adjoining Government land within the immediate vicinity of Admiralty Station, encompassing Drake Street, Tamar Street, Rodney Street and Admiralty Garden. The Study Site covers an area of approximately 1.97 hectares and is bounded by Harcourt Road, Cotton Tree Drive, Queensway and the site of the forthcoming SIL(E) Admiralty Station. The Study Site falls within the Approved Central District OZP No. S/H4/14. Different parts of the Study Site and Study Area currently fall within Central District, Central District (Extension), Wan Chai, Wan Chai North, Mid-Levels West and Mid-Levels East OZPs.

1.3.1.2 The Study Area extends approximately 400 meters in radii from the Study Site, incorporating 86 hectares of prime locations of strategic importance. The Study Area includes the Study Site and surrounding commercial and government buildings, including Lippo Centre, Far East Finance Centre, Admiralty Centre and United Centre. Further from the Study Site, Pacific Place is located to the south, High Court and Bank of China Building to the southwest/west, Central Government Offices to the north, and Harcourt Garden to the east.

1.3.1.3 At the northern periphery of the Study Area is the site for the new Central and Western District Promenade, which will provide a world-class waterfront and new centre of activity along Victoria Harbour. To the western and eastern fringes are the commercially successful and vibrant areas of Central and Wan Chai respectively, whereas the more tranquil Hong Kong Park is situated at the southern extent of the Study Area.

1.3.1.4 The Study Site and Study Area is also characterised as a major transport hub. The Study Site is located in close proximity of the existing Mass Transit Railway (MTR) Admiralty Station and the nearby existing Admiralty East PTI and Admiralty West PTI provides facilities for bus services. With the original primary purpose of Queensway Plaza to provide elevated pedestrian connections from Admiralty Station to neighbouring development, there are a number of key pedestrian footbridge connections across the Study Site to the wider area.

1.4 Purpose of this Report

1.4.1.1 Having conducted the technical assessments under Working Paper 3 (WP3) which has ascertained the prima facie technical and environmental feasibility and sustainability of the Recommended Development Scheme (RDS), this Summary of TIA summarizes the key development parameters and design features of the RDS.

1.4.1.2 The structure of this working paper is as follows:

- **Section 1** introduces the background to this Study and purpose of this working paper;
- **Section 2** introduces the RDS, including the summary of pedestrian, transportation, and also traffic circulation as a summary;
- **Section 3** outlines the summary of the TIA assessment.

2 SUMMARY OF RDS

2.1 Pedestrian Circulation

2.1.1 Ground Floor Circulation

2.1.1.1 The development would be setback from Queensway and Tamar Street thus creating a wider footpath. Meanwhile, the existing pedestrian footpath at the western side of United Centre would be widened due to the setback of the proposed development. The area, which falls partly under the new building's podium cantilever is envisioned as a landscaped roof with an autonomous paved surface design that accentuates pedestrian routing and provides seating to passers-by. This would encourage pedestrian movement connecting Queensway towards Drake Street and the two MTR entrances, and the newly completed pedestrian crossing connects to Admiralty Centre would not be affected.

2.1.1.2 Moreover, with the taxi stand on the ground floor (as is the current situation) along Drake Street be incorporated within the overall landscape system corresponding with the entrance plaza along Tamar Street, a pedestrian corridor would be created between Queensway and Admiralty Centre which would encourage pedestrian movement.

2.1.2 Elevated Walkway System

2.1.2.1 A commercial podium would be provided which would serve as a major connection point with the existing footbridge system and the adjacent buildings. In particular, with direct access to MTR station proposed, it is anticipated that majority of the pedestrian from MTR and adjacent bus stops would be diverted to this podium level in order to access the adjacent developments. It would allow seamless connection to the existing footbridge system and provide direct linkage to the improved roof-top open space on the retained Queensway Walkway and the East Walkway between Admiralty Centre and United Centre.

2.1.2.2 Moreover, a linkage connecting the proposed development and existing Tamar Footbridge has therefore been explored. This would allow direct pedestrian access from the inland area to the waterfront, and therefore 'complete' the entire elevated pedestrian network. Pedestrian would be able to travel from Hong Kong Park to Central Waterfront, and from Wan Chai to Central Area all the way with the elevated footbridge system.

2.1.3 Direct Linkage with MTR Station

2.1.3.1 While existing MTR station exits and entrances would be remained, a new direct pedestrian connection from the MTR passageway leading to MTR Exit C1/C2 to level LG1 of the new development, as well as a direct connection from the MTR concourse to level LG2 is proposed.

2.1.4 Vertical Access

2.1.4.1 In addition to the building service core within the proposed development, two vertical access points are proposed which would vertically connect the ground level with the podium/elevated walkway level. These include an escalator outside MTR Exit C2 that connects directly to the indoor atrium on the upper ground level 1, and an escalator outside MTR Exit C1. The proposed lift near Admiralty West PTI has been dropped as there is already a planned lift to be provided at the pedestrian footpath along Cotton Tree Drive providing barrier-free access to the public footbridge connecting Queensway Walkway and Bank of America Tower.

2.1.5 Connectivity with the Wider Area

2.1.5.1 With the Study Site being bounded by Harcourt Road, Queensway and Cotton Tree Drive where at-grade pedestrian crossings across these major roads are not preferred in order to minimise disturbance to traffic flow, connectivity from the proposed development to the wider Central / Admiralty area would be expected through existing and planned elevated and underground connections.

2.1.5.2 In terms of elevated connections, the proposed development would be connected with the existing and planned elevated walkway system for the Central and Wan Chai area.:

- To the east, pedestrian could travel through the footbridge between Admiralty Centre and United Centre, which would then lead the way to the elevated footbridge across the future Harcourt Garden landscape deck towards CITIC Tower, future Site 5 development and the Central Harbourfront. It will also bring pedestrian towards Wan Chai through a planned footbridge along Harcourt Road/Gloucester Road connecting to HKAPA, Revenue Tower and Immigration Tower;
- To the south, pedestrian could travel through two existing footbridges connecting Queensway Plaza and Pacific Place, as well as towards High Court via Lippo Centre. Both pedestrian routes would lead further uphill to the Hong Kong Park;
- To the west, pedestrian could travel towards Central area through the retained Queensway Walkway and onto the footbridge leading to Fairmont House on Lambeth Walk across Cotton Tree Drive, and further west to Chater Garden and uphill to Bank of China Tower and Citibank Plaza;
- To the north, Queensway Plaza is directly connected with Admiralty Centre through existing footbridges. However, there is currently a lack of direct connection towards the Central waterfront promenade further north. Pedestrians could only access the Tamar Footbridge at ground level, which is beyond the main pedestrian flow along the elevated walkway level. A linkage through the proposed development and existing Tamar Footbridge has therefore been explored. This would allow direct pedestrian access from the waterfront to the inland area.

2.2 Traffic Arrangement

2.2.1 Vehicular Circulation and Public Transport Facilities

2.2.1.1 The RDS retains the majority of ground floor vehicular circulation as the planned configuration recommended under the Admiralty Traffic Study with slight modifications to cater for the RDS.

Vehicular Access of the Proposed Development

2.2.1.2 Vehicles are expected to enter the proposed development from Tamar Street northbound via Queensway eastbound. This route would minimise disruption to the existing bus services along Queensway. Vehicles could also enter the proposed development from Tamar Street southbound via Harcourt Road westbound. This would avoid traffic from going through the critical junction at Harcourt Road / Cotton Tree Drive.

2.2.1.1 On departure, vehicles are expected to leave the proposed development through Tamar Street and onto Harcourt Road westbound. In addition, flexibility has also been given for vehicles to turn right at the junction of Tamar Street and Drake Street, and to travel through Drake Street and Rodney Street onto Queensway eastbound in order to avoid the critical junction.

Taxi Stand

2.2.1.2 The current taxi stand at ground floor would be remained. Taxi are expected to enter the taxi stand through Harcourt Road westbound and Drake Street, and depart to Harcourt Road westbound or Queensway eastbound through Drake Street.

Public Transport Interchanges (PTIs)

2.2.1.3 Both Admiralty East and West PTIs would be retained. As Drake Street is the only access to both PTIs, it would be maintained and be recommended to become a bus-designated lane as proposed under the Admiralty Traffic Study completed in 2012. This would divert some of the buses currently running along Cotton Tree Drive to Queensway and minimise conflict to other through traffic along Cotton Tree Drive southbound and Queensway eastbound. There are also two other public transport termini located at Tamar Street and Drake Street including GMB routes. They would be maintained at-grade level without affecting by the proposed development. The bus stops along Queensway will also remain.

2.2.2 Carparking Provision

2.2.2.1 Car parking space would be provided at the basement level of the proposed development. The access ramp along the south end of Tamar Street provides space for both goods vehicles reaching the loading/unloading bays on LG1 and LG3 as well as private vehicles accessing the underground car park. A drop-off area is also provided along Tamar Street.

2.2.2.2 The required parking and loading/unloading facilities for the RDS is provided at **Table 2.1** below.

Table 2.1: Required Parking and Loading/Unloading Facilities

Use	Facility	HKPSG Standard	Requirement	Provision
Retail ($14,901m^2$)	Car Parking	1 car space per $200m^2$ to $300m^2$	50-75 nos.	50
		Motor-cycle: 5-10% of total provision for private cars	3-8 nos.	3
	L/UL Bays for goods vehicle	1 L/UL bay per $800m^2$ to $1,200m^2$ Goods vehicle provision is divided into 65% LGV and 35% HGV	LGV:8-13 nos. HGV:5-6nos. Total:13-19 nos.	13
Office ($80,105m^2$)	Car Parking	For first $15,000m^2$, 1 space per $150m^2$ to $200m^2$ Above $15,000m^2$, 1 space for $200m^2$ to $300m^2$	293-426 nos.	293
		Motor-cycle: 5-10% of total provision for private cars	15-43 nos.	15
	L/UL Bays for goods vehicle	1 L/UL bay per $2,000m^2$ to $3,000m^2$ Goods vehicle provision is divided into 65% LGV and 35% HGV	LGV:18-27 nos. HGV:9-14 nos. Total:27-41 nos.	27
	Lay-by	1 pick-up/drop-off lay-by for taxis and private cars for every $20,000m^2$	5 nos.	8

Remarks: The no. of disabled car park is calculated according to the total car parking provision, thus in this case, the min. number of car parking required would be the sum of (50+293) = 343. According to HKPSG, 4 disable spaces are required.

Loading / Unloading Bays

2.2.2.3 As shown in **Table 2.1**, the total nos. of loading/unloading bays at LG1 and LG3 would be 40 nos.

Lay-by

2.2.2.4 As shown in **Table 2.1**, the number of lay-by for taxi and private cars, would be 5 nos according to the HKPSG requirements. However, in view of the local needs, the provision of lay-bys would be increased to 8 nos.

3 TECHNICAL SUMMARY

3.1 Traffic Impact Assessment

Modelling Approach

3.1.1.1 A two-tier transport modelling structure was proposed and adopted to produce traffic forecast due to the planning parameters, potential highway and railway infrastructure within close proximity to the Study Area.

3.1.1.2 Strategic Transport Model (STM) has been adopted in this Study which translates land use assumptions, socio-economic data, transport and policy assumptions into strategic transport demand. STM is used for estimating broad district-to-district traffic demand and the performance of the strategic road/ transit network. The structure and development of the STM adopts the traditional 4-stage model hierarchy and is compatible with TD's Comprehensive Transport Study (CTS) Model.

3.1.1.3 Adopting this STM would ensure compatibility with current government studies and would allow factors affecting global travel behaviour such as economic growth to be taken into account. The STM produces trip matrices for the base and future years based on demographic and socio-economic data such as population, employment and income etc., through which this traditional four-stage STM reflects trip generation/attraction, modal split, trip distribution, and trip assignment throughout the territory. The STM also offers the advantage of being able to reflect the traffic impacts especially the mode choice caused by changes of fundamental assumptions such as the demographic, socio-economic and infrastructures. It is hence recommended to adopt this model as the basis, and updated using the latest available planning data, planned and committed new infrastructures and local developments in the Area of Influence (AOI) for this study.

3.1.1.4 The Territorial Population and Employment Data Matrix (TPEDM) prepared by PlanD serves as the major input to the STM. The latest version is the 2011-based dataset with the reference year at 2011. The base year STM is therefore developed and validated to the traffic condition in year 2011.

3.1.1.5 A Local Area Traffic Model (LATM) will be further developed to simulate road-based traffic at local district level for facilitating the traffic impact assessment. The STM will provide cordoned traffic matrices as inputs to the LATM for defining its boundary conditions and broad district-to-district traffic movements. The LATM will adopt the same mechanism as TD's Base District Traffic Model (BDTM).

3.1.1.6 The LATM adopts a more localised and comprehensive transport model network that has taken account of parameters that are not well-presented in the upper tier model, such as traffic signal data, weaving movements and ingress/egress. The LATM will be validated to the traffic condition in year 2013 as the base year.

3.1.1.7 Future year forecast will be projected from the validated STM and LATM, by incorporating the planning data forecast into the model. Two forecast scenarios will be assessed in this Study:

- Year 2026 Reference Case

- Year 2026 Design

Critical Junctions

3.1.1.8 There are totally six critical junctions identified, and junction performances analysis has been conducted. The junction performances would focus in existing case, reference case (Year 2026) and design case (Year 2026). The junctions which are selected to be analysed are identified as:

- Harcourt Road / Connaught Road / Cotton Tree Drive (Signal)
- Queensway / Cotton Tree Drive (Signal)
- Rodney Street / Drake Street (Priority)
- Tamar Street / Drake Street – Southern (Priority)
- Tamar Street / Drake Street – Northern (Priority)
- Charter Road / Murray Road / Lambeth Walk (Signal)

3.1.1.9 As in the previous Working Paper, it was anticipated that the earliest completion year was Year 2020. However, according to the most updated time program, the earliest completion of the redevelopment would be postponed to Year 2023. In normal traffic engineering practice, an additional three years after the completion of the development would be chosen for traffic assessment. Thus, Year 2026 is chosen to be the year for the Reference case as well as the Design case in this Study.

3.1.1.10 Traffic survey has been conducted for existing case, which the AM peak was identified at 0830-0930; and PM peak was identified at 1745-1845. By adopting the existing traffic data, the background traffic flows of reference case and design case are estimated. By reference to the latest forecast data, the growth rate in the concern district is approximately +0.5% p.a. In addition, the forecast scenario also includes the traffic generated from Murray Road Car Park site and Hutchison House Redevelopment.

Table 3.1 Summary of Junction Performances for Existing Case

Junctions	**Control**	**Existing**	
		AM	PM
Harcourt Road / Connaught Road / Cotton Tree Drive	Signalled	5%	5%
Queensway / Cotton Tree Drive	Signalled	11%	16%
Rodney Street / Drake Street	Priority	0.37	0.28
Tamar Street / Drake Street (Southern)	Priority	0.03	0.13
Tamar Street / Drake Street (Northern)	Priority	0.07	0.19
Charter Road / Murray Road / Lambeth Walk	Signalled	30%	42%

Remarks: Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the priority junction. The approach is conformed with the guidelines from the Transport Planning and Design Manual (TPDM).

3.1.1.11 As shown in **Table 3.1**, in the existing case, the Reserve Capacity for Harcourt Road / Connaught Road / Cotton Tree Drive is approaching to the capacity (5% reserved). Other junctions are considered having ample capacity.

3.1.1.12 For the Design case, due to the highly public transport dependent nature in this location, in order to establish the reasonable future development flows, it is recommended to use the lower limit of the trip generation / attraction rate which is stated in TPDM (Annex D Table 2). The summary of the trip generation/attraction rates are listed in **Table 3.2**, as follows:

Table 3.2 Trip Attraction/Generation Rates Specific for Proposed Site

Type of Component	**AM**		**PM**	
	Generation	Attraction	Generation	Attraction
Retail	0.129	0.152	0.236	0.262
Office	0.104	0.165	0.122	0.084

Note: In units of pcu/hr/100m^2

3.1.1.13 The development in/out survey results has shown that the current situation is comparable to the proposed trip generation/attraction rates for the subject development. Therefore, it is considered appropriate to use the lower limit of the trip generation / attraction rate.

3.1.1.14 The development flows in Design case is obtained by deducting the existing flows associated with existing retail components (approx. 6,000m^2) and add the new flows associated with future retail components. This is to simulate the effect of having the existing Queensway Plaza shopping mall being demolished, and construct the future retail part of the redevelopment. As a result, the summary of the design flows (net increase) are illustrated as below:

Table 3.3 Trip Attraction/Generation Numbers (net increase) at the Proposed Site

Type of Development	**AM**		**PM**	
	Generation	Attraction	Generation	Attraction
Proposed Retail (14,901m^2)	12	13	21	24
Proposed Office (80,105m^2)	84	132	98	68
Total	**96**	**145**	**119**	**92**

Table 3.4 Summary of Junction Performances for Reference and Design Cases

Junction	**Control**	**2026 Reference Case**		**2026 Design Case**	
		AM	PM	AM	PM
Harcourt Road / Connaught Road / Cotton Tree Drive	Signal	1%	1%	-4%	-5%
Queensway / Cotton Tree Drive	Signal	4%	10%	4%	10%
Rodney Street /	Priority	0.42	0.49	0.42	0.56

Drake Street					
Tamar Street / Drake Street (Southern)	Priority	0.02	0.07	0.02	0.02
Tamar Street / Drake Street (Northern)	Priority	0.08	0.20	0.08	0.08
Charter Road / Murray Road / Lambeth Walk	Signal	23%	37%	23%	37%

Remarks: Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the priority junction. The approach is conformed with the guidelines from the Transport Planning and Design Manual (TPDM).

3.1.1.15 As shown, in the Reference case, the Reserve Capacity for Harcourt Road / Connaught Road / Cotton Tree Drive still has adequate capacity. Upon the redevelopment, the junction performances would be degraded to -4% and -5% for Harcourt Road / Connaught Road / Cotton Tree Drive. Other junctions are considered having ample capacity.

3.1.1.16 In view of the future design situation, it is strongly recommended that traffic measures be introduced onto this site by prohibiting the loading and unloading activities during peak hour (i.e. 7am to 10am and 4pm to 7pm). Junction performances in critical junctions with traffic measures are summarised below.

3.1.1.17 In addition, as referenced in the Environmental Impact Assessment Report "*AEIAR-125/2008 - Wan Chai Development Phase II and Central-Wan Chai Bypass*" dated on December 2007, published for Environmental Protection Department, the report had forecast that with the construction of Central-Wan Chai Bypass, the traffic flows especially along Gloucester Road (westbound), would be reduced from 8,591 vehicles per hour to 4,824 vehicles per hour, which is approximately 44% of traffic decrease.

3.1.1.18 As mentioned, the Gloucester Road (westbound) will be experienced a 44% of traffic decrease upon construction of Central-Wan Chai Bypass, it is considered reasonable to assume the local-through traffic along Harcourt Road could be decreased by 20%.

3.1.1.19 By accumulative effect from the traffic measures mentioned before, **Table 3.5** below shows the junction performances for Design Case of Year 2026.

Table 3.5 Junction Performances for Design Case with Traffic Measures

Junction	**Control**	**2026 Design Case**	
		AM	PM
Harcourt Road / Connaught Road / Cotton Tree Drive	Signal	7%	9%
Queensway / Cotton Tree Drive	Signal	5%	10%
Rodney Street / Drake Street	Priority	0.44	0.58
Tamar Street / Drake Street (Southern)	Priority	0.02	0.02
Tamar Street / Drake Street (Northern)	Priority	0.08	0.08

Charter Road / Murray Road / Lambeth Walk	Signal	24%	38%

3.1.1.20 As a result, upon the traffic measures, the junction performances would be improved for Harcourt Road / Connaught Road / Cotton Tree Drive. Other junctions remain unchanged.

3.1.2 Pedestrian Traffic Network Performances

3.1.2.1 With reference to the previous "Agreement No. CE 53/2009 (TT) Traffic Study for Admiralty - Feasibility Study" commissioned by Transport Department, future year pedestrian office and retail trip rates were developed by using trip generation rates obtained from survey results at the existing Central Government Offices, and in reference to West Kowloon Reclamation Development Traffic Study, Final Report (TD 54/2008). The following **Table 3.6** summarises the adopted pedestrian trip generation rates.

Table 3.6 Trip Generation Rates – Pedestrian (per hour)

Trip Rates (per 100 sqm)	AM Peak		PM Peak	
	Gen.	Att.	Gen.	Att.
Office Trip Rates	0.222	1.934	1.567	0.266
Retail Trip Rates	0.000	0.000	3.830	4.060

3.1.2.2 The future year pedestrian trip forecast were being adopted to Year 2026 case for pedestrian demand.

3.1.2.3 The Year 2026 pedestrian matrices development were based on the 2016 matrix, with the assumptions of having New Central Harbourfront development opening, and with the impact of SCL opening provided by MTRCL and the reopening of MTR Exit E. Therefore, there will be an increase in the level of crowding at Admiralty MTR entrances/exits with the opening of SCL. **Table 3.7a and Table 3.7b** shows Year 2026 pedestrian flow forecasts along MTR Exits and key footbridges within the Study Area upon the redevelopment.

Table 3.7a Pedestrian Flows in MTR Exits and Footbridges – AM Peak Hour

Location	2026 Design Case AM Peak Hour					
	Inbound	Outbound	Width (m)	Dead Space for each side (m)	Ped/ Min	LOS
MTR Exit A	668	*3387*	4.74	0.00	14.3	A
MTR Exit B	236	*2882*	4.30	0.00	12.1	A
MTR Exit C1	789	3370	4.38	0.00	15.8	A
MTR Exit C2	142	830	3.00	0.30	6.8	A
MTR Exit D	463	2711	4.41	0.00	12.0	A
MTR Exit E	494	3235	5.00	0.00	12.4	A
MTR Exit F (Harcourt Garden)	158	717	3.30	0.00	4.4	A

Location	2026 Design Case AM Peak Hour					
	Inbound	Outbound	Width (m)	Dead Space for each side (m)	Ped/ Min	LOS
MTR Exit F (Pacific Place)	491	3179	5.00	0.00	12.2	A
Sub-total (MTR)	***3,442***	***20,311***				
Footbridge (between Pacific Place and Queensway Plaza)	3434	6197	9.90	0.50	18.0	B
Footbridge (between High Court and Lippo Centre)	406	2309	4.20	0.15	11.6	A
Footbridge (from Lippo Centre to Cotton Tree Drive)	70	576	2.75	0.15	4.4	A
Footbridge (between Queensway Plaza and Murray Road Multi-storey Carpark Building)	699	2022	8.20	1.15	7.7	A
Footbridge (across Harcourt Road next to Hutchison House)	98	46	4.30	0.50	0.7	A
Footbridge (between Admiralty Centre Office Tower 2 and Rodney Street)	948	2692	6.00	0.50	12.1	A
Tamar Footbridge	833	3370	13.30	0.50	5.7	A
Proposed "L shaped" bridge connect Tamar to Queensway	666	2696	5	0.5	14.0	A
Sub-total (Footbridge)	***7,155***	***19,908***				
Total	***10,597***	***40,219***				

Table 3.7b Pedestrian Flows on Vertical Access Points – AM Peak Hour

Description	Hourly Demand	Width (m)	Dead Space for each side (m)	Ped / Min /m	LOS
Proposed public escalator near MTR Exit C1 (up only)	3,625	1.7	0.3	54.9	E
Proposed public escalator near MTR Exit C1 (down)	625	1.7	0.3	9.4	A
Proposed public escalator near MTR Exit C2	350	3	0.15	2.2	A
Existing staircase next MTR Exit D	175	4.7	0.3	0.7	A

Table 3.8a Pedestrian Flows – PM Peak Hour

Location	2026 Design Case AM Peak Hour					
	Inbound	Outbound	Width (m)	Dead Space for each side (m)	Ped/ Min	LOS
MTR Exit A	2079	1595	4.74	0.00	12.9	A
MTR Exit B	2071	1072	4.30	0.00	12.2	A
MTR Exit C1	2605	1989	4.38	0.00	17.5	B
MTR Exit C2	433	964	3.00	0.30	9.7	A

Location	2026 Design Case AM Peak Hour					
	Inbound	Outbound	Width (m)	Dead Space for each side (m)	Ped/ Min	LOS
MTR Exit D	2299	2616	4.41	0.00	18.6	B
MTR Exit E	2160	375	5.00	0.00	8.4	A
MTR Exit F (Harcourt Garden)	752	40	3.30	0.00	4.0	A
MTR Exit F (Pacific Place)	3163	991	5.00	0.00	13.8	A
Sub-total (MTR)	***15,562***	***9,642***				
Footbridge (between Pacific Place and Queensway Plaza)	5154	5373	9.90	0.50	19.7	B
Footbridge (between High Court and Lippo Centre)	1853	516	4.20	0.15	10.1	A
Footbridge (from Lippo Centre to Cotton Tree Drive)	88	147	2.75	0.15	1.6	A
Footbridge (between Queensway Plaza and Murray Road Multi-storey Carpark Building)	1706	1628	8.20	1.15	9.4	A
Footbridge (across Harcourt Road next to Hutchison House)	160	492	4.30	0.50	3.3	A
Footbridge (between Admiralty Centre Office Tower 2 and Rodney Street)	2161	1015	6.00	0.50	10.6	A
Tamar Footbridge	4537	721	13.30	0.50	7.1	A
Proposed “L shaped” bridge connect Tamar to Queensway	3629	577	5	0.5	17.6	B
Sub-total (Footbridge)	***19,288***	***10,468***				
Total	***34,850***	***20,110***				

Table 3.8b Pedestrian Flows on Vertical Access Points – PM Peak Hour

Description	Hourly Demand	Width (m)	Dead Space for each side (m)	Ped / Min /m	LOS
Proposed public escalator near MTR Exit C1 (up only)	770	1.7	0.3	11.7	A
Proposed public escalator near MTR Exit C1 (down)	3,195	1.7	0.3	48.4	D
Proposed public escalator near MTR Exit C2	360	3	0.15	2.2	A
Existing staircase next MTR Exit D	470	4.7	0.3	1.9	A

3.1.2.4 It can be concluded from the above tables that the LOS at all MTR entrances and footbridges are in an adequate level except at the proposed public escalator near MTR Exit C1, which in the up-direction shows LOS E in morning peak, and down-direction shows LOS D in afternoon peak.

3.1.2.5 Nevertheless, upon provision of a direct pedestrian connection between MTR concourse to level LG2 and MTR passageway to Level LG1 as proposed under this Study, part of the pedestrian flow will be diverted through the podium to the elevated walkway level. Thus, there will be improvement in pedestrian flow at the proposed public escalator near MTR Exit C1.

節錄於中西區區議會第二十次會議紀錄 (16.7.2015) (續會)

第 8 項：擬議改劃美利道多層停車場作商業用途
(中西區區議會文件第 73/2015 號)

(下午 6 時 23 分至 7 時 25 分)

2. 主席歡迎發展局、規劃署、運輸署、地政總署、食物環境衞生署及弘達交通顧問公司的代表出席會議。

3. 規劃署高級城市規劃師/港島 4 何盛田先生以電腦投影片簡介擬議改劃建議，內容概述如下：

(a) 甲級寫字樓用地需求大，必須致力增加其供應，以保持香港競爭力。去年《施政報告》提出增加核心商業區的商業用地供應，將合適的「政府、機構或社區」用地改作商業用途，當中包括美利道多層停車場。

(b) 美利道多層停車場位於金鐘核心商業區，入口為琳賓徑，附近有多幢商業摩天大廈，包括中銀大廈、東昌大廈及美國銀行中心等。而該停車場樓高十層，現有用途包括政府辦公室、五層公眾停車場及一個公共廁所。

(c) 擬議改劃修訂將美利道多層停車場用地由「政府、機構或社區」地帶改劃為「商業（3）」地帶，並設最高建築物高度限制為主水平基準 190 米（包括天台構築物）及最大上蓋面積限制為不超過 65%。以上限制主要為保存山脊線的景觀及改善該地的空氣流通，而用地的最高地積比率為 15 倍、可興建最高總樓面面積約為 41 700 平方米。

(d) 相關部門已進行交通、通風及景觀等方面的評估，擬議發展不會對社區設施及休憩用地供應構成負面影響。

(e) 歡迎議員就修訂建議提出意見，有關意見將一併提交城規會轄下都會規劃小組委員會考慮。如獲城規會同意，將根據《城市規劃條例》第 5 條展示核准圖則的修訂，為期兩個月，而市民可於公眾查閱期間向城規會提交申述。

4. 弘達交通顧問公司副董事郭正謙先生簡介有關擬議改劃的交通影響評估，內容概述如下：

(a) 美利道多層停車場現時提供388個公眾私家車停車位及55個公眾電單車停車位。受運輸署委託，自二〇一四年四月起就擬議改劃進行交通影響評估，並調查該停車場及附近停車場的使用量及狀況。綜合調查所得及政府停車場營辦商提供的停車場使用量數據，美利道多層停車場於星期一至五上午11時至下午5時間持續處於較高使用量，私家車停車位使用量約為309個，佔總數80%；而電單車停車位則約為35個，佔總數64%，兩者使用量皆屬平穩。

(b) 顧問公司亦調查附近的天星碼頭、大會堂、長江集團中心及花旗銀行大廈停車場的使用情況，發現私家車及電單車停車位使用率約70%至90%不等。因應現場環境及以300米研究範圍推算，考慮以上停車場的空置公眾私家車停車位，拆卸美利道多層停車場後，私家車停車位於二〇一四年的短缺約為102個，而電單車車位的短缺則為約69個。因此，報告建議上址重建後應提供不少於以上短缺數目的公眾停車位。由於美利道多層停車場重建後為商業寫字樓，重建後須根據《香港規劃標準與準則》，按重建用途及面積提供約152個私家車停車位及約8個電單車停車位。綜合上述數據，預計重建後的私家車及電單車車位總數目分別為約254個及77個。

(c) 有關重建後的建議車輛進出路線，建議沿用琳賓徑休憩花園旁的出入口。是次評估亦調查受擬議重建影響的路口使用情況，包括金鐘道/紅棉路、遮打道/美利道/琳賓徑、遮打道/長臣道及金鐘道/美利道，報告總結擬議改劃不會對附近路口的交通帶來負面影響。

(d) 有關行人通道的安排，由於市民會經常使用美利道多層停車場內的行人通道來往半山區及金鐘一帶，報告建議於重建工程進行前，發展商須先設置臨時行人天橋，保持原有的暢達性。至於圍繞建築物的獨立結構行人通道，則保持不變。相關部門亦要求發展商必須於項目重建後提供公眾行人通道，接駁花園道至琳賓徑及金鐘廊等地，維持金鐘、中環，甚至半山區的連繫性。

5. 主席請議員提問及發表意見。議員的發言概述如下：

(a) 黃堅成議員對擬議計劃有保留並傾向反對。他指中西區目前已缺乏停車位，重建後的私家車停車位僅餘254個，實不敷應用。他亦關

注現時使用美利道多層停車場的 388 個車位用戶於重建工程期間的泊車問題。相關部門雖建議用戶改為使用天星碼頭及大會堂等停車場，但上述地點均與辦公地點有一定距離，並不方便駕駛人士。另外，他指評估報告並沒有交代重建後的 41 700 平方米面積大約可容納的人數及可供使用的停車位。最後，他認為日後只會有更多市民使用停車位，相反配套則明顯不足，詢問相關部門如何解決上述問題。

(b) 陳浩濂議員同意香港欠缺甲級寫字樓用地，須覓地支持經濟發展，但他對擬議計劃有保留並傾向反對。他指是次評估的公共停車場集中於美利道多層停車場以南，忽略以東的統一中心、太古廣場等金鐘大型辦公室的車位需求。此外，評估結果顯示美利道多層停車場高峰時段的車位使用率達九成，但他指一般駕駛人士當知道停車場使用率達七至八成時，便不會前往，特別是上班時段。至於花旗銀行大廈及長江集團中心由於收費比政府公用停車場昂貴，因此使用率較低，但報告並沒提及此原因。關於景觀問題，他認為評估應包括中半山，他擔心麥當勞道民居的景觀會受到影響。最後，他關注重建後附近路口的交通流量，並指現時紅棉路及金鐘道交界於繁忙時間相當擠塞。擬議計劃實施後情況應會加劇。他建議相關部門與警方商討交通負荷量過大的問題，並應另行選址作商業用途。

(c) 文志華議員支持增加甲級寫字樓用地，但對擬議計劃有保留。他表示現時美利道多層停車場的私家車停車位使用量為 309 個，重建後只有 254 個，當中開放予公眾使用的只有 102 個。他認為預計可提供的車位數目應是原有的 309 個加上重建後供寫字樓使用的 152 個，即總共 461 個車位。基於駕駛人士的習慣，若要他們轉用其他停車場，須有很大的誘因。重建後出現短缺的停車位約有 207 個，當市民等候進入停車場時，交通流量將會增加。因此，他建議至少應保留現時的 388 個公眾停車位。

(d) 李志恒議員關注如何處理及疏導短缺的停車位，因為駕駛人士大多不會改變習慣而使用其他較遠的停車場，相關部門須計算重建期間及之後附近停車場的汽車流量及交通變化。他認為如不能解決停車位不足的問題，擬議計劃很難獲得市民支持。此外，他亦關注將來林士街停車場的重建計劃會否出現同樣情況。由於車輛數目將會隨年月增加，重建後的公眾私家車停車位數目不應少於原有的 388 個。

(e) 陳財喜議員認為中環泊車問題比較特別，評估不應只限於300米的研究範圍。他認為擬議計劃未能解決重建工程進行期間及完成後的停車位不足問題，而且暫時未看到解決方案。他建議相關部門應討論及考慮採取其他方案，如發展地庫及於樓契中列明發展商須提供一定數目的停車位。關於行人通道方面，他建議須顧及行人的舒適度。

(f) 陳捷貴議員支持擬議計劃，認為可紓緩租金壓力，但認為減少車位達100個不能接受。他認同發展地庫的建議，及應於重建後的商廈解決停車位問題，而非將需求轉介至附近停車場。另外，他認為連接至統一中心的行人通道於重建工程進行期間必須保留。

(g) 鄭麗琼議員查詢美利道多層停車場是否為法定古蹟及重建工程的完工日期，並認為出售政府用地雖可增加賣房收入，但重建後的商廈停車場收費將比現時大增。此外，現時美利道多層停車場的高度適中，擔心重建後的商廈過高會影響該區的空氣流通。她亦希望了解賣地時間表，並建議暫時保留美利道多層停車場，及查詢城規會為此計劃作公眾諮詢的安排。總括來說，她反對擬議計劃。

(h) 甘乃威議員表示早前有消息指金鐘廊及中環新填海區均會興建商廈，加上擬議計劃的重建項目，相信屆時的交通流量會相應增加。他查詢顧問公司停車位需求預計增長率的計算方法。此外，重建工程進行期間中區交通的流量亦會急增。他對擬議計劃及林士街停車場的重建計劃表示反對，亦反對將「政府、機構或社區」用地改作商業用途。

(i) 副主席認為現時香港商業用地不足，引致租金高企。他並不反對擬議計劃，但必須先解決交通問題。他關注重建後疏導人流的安排，認為不應出現人流增加而停車位卻減少的情況，建議相關部門考慮附近的配套，提供可行方案以增加停車位。此外，他表示部門未有詳細解釋數據的計算方法。他建議相關部門應透過是次重建工程一併改善該處的行人天橋系統，特別是現時接駁和記大廈及長江中心的一段。他建議可設置平台及增加天橋闊度等，從而改善行人便捷程度。

(j) 葉國謙議員認為須顧及香港整體發展，而中環商業用地確實不足，因此不反對把「政府、機構或社區」用地改作商業用途，但須有完善規劃。他關注擬議計劃減少停車位而衍生的交通問題，建議設計

商廈的過程中增加停車位。他亦認為美利道多層停車場的位置鄰近港鐵站，應多鼓勵市民使用公共交通工具。

(k) 主席支持擬議計劃，但關注重建工程過渡期的處理問題。他認為重建後的停車位短缺不能滿足將來駕駛人士的需求，而且中西區本已存在停車位不足的問題，建議相關部門採用其他方案來增加停車位供應，以滿足駕駛人士需求。

6. 發展局局長政治助理馮英倫先生表示理解議員對交通及人流的關注。

7. 運輸署工程師/中西區 1 駱振翀先生的回應概述如下：

(a) 有關 300 米研究範圍，一般同類型的研究範圍為 500 米(約 15 分鐘步行距離)，符合一般使用者的要求。由於美利道多層停車場的位置主要靠行人天橋連接附近建築物。故此採用 300 米的研究範圍，以反映對現場環境及地理上的考慮。

(b) 是次評估主要集中研究附近的公眾停車位，因此未有將美利道多層停車場以東的私人停車場納入研究。

(c) 回應重建後預計的停車位計算方法，是次評估以現時日常使用量為數據基礎，從而推算當二〇二四年時，重建後提供約 102 個私家車停車位在技術上已經足夠。

(d) 受實際情況的限制，建議駕駛人士於重建工程進行期間使用附近其他的停車場。

(e) 是次評估有就行人的安排作出相關研究，故此建議需提供臨時行人天橋以保持可達性。

(f) 有關交通流量方面，評估報告顯示美利道多層停車場重建前後的交通流量分別不大。

8. 規劃署港島規劃專員姜錦燕女士補充以上回應，概述如下：

(a) 回應景觀評估的觀景點不包括半山區的提問，由於香港發展密度高， 規劃署根據規劃指引編號 41「就規劃申請向城市規劃委員會提交視覺影響評估資料的指引」選擇視點作視覺影響評估時，以公

眾視點為優先，包括公園及海濱長廊等較多人流的地方。

(b) 在空氣流通評估方面，顧問評估了高度與最大上蓋面積之間的關係。針對中環的情況，上蓋面積相對較為重要，因此規劃署將會向城規會建議設置最大上蓋面積為不超過65%的限制，以助改善空氣流通。

(c) 有關公眾諮詢方面，如計劃獲城規會同意，市民可於公眾查閱期間向城規會提交申述。

(d) 有關改善天橋系統方面，由於建議的最大上蓋面積為65%，未來的樓宇設計未必提供平台予公眾使用，但可於地契上要求發展商提供一個較完善及合適的行人通道連接系統。

9. 發展局首席助理秘書長(規劃及地政)莊永桓先生就土地規劃及使用作補充，概述如下：

(a) 美利道多層停車場於一九七三年投入使用，並非法定古蹟。

(b) 美利道多層停車場位處金鐘的黃金地段，屬珍貴的土地資源。如維持該用地作「政府、機構或社區」用途，會浪費珍貴的土地資源及公共資源。若該用地能夠加以善用，改劃作商業用途，可為香港帶來很大的經濟效益。除了可為庫房帶來收入外，亦會提供商業樓面予本地及外地公司，促進經濟發展及增加就業。同時可促進中環及金鐘地區的商業活動，提升香港金融中心地位。從宏觀角度而言，該用地適合改劃作商業用途。

(c) 就興建地底停車位的意見，現時政策容許發展商於地底興建的停車場可豁免計算樓面面積，以增加興建地底停車位的誘因。

(d) 有關賣地時間表，有關部門會按既定的城規程序改劃該用地的用途。在完成改劃後，視乎其他程序和賣地條款的草擬進度，政府會盡快把用地推出市場，以配合香港經濟發展。

10. 各議員的補充意見如下：

(a) 陳浩濂議員認為擬議計劃的主要問題在於選址、交通及景觀方面。此外，中半山的居民數以萬計，不應漠視他們的景觀問題。最後，

他認為擬議計劃始終解決不到停車場車位不足的問題。

(b) 文志華議員表示早前於非正式會議時曾建議把美利道多層停車場旁的琳寶徑休憩用地納入重建範圍，當發展地下停車場時，其面積可相應增加。此外，地面增加的面積可建設一個連接天橋的平台花園，供公眾使用。

(c) 李志恒議員認為可首先考慮重建使用率相對較低的大會堂停車場，將其現有的175個停車位擴展至600至700個，以方便附近使用者，解決現時停車位不足問題，才進一步構思其他停車場的重建計劃。

(d) 鄭麗琼議員認為美利道多層停車場已啓用了42年，拆卸工程會製造大量建築廢物。她又以中環中心夜間閃光影響到半山居民的景觀為例，認為相關部門漠視他們並不公平。

(e) 副主席贊同透過是次重建改善琳寶徑休憩用地。

11. 發展局馮英倫先生回應，表示擬議計劃選址已考慮眾多因素，認為美利道多層停車場是少有的核心商業區中可作商業發展的用地。至於一併發展琳寶徑休憩花園的建議，由於該地地底為港鐵列車路軌，發展會有技術困難。

12. 主席多謝發展局、規劃署、運輸署、地政總處、食物環境衞生署及弘達交通顧問公司的代表出席會議。

節錄於中西區區議會第十七次會議紀錄(8.1.2015)

第7項：金鐘廊重建規劃及設計研究－可行性研究建議發展計劃
(中西區區議會文件第7/2015號)

(下午3時58分至5時正)

主席歡迎規劃署及奧雅納工程顧問的代表出席會議。

2. 規劃署高級城市規劃師/城市設計1劉笑霞女士表示，規劃署於二零一四年一月展開了「金鐘廊重建規劃及設計研究－可行性研究」，旨在把金鐘廊重建作商業用途(包括甲級寫字樓及零售用途)，並提出建議以優化現有公共空間，以及提供行人設施，連繫至中環及灣仔。她指署方現階段提出初步建議發展計劃，希望收集議員的意見，並在下一階段再作詳細技術評估，如交通及污水排放等。最後，她表示在重建期間需要確保行人通道貫通，因此亦請議員對行人天橋的安排及相關臨時措施提出建議。

3. 奧雅納工程顧問董事/規劃楊詠珊女士以電腦投影片介紹計劃，並表示研究範圍覆蓋金鐘廊及周邊政府地段，包括德立街、添馬街、樂禮街及金鐘花園。她指出，現時港鐵車站及其附帶地下建築物約佔研究地點三成的面積，局限了發展空間。經過深入探討結構上的限制，建議把金鐘廊東面地段(面積約6 220平方米)劃為發展地盤，至於有發展限制的部分，即西面的金鐘廊行人連廊(樓面面積約2 100平方米)將被保留，並會優化其外觀及頂層。研究就發展地盤定出了兩個初步建議方案，並已初步評估兩者大體上的可行性，兩者的優點亦已一併納入建議發展計劃內。建議發展計劃擬議興建一幢商業大樓，並提供餐飲設施。大樓會建於有零售、餐飲等設施的四層高平台上，而平台下亦有四層地庫。計劃特色重點如下：

(a) 提供約80 000平方米甲級寫字樓的總樓面面積(其中部分可作酒店用途)，以應付中環、金鐘對相關設施的強大市場需求。

(b) 提供約13 000平方米總樓面面積作零售及餐飲用途，以應付上班一族及遊客對區內食肆的龐大需求。

(c) 建築物高度不超過主水平基準上203米，以保護尖沙咀觀景點看到的山脊線景觀。

(d) 計劃將重置1 370平方米地面公眾休憩用地作一個開揚的園景入口廣

場，並原址保留一棵古樹名木。另提供約 1 775 平方米的休憩用地，分佈於梯級式花園（可直達地面及各零售平台樓層）、位於主要行人走道的葡架園景廣場和平台花園，以打造一個公眾休憩用地網絡。整個發展將提供總面積約 3 145 平方米的休憩用地，較現時面積約 1 700 平方米的金鐘花園大 85%左右。

(e) 闢設一條有園景美化的高架綠化通道，把予保留的金鐘廊行人連廊及其頂層休憩用地，連接至遮打花園，以及經德立街東段重置的綠化行人天橋通往夏慤花園。

(f) 闢設新的垂直接駁點連無障礙通道，連接港鐵金鐘站大堂、地面和貫通研究地點的主要高架行人連廊。

(g) 改善整體街景設計，採納運輸署於二零一二年完成的「金鐘交通研究－可行性研究」對金鐘西和金鐘東公共交通交匯處就交通安排方面的改善建議。原有巴士路線和專線小巴路線等會保留，的士站亦會原址保留於地面。

(h) 設計發展項目出入口時，會盡量減少使用交通繁忙的路段，減低項目對附近交通的影響。

(i) 重置研究地點範圍內所有受影響的公共設施，包括報攤和垃圾收集站。

(j) 項目的非住用總樓面面積約為 93 300 平方米，地積比率為 15 倍。面向金鐘道的地面將設置開揚的園景入口廣場，以展示全新發展面貌，並提供合適環境讓地盤內的古樹名木（即澳洲蘋婆）及周邊植物可繼續生長。

(k) 保留金鐘廊行人連廊之餘，亦會配合項目的建築風格更新行人連廊的外觀。由於現時公共交通交匯處的環境較為陰暗，建議採用鮮亮顏色及防煙霧物料進行翻新，以便日後維修保養，並提供更光亮及富活力的視覺景觀。

(l) 現時金鐘廊行人連廊的頂層休憩用地受其結構荷載力限制，故此計劃會以園景設計改善現有環境，並接駁到梯級式花園，以提供開放的公共空間。

(m) 於是次會議諮詢議員的意見後，署方將因應收集的意見微調設計及進行詳細技術評估，確保項目不會對區內造成重大影響，才會落實計劃細

節，研究結果及有關建議將作為日後修訂分區計劃大綱圖及批地依據。

4. 主席請議員發表意見。各議員的發言重點如下：

(a) 副主席認同需要增加商業樓宇以應付不足，但關注計劃對周邊的通風、採光及附近配套設施的影響。他指金鐘港鐵站的人流量已極為龐大，擔心此計劃會為附近各項設施帶來更大的壓力，但方案卻未有提供有關人流負荷評估的數字。他不欣賞高架園景廣場的設計，因為其位處海富中心的天井位置，不能採光，反而容易積聚污染物，他建議廣場選址面向金鐘道。他查詢工程期間的臨時交通安排，及如何透過計劃改善現時的交通情況。他指出，該位置貨車違例停泊的問題嚴重，應設置專門上落貨區，但計劃沒有交代解決方案。

(b) 甘乃威議員表示，當初金鐘廊上蓋不興建高樓大廈的原因是由於附近樓宇的密度已經很高，希望以金鐘廊作為緩衝及通風。他批評方案影響通風，並指方案沒有處理人流、車流、風向等問題，卻只提及優化公園設施，因此表明不支持現時的方案。他詢問現時該地點的土地規劃內容，例如規劃用途、發展限制及樓宇高度等，空氣流動、人流和車流評估等資料及能否通過相關部門的審批。他質疑政府所提供數字的真確性，但亦要求將有關數據呈交區議會。他重申不支持是次「插針樓」的方案。

(c) 鄭麗琼議員形容方案是「插針樓」的「極品」，因為地段處於樞紐地帶而且價值甚高。她表明反對方案。她指方案中提及優化1 700平方米的地面公眾休憩用地，但批評方案中的1 775平方米的綠化梯級式平台建於商場的天台，日後將成為吸收金鐘道廢氣的地方，對公眾毫無作用。她表示金鐘廊現時已被統一中心及海富中心等高樓大廈包圍，不應再興建任何樓宇。她續指，海富中心不能通往政府總部，市民要從金鐘港鐵站A出口外的天橋才能通往添馬公園，有關問題難以解決。另外，她關注將來項目的契約問題，質疑梯級式平台的公共空間最後會落入地產商的手中，並淪為日後賞樓時的點綴，不開放給公眾享用。她建議項目應提供如美食廣場形式的餐飲設施，並詢問四層地庫能否發展成如台灣般的地下街道。最後，她關注方案中的建築物能否直接通往金鐘港鐵站，及要求署方評估項目對港鐵的負荷。

(d) 陳捷貴議員表示中環東一帶是公共交通交匯處，市民在此轉乘運用鐵路系統前往港島各區，將來沙中綫、南港島綫及已通車的西港島綫均利用金鐘站進行接駁，使之變得更為重要。他指現時夏慤道停車場已飽和，建議項目增設停車場，並增加巴士和小巴路線以接駁港島各處，充分運用其地理優勢。另外，他表示對於樓宇的高度有保留。他認為發展項目

應選用金鐘作為集體運輸交匯處的特色，把公共交通設施的功能體現出來，並增加相關設施。

(e) 陳財喜議員希望規劃署提供第三個方案，或在兩個方案中取得平衡。他指樓宇高度為 203 米的方案，樓宇的高度已達太平山山脊線之巔。他認為大廈的設計可以改動，所以在研究階段應提出更多方案讓公眾及區議會考慮。他續指，此項目將會是改善金鐘區的契機，並建議將來項目向地底發展，例如將的士站置於地庫，以騰出地面空間用作行人專用區。另外，他認為要原址保育古樹澳洲茄婆，而梯級式的綠化空間對用家不便，並指以平地作設計的綠化空間會較為便利公眾。

(f) 文志華議員認為在土地短缺的現況下，發展土地無可避免，而現時僅為研究階段，不宜太早下定論。他建議先臚列出各種訴求，並提出改善方案。他認為項目應處理路面混亂的情況，如各類車輛停泊的問題。他指出興建酒店只會提供高級的餐飲服務，但金鐘一帶於沙中綫及南港島綫通車後，公眾對廉價餐飲設施的需求會較多，他希望項目可以顧及有關需求。他明白設計地面休憩用地的機會很微，但希望在天台上的休憩用地能在空氣流通方面多作考慮，並建議樓宇以流線型及窄長的方式興建，以助通風。他強調，在工程期間路面及行人的臨時改道措施的安排必須清晰，否則必定產生問題。

(g) 陳浩濂議員指現時金鐘道交通已非常繁忙，毗連花園道是連接山頂、半山、及灣仔至銅鑼灣的主要幹道，如再興建大型商廈對交通必定有影響，當局應向居民解釋計劃如何不影響山頂及半山居民來往港島區等地。另外，他認為方案一的樓宇高度為 203 米，建築物將影響周邊環境。

(h) 許智峯議員希望政府解釋項目的急切性，並認為土地不發展而換來的城市空間，較實質經濟成效可能更大。他批評是次項目與過往的發展模式無異，即把原有大廈拆卸，然後興建摩天大廈，並增加可達性低及不為市民享用的公共綠化空間。他擔心梯級式花園及園景廣場入口不利市民前往，希望署方澄清休憩空間在各樓層的分佈安排。他續指，方案中 50 層高的大廈影響整體的城市觀感，屏牆式的設計令市民感到不快。綜觀設計及有限的資料，他反對方案。

(i) 張國鈞議員認為社會不能不發展，因為地區競爭激烈，但發展的方式可以商榷。他認同見地發展的方向，並提出三個問題：(一)除原有設施不受影響外，方案如何改善現時設施上的不足；(二)兩個方案的地積比率是否有下調空間；及(三)方案一以不影響山脊線景觀為原則，而方案二則希望保持區內建築物高度輪廓，是否等同前者不能保持區內建築物高

度輪廓。他指方案建議提供餐飲及零售設施，但他認為方案最後會傾向零售業，因為發展商會傾向吸引名店進駐，以收取更可觀的租金。故此，他認為項目應確保日後大樓能提供足夠數量而價格相宜的餐飲設施，如美食廣場等。另外，他指現時金鐘港鐵站上下班的人流已超出負荷，如再興建 50 層高寫字樓而沒有疏導方案，將令現況惡化。他希望當局在不影響現有設施的前提下，提供有關控制人流的措施。

(j) 黃定成議員認為發展是有需要，但他質疑除金鐘廊外，區內仍有空間興建甲級寫字樓，例如中環新海濱用地。他指金鐘是重要的公共交通交匯處，沙中綫、南港島綫通車後將大大增加人流，方案應從解決交通擠塞的問題著手，並疏導龐大的人流及車流。他建議署方重新審視方案。

(k) 葉國謙議員認為發展是必需的，因為發展能改善社區及帶來動力。他認同現時金鐘廊的位置並不理想，但鑑於中環缺乏土地，如有理想的規劃，他不反對發展該地。另外，他支持在城市中合適的空間發展，並反對發展郊野公園及其他綠化帶。他認為項目應提供較大眾化的餐飲設施，並建議設計一條二十四小時開放的通道，連接政府總部、添馬公園及立法會大樓。

(l) 張超雄議員支持發展項目，因為金鐘將成為重要交通樞紐，發展無可厚非。他建議當中的部分樓層留作社區用途，例如設置市民常用的社區服務，或設置圖書館予市民使用。另外，他指出現時市民經金鐘廊從中環到金鐘需要經過開放式的商場，礙於保安理由，晚上需要封閉。他建議日後設置二十四小時開放的通道。

(m) 吳少強議員指金鐘地面面積不足，現時的巴士總站將有新的轉乘措施，而路面亦有重大變動，例如擴闊金鐘道東行線的計劃，在發展過程中署方需要慎重考慮交通配套設施，包括泊車及轉乘交通工具等。他指林士街停車場及美利道停車場可能有發展計劃，項目如未能增加泊車位，縱使新大樓再高，亦難以應付龐大的泊車位需求。

(n) 主席表示社會發展是硬道理，否則香港會落後於其他城市。他指運輸署當年的交通優化計劃未見成效，因此發展新項目時必須改善金鐘區的交通。他建議項目可參照信德中心的設計，車輛可貫通大廈各層。另外，他指沙中綫通車後，更多市民將途經金鐘轉乘，所以公共空間及綠化環境等要有更好的規劃。他認為需要設置大眾化的餐飲設施。他續稱項目需要考慮的士及其他車輛到新建築物的暢達性，大廈的設計亦應改善區內的通風。他指如項目能提出改善區內的交通配套設施的方案，他會表示支持。

5. 規劃署劉笑霞女士回應，指署方下一步工作會考慮所收集議員的意見，包括提供大眾化的餐飲設施、建築物高度對通風的影響、綠化空間及改善交通等，以優化建議發展設計。

6. 奧雅納工程顧問楊詠珊女士回應，已為項目進行初步空氣流通評估，確保不會影響區內通風。有關山脊線的問題，她指出城市規劃景觀指引規定，發展項目必需在山脊線下保留約百分之二十的緩衝空間，因此項目新建的大廈高度不會緊貼山脊線。另外，擬議休憩用地將採用開放式的設計，連接至行人連廊的綠化頂層及附近其他大廈。

7. 奧雅納工程顧問朱家敏女士回應，下一步工作會吸納議員的意見後再優化建議發展計劃，並指在考慮行人及交通網絡時，會配合區內及新海濱區整體行人及交通網絡的配套。另外，考慮到中環新海濱會興建商業大廈及提供泊車位，項目團隊將與運輸署研究為本項目制定合適的泊車位配置。她了解日後將有多條新鐵路線通車，下一階段技術評估會評估包括發展項目在新增鐵路線開通後的人流及車流預測。她強調方案願及長遠的配套，並會在工程期間分階段落實安排。她指出項目的工程期將在相關新鐵路線開通後才展開，項目團隊會藉著相關設施所帶來的契機改善附近的交通問題以配合發展項目，例如在南港島綫啟用後，運輸署將重整現時的巴士路線及相關設施。

8. 主席希望署方可整合議員的意見，稍後再呈交文件討論。

9. 規劃署劉笑霞女士回應，指署方會考慮議員的意見，優化建議發展計劃，並進行下一階段的技術評估。有關研究結果將適時向區議會滙報。

10. 主席多謝規劃署及奧雅納工程顧問的代表出席會議。

For Information

C&WDC Paper No. 104/2015

Central and Western District Council

Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study

Revised Recommended Development Scheme

PURPOSE

This paper aims to brief Members on the findings of the 'Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study' ('the Study') (**Plan 1**).

BACKGROUND

2. The Planning Department commissioned the Study in January 2014. 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.

3. On 8 January 2015, Members' views were sought on the Recommended Development Scheme (RDS) formulated under the Study (C&WDC Paper No. 7/2015 refers). Major comments/concerns received include the possible adverse traffic and air ventilation impacts of the proposed redevelopment, the need for more affordable eating places, concern on building height, need to maintain existing pedestrian connectivity during construction stage. Taking into account Members' comments, the Study has reviewed and revised the scheme (**Plan 2**).

REVISED RECOMMENDED DEVELOPMENT SCHEME

4. The revised RDS envisages 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 basement. The indicative parameters of the revised RDS are summarised at **Table 1** and the key design features **(Plans 3a - b)** are highlighted as follows:

(a) the proposed maximum building height is reduced by about 13m from 203mPD (at main roof level) to 200mPD (including roof top level) to ensure that the '20% building free zone' of the ridgeline on Hong Kong Island is respected, thus safeguarding the views to the Victoria Peak ridgeline as viewed from the strategic viewing point at Tsim Sha Tsui;

(b) Podium setback of 15m along Tamar Street, 7.5m from United Centre and 5.5m from Drake Street are allowed to preserve major view corridors, facilitate pedestrian circulation and respect Sustainable Building Design Guidelines **(Plan 4)**;

(c) due to concerns on the environmental quality and usability of the previously proposed elevated public open space (POS), the terraced POS and elevated plaza design are replaced by an indoor atrium space of 600m^2, which would act as a focal point at the intersection of pedestrian routes, as well as a place for ad-hoc functions. A larger at-grade POS (of about 1,600m^2) is proposed to create a more generous at-grade area along Tamar Street and around MTR Exit C1 adjacent to United Centre. The enhanced at-grade POS to be integrated with the OVT preserved in-situ would facilitate wider and more pleasant walking environment in the area. The rooftop garden on Queensway Walkway would also be retained. A minimum of 30% greenery would be required for the POS **(Plan 5)**;

(d) subject to detailed engineering feasibility study, a new footbridge is proposed connecting the future development with Tamar Footbridge to complement the overall pedestrian walkway network between the hinterland and the new harbourfront. The site will maintain connection to the west via the existing Queensway Walkway and to the east through the existing East Walkway along Drake Street which allows access to a wider area via the future Harcourt Garden landscape deck **(Plan 6)**;

(e) provision of a 'green link' connecting the future development to Chater Garden via the preserved Queensway Plaza walkway and its roof-top open space and to Harcourt Garden via the existing pedestrian walkway with greening enhancement along the eastern side of Drake Street;

(f) subject to further discussion with relevant authorities, provision of new vertical connection points with barrier free access between the MTR Station and the main elevated walkway level;

(g) in-situ re-provisioning of the refuse collection point ('RCP') within the site;

(h) all existing public transport facilities including bus routes, green minibus routes and taxi stand will be retained within the Study Site. Vehicular traffic and elevated pedestrian circulation will be maintained during construction stage through temporary traffic arrangement (**Plan 7**);

(i) streetscape enhancements are proposed on the Landscape Master Plan to improve the pedestrian environment;

(j) The existing Queensway Walkway will be preserved for retail/ dining and public passageway. The rooftop of the Queensway Walkway is proposed to be enhanced for public enjoyment. The exterior of the retained structure is also proposed to be redecorated to improve its outlook and complement the other at-grade enhancement measures.

5. Various technical assessments have been undertaken and confirmed that, with the identified mitigation measures in place, no insurmountable or significant adverse impacts on traffic and transport, visual, landscape, structural, drainage, sewerage, water supply and utilities, air quality and air ventilation aspects would be envisaged.

NEXT STEP

6. At present, the majority of the Study Site is 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. Amendment to the land use zoning would be required to facilitate implementation of the redevelopment proposal. Members' views on the proposed amendments to the OZP would be sought in due course.

ATTACHMENTS

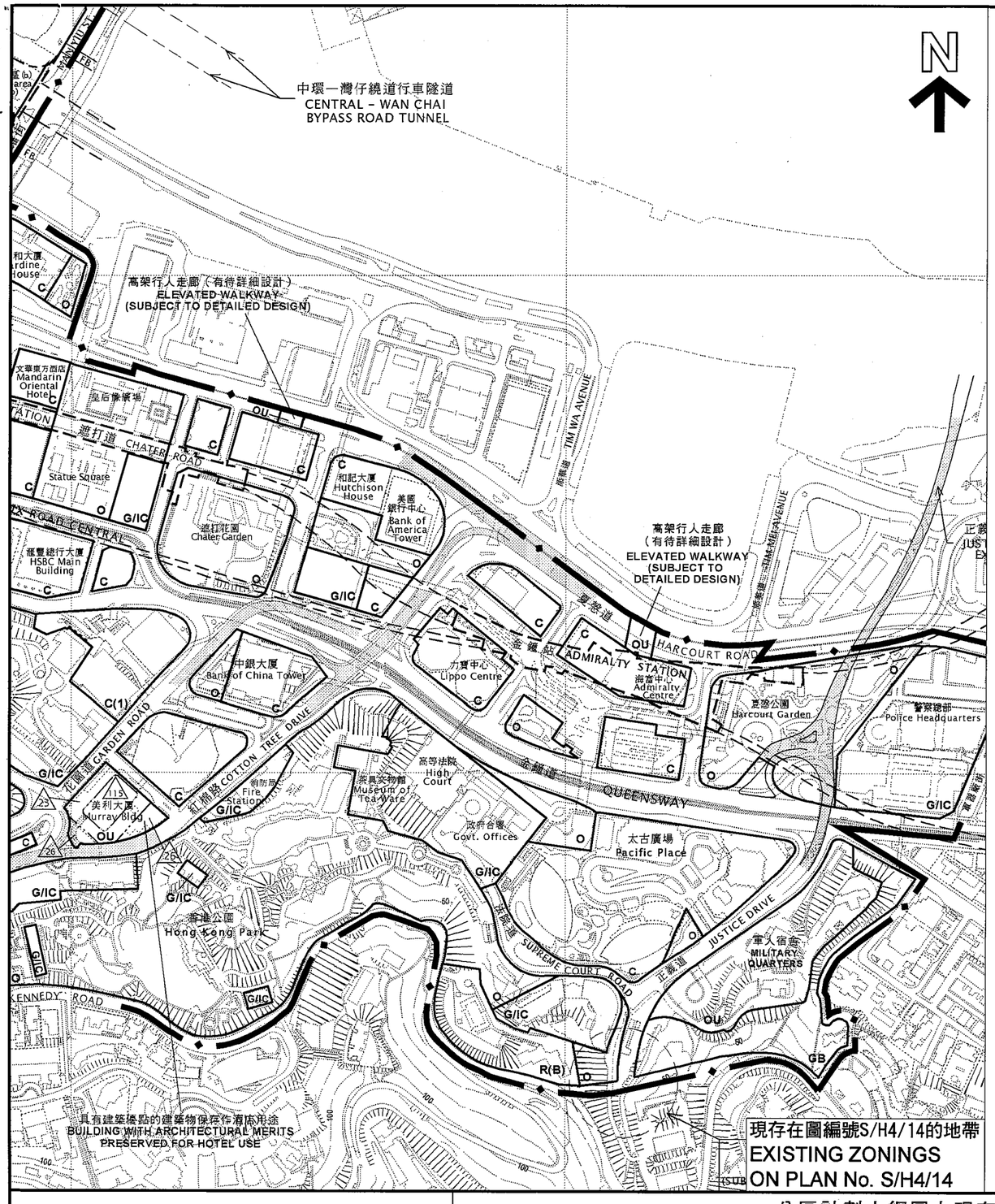
Table 1	Revised Recommended Development Scheme
Plan 1:	Study Site
Plan 2:	Major Changes to the Recommended Development Scheme
Plans 3a to 3b:	Revised Recommended Development Scheme
Plan 4:	Urban Design Considerations
Plan 5:	Landscape Master Plan
Plan 6:	Key Pedestrian Routes through the Development Site
Plan 7:	Temporary Traffic Arrangement

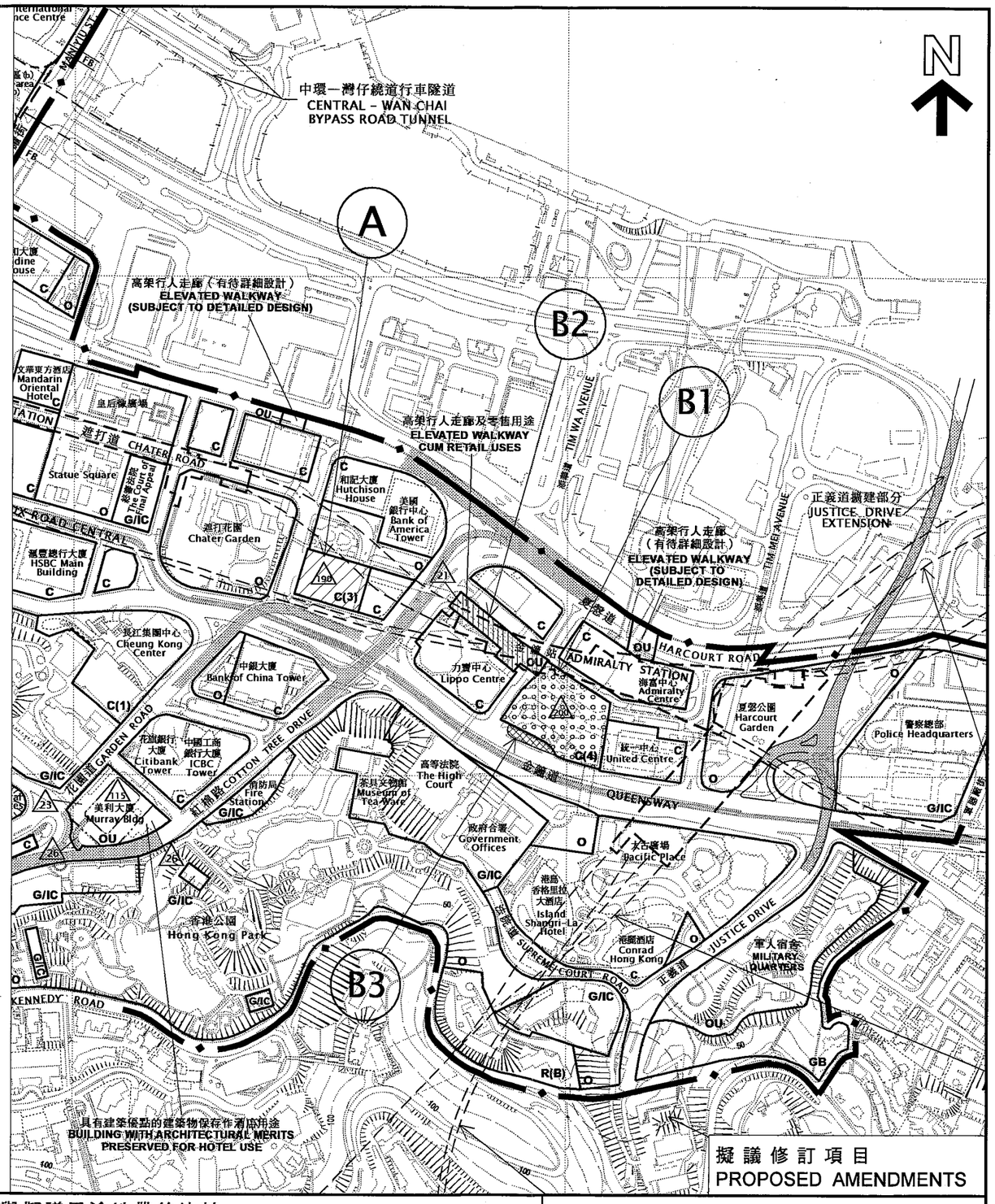
Planning Department
September 2015

Table 1 Revised Recommended Development Scheme

	Recommended Development Scheme (Revised)
Site Area (m^2)	6,220
Non-domestic PR	15
Non-domestic GFA (m^2)	93,300
Building Height *(Storeys)* *(mPD)*	 48 storeys 200mPD (including rooftop structures)
Land Uses *(Tower)* *(Podium Floors)*	 commercial/office Retail/dining, elevated park, refuse collection point (G/F), tower lobby
(Basements)	Retail/dining, loading/unloading ('L/U') area, car park
Public Open Space (Note)	2,100m^2
Car Parking Spaces	In line with the requirements under Hong Kong Planning Standards and Guidelines

Note: In addition to the POS, about 1,900m^2 of POS on the Queensway Walkway rooftop garden will be provided, totalling an overall provision of 4,000m^2 POS within the Study Site.





本摘要圖於2015年11月16日擬備，
所根據的資料為於2014年7月8日
核准的分區計劃大綱圖編號S/H4/14

EXTRACT PLAN PREPARED ON 16.11.2015
BASED ON OUTLINE ZONING PLAN No.
S/H4/14 APPROVED ON 8.7.2014

分區計劃大綱圖上現有與擬議用途地帶的比較
COMPARISON OF EXISTING AND PROPOSED ZONINGS ON THE OZP

中區分區計劃大綱核准圖編號 S/H4/14 的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A、B1、B2及B3
AMENDMENTS ITEM A, B1, B2 AND B3

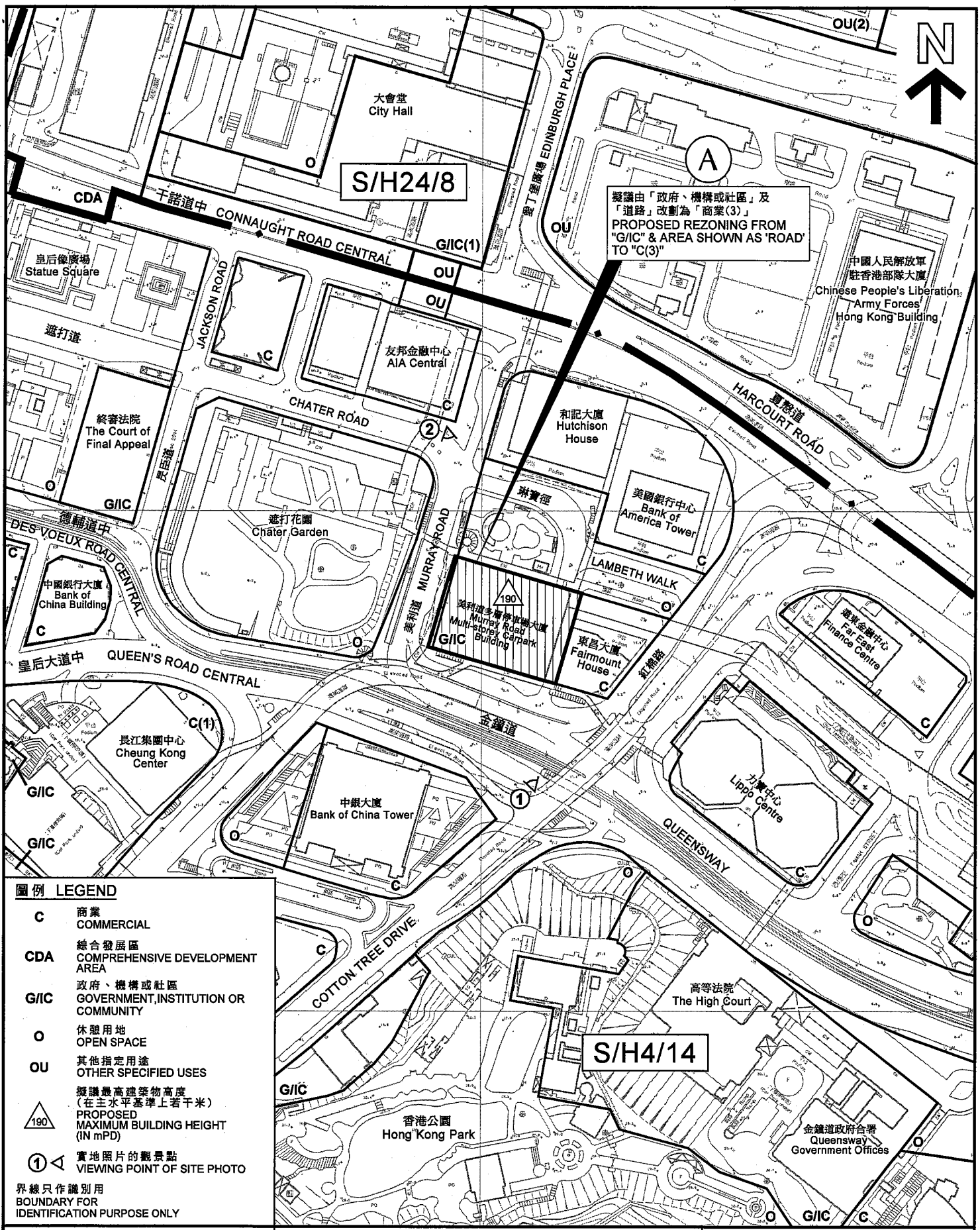
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
1



圖例 LEGEND

C	商業 COMMERCIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
G/IC	政府、機構或社區 GOVERNMENT,INSTITUTION OR COMMUNITY
O	休閒用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
190	擬議最高建築物高度（在主水平基準上若干米） PROPOSED MAXIMUM BUILDING HEIGHT (IN mPD)
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年11月16日擬備，所根據的資料為測量圖編號 11-SW-9C及14A

EXTRACT PLAN PREPARED ON 16.11.2015 BASED ON SURVEY SHEETS No. 11-SW-9C AND 14A

平面圖 SITE PLAN

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目

PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A

AMENDMENT ITEM A

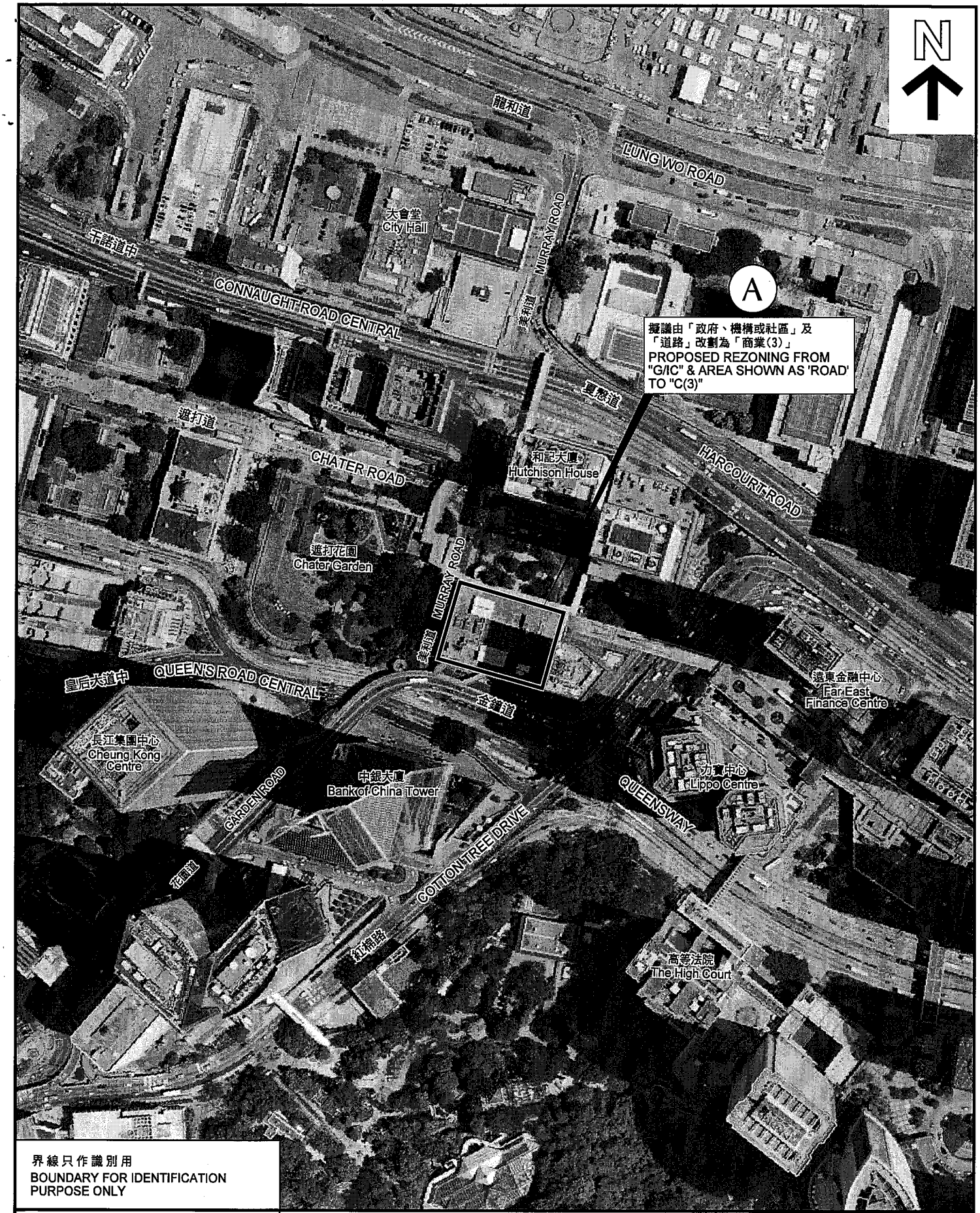
SCALE 1 : 2 500

METRES 50 0 50 100 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. M/H4/15/5

圖 PLAN 2



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BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2015年11月16日擬備，
所根據的資料為地政總署於
2015年4月14日拍得的
航攝照片編號CS58501
PLAN PREPARED ON 16.11.2015
BASED ON AERIAL PHOTO No.
CS58501 TAKEN ON 14.4.2015
BY LANDS DEPARTMENT

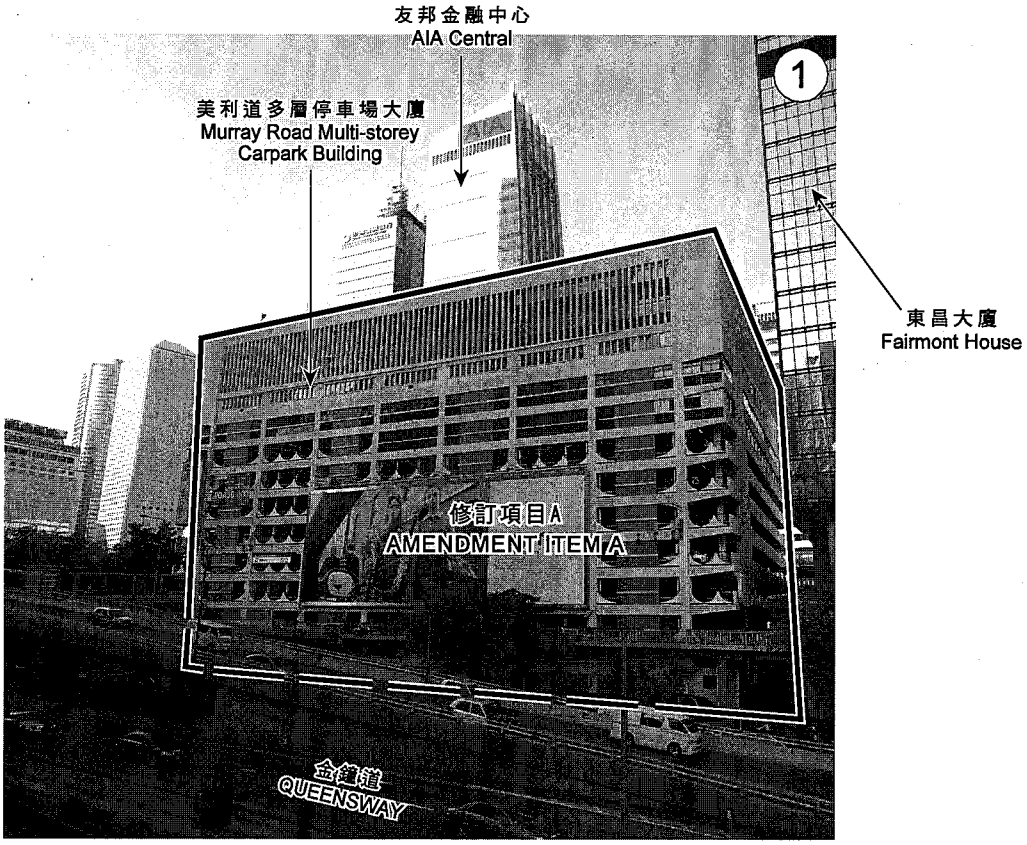
航攝照片 AERIAL PHOTO

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14
修訂項目A
AMENDMENT ITEM A

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
3



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BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2015年10月20日擬備，所根據的資料為2015年10月8日的實地照片

PLAN PREPARED ON 20.10.2015 BASED ON SITE PHOTOS TAKEN ON 8.10.2015

實地照片 SITE PHOTOS

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目

PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

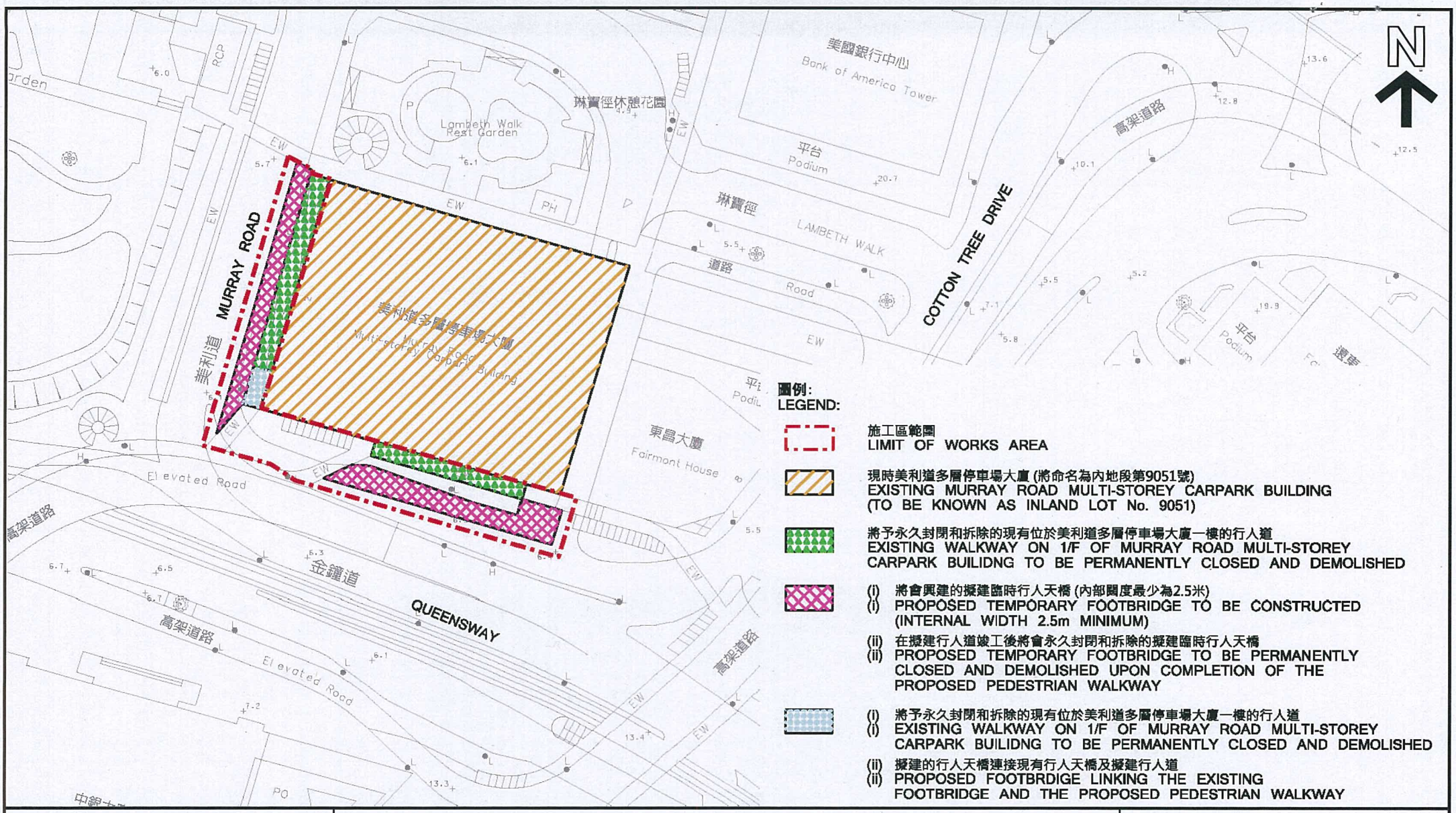
修訂項目A

AMENDMENT ITEM A

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
4



本圖於2015年10月23日擬備，
所根據的資料由運輸署提供

PLAN PREPARED ON 23.10.2015
BASED ON PLAN PROVIDED BY
TRANSPORT DEPARTMENT

擬議修訂項目A的高架行人天橋的臨時安排

TEMPORARY ARRANGEMENT OF ELEVATED PEDESTRIAN WALKWAY FOR PROPOSED AMENDMENT ITEM A

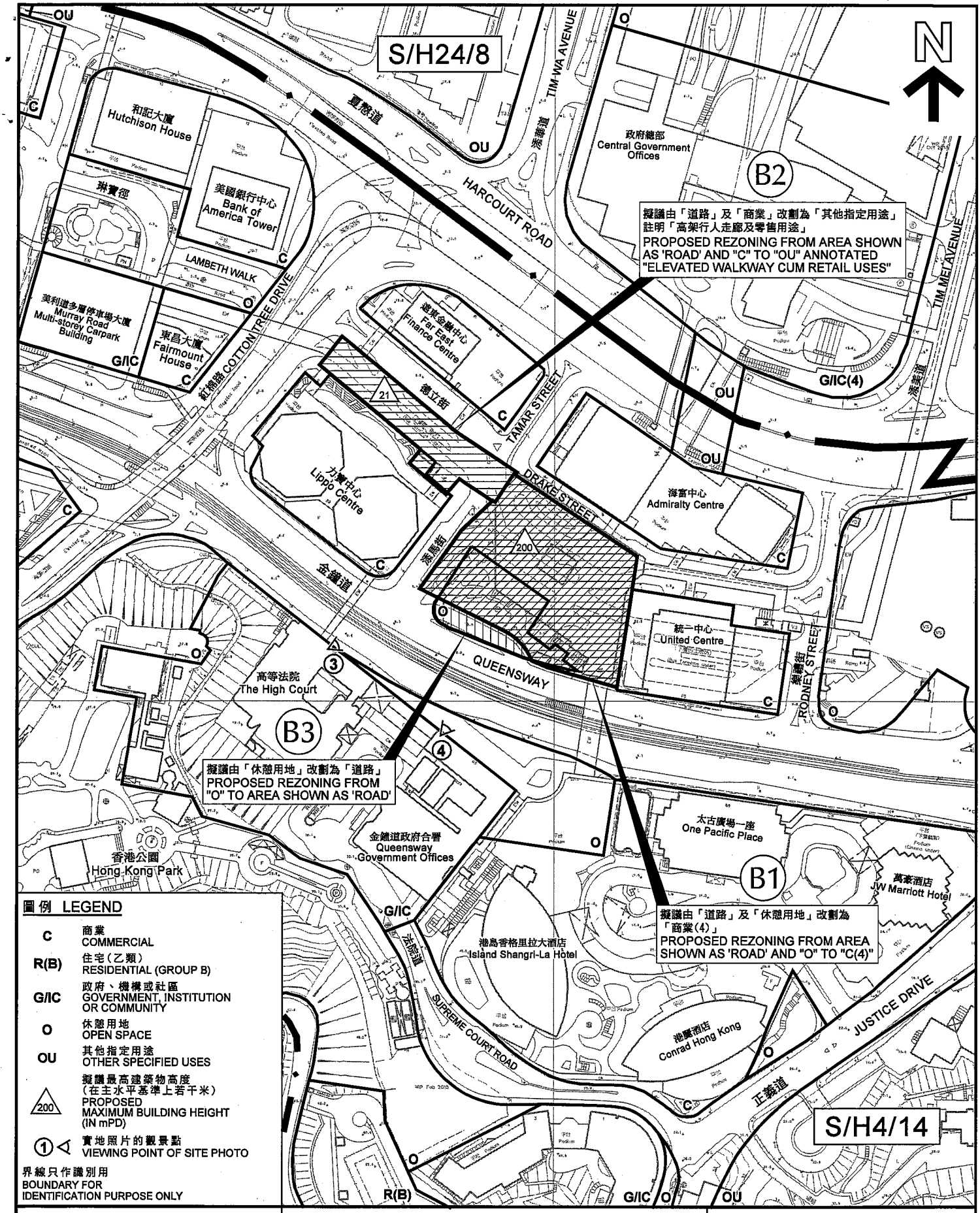
SCALE 1 : 1 000 比例尺

米 METRES 20 0 20 40 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
5



圖例 LEGEND

C	商業 COMMERCIAL
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
200	擬議最高建築物高度(在主水平基準上若干米) PROPOSED MAXIMUM BUILDING HEIGHT (IN mPD)
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年10月23日擬備，所根據的資料為測量圖編號
11-SW-9C及14A

EXTRACT PLAN PREPARED ON 23.10.2015 BASED ON SURVEY SHEETS No. 11-SW-9C AND 14A

平面圖 SITE PLAN

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目B1、B2及B3
AMENDMENTS ITEM B1, B2 AND B3

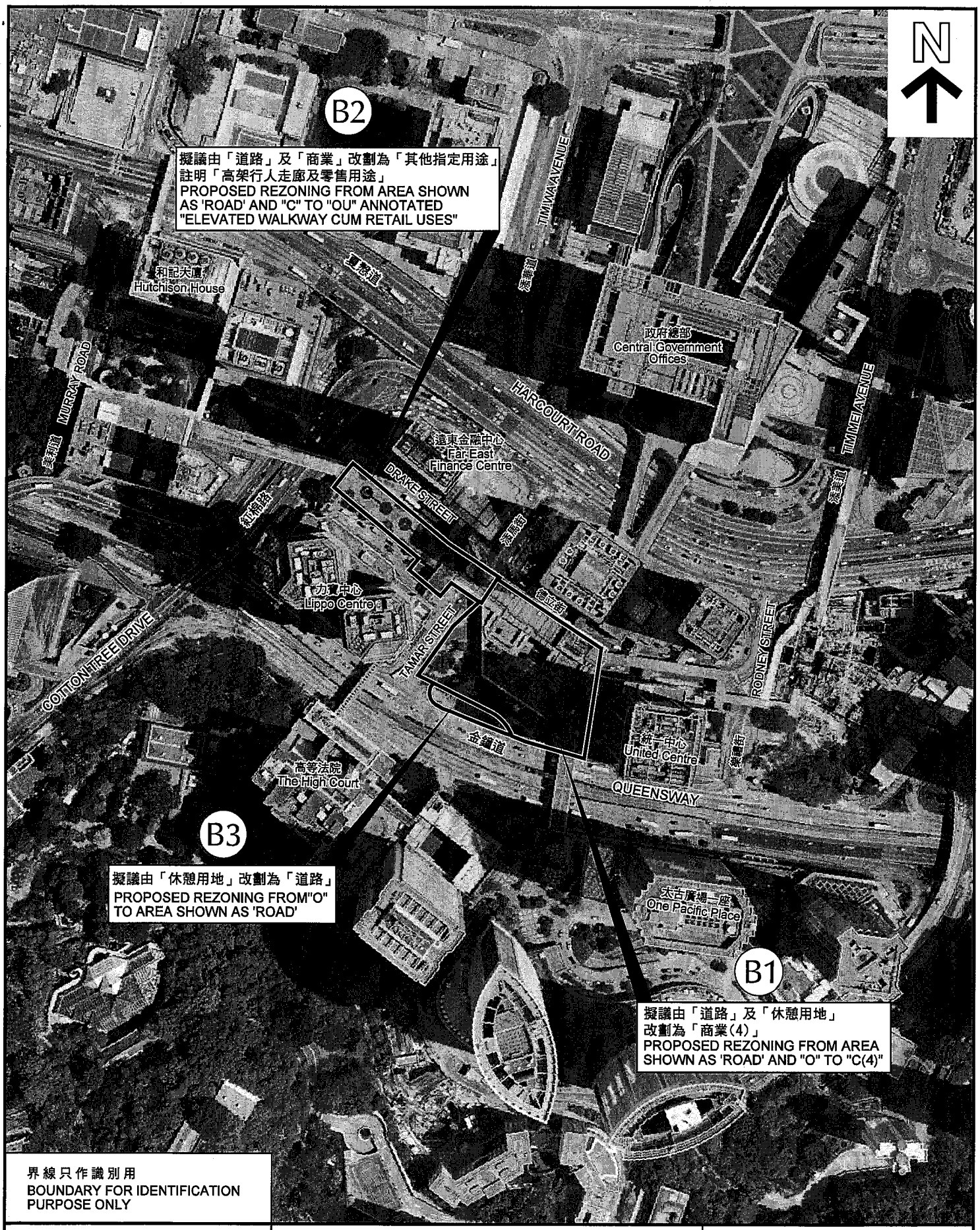
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/H4/15/5

圖 PLAN
6



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2015年10月16日擬備，
所根據的資料為地政總署於
2015年4月14日拍得的
航攝照片編號CS58501
PLAN PREPARED ON 16.10.2015
BASED ON AERIAL PHOTO No.
CS58501 TAKEN ON 14.4.2015
BY LANDS DEPARTMENT

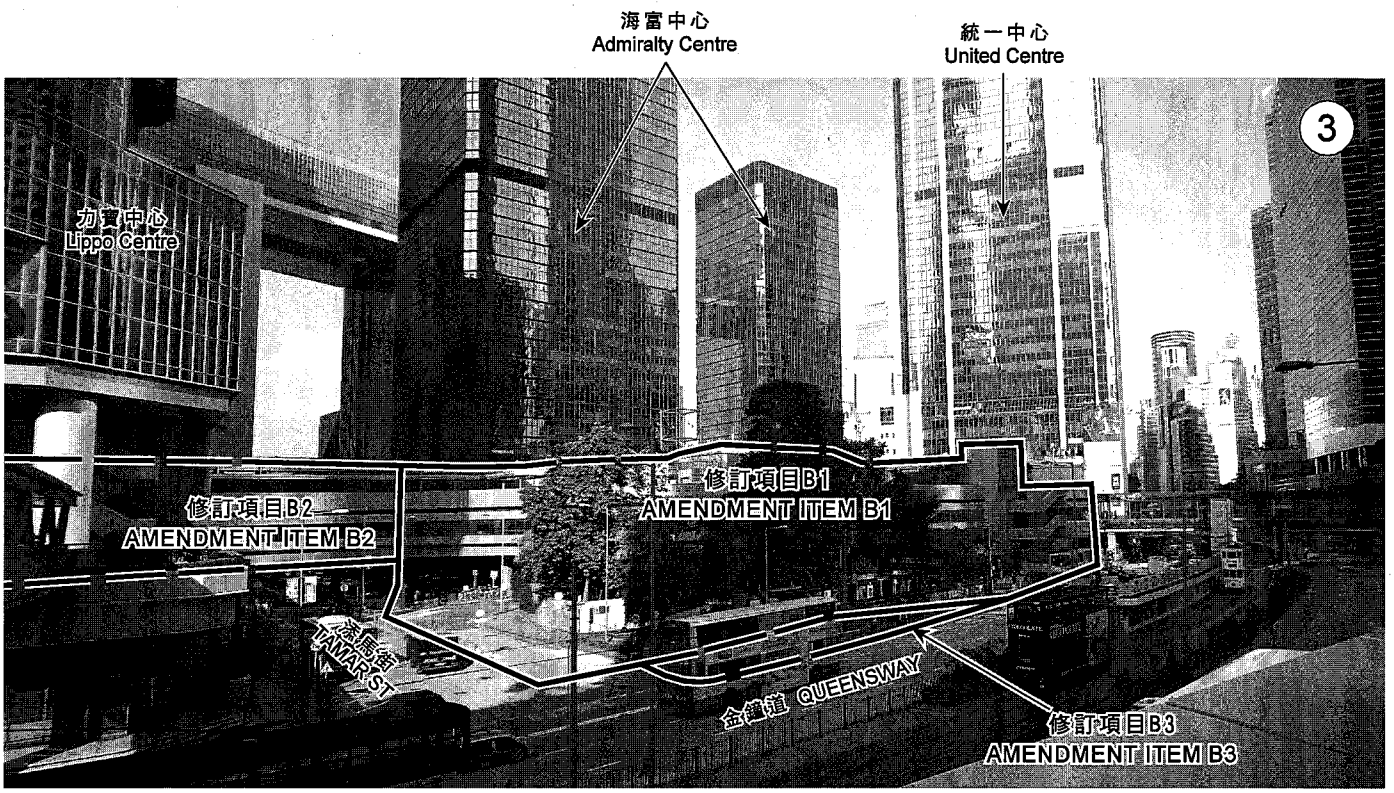
航攝照片 AERIAL PHOTO

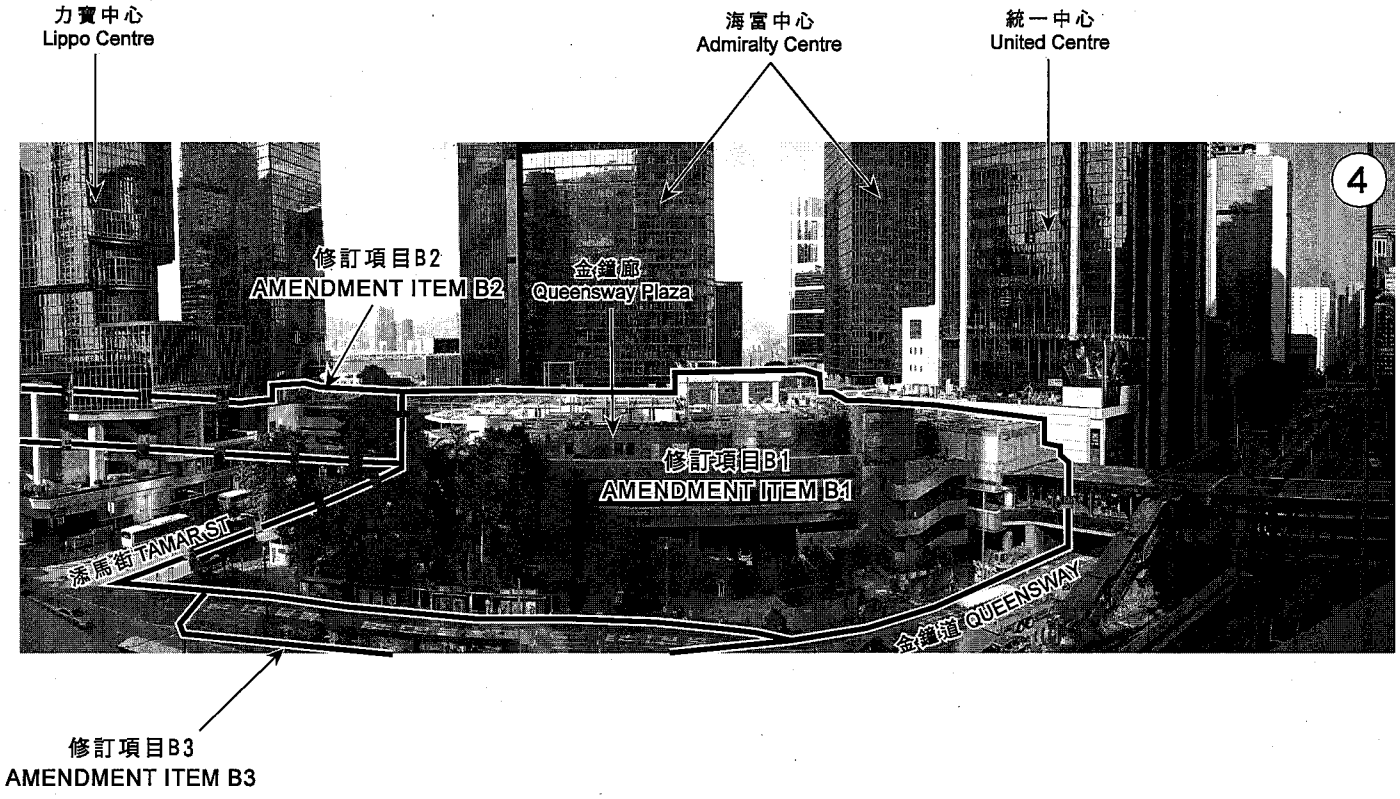
中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14
修訂項目B1、B2及B3
AMENDMENTS ITEM B1, B2 AND B3

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
7





界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2015年10月16日擬備，所根據的資料為2015年10月8日的實地照片

PLAN PREPARED ON 16.10.2015 BASED ON SITE PHOTOS TAKEN ON 8.10.2015

實地照片 SITE PHOTOS

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目

PROPOSED AMENDMENTS TO THE APPROVED CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

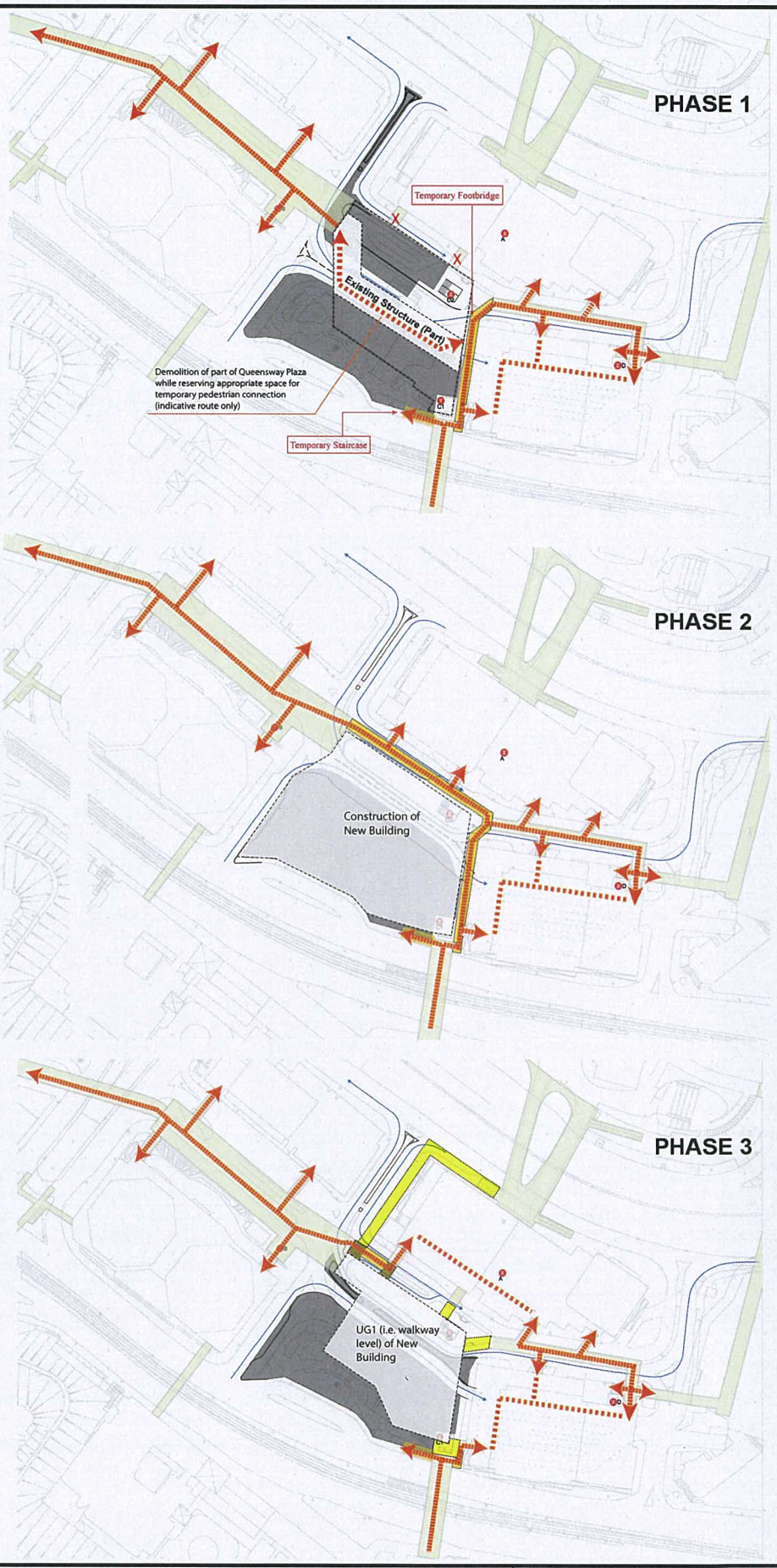
修訂項目B1、B2及B3

AMENDMENTS ITEM B1, B2 AND B3

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
8



LEGEND

- Works Area (for demolition of existing structure and construction)
- Road Modification Required for RDS
- Temporary Road Modification
- Maintained Vehicular Route
- Proposed Temporary Taxi Layby
- Existing Footbridge
- Proposed Temporary Footbridge
- Proposed Temporary Staircase
- Pedestrian Circulation Route
- Indicative location of pedestrian passage within development
- Proposed Footbridge Construction / Extension Works
- Proposed Modification of Temporary Footbridge (into Permanent Footbridge)

本圖於2015年10月20日擬備，所根據的資料由規劃署城市設計及園境組提供
PLAN PREPARED ON 23.10.2015 BASED ON PLAN PROVIDED BY URBAN DESIGN & LANDSCAPE SECTION OF PLANNING DEPARTMENT

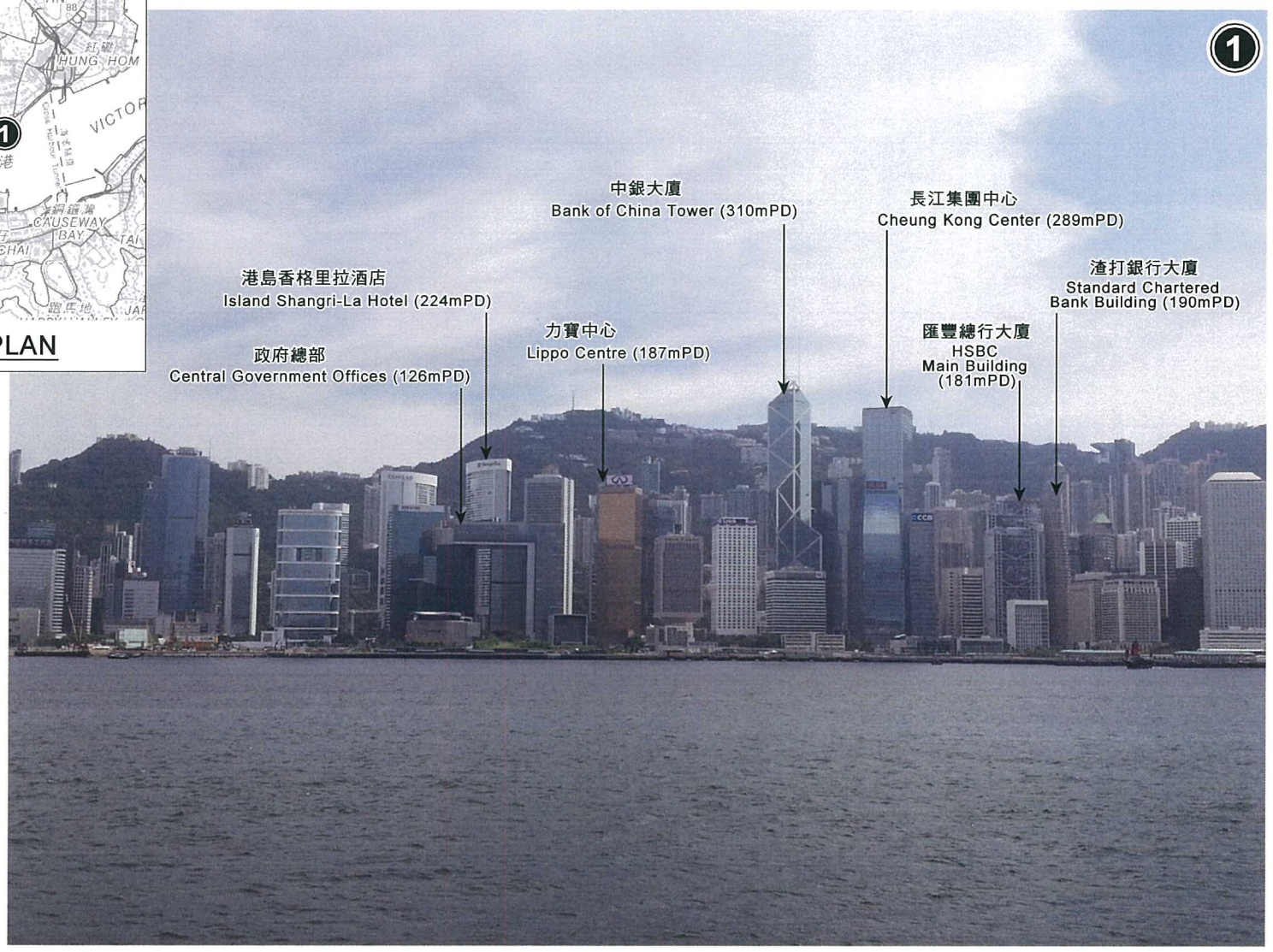
擬議修訂項目B的高架行人天橋的臨時安排
TEMPORARY ARRANGEMENT OF ELEVATED PEDESTRIAN WALKWAY FOR PROPOSED AMENDMENT ITEM B

規劃署
PLANNING DEPARTMENT

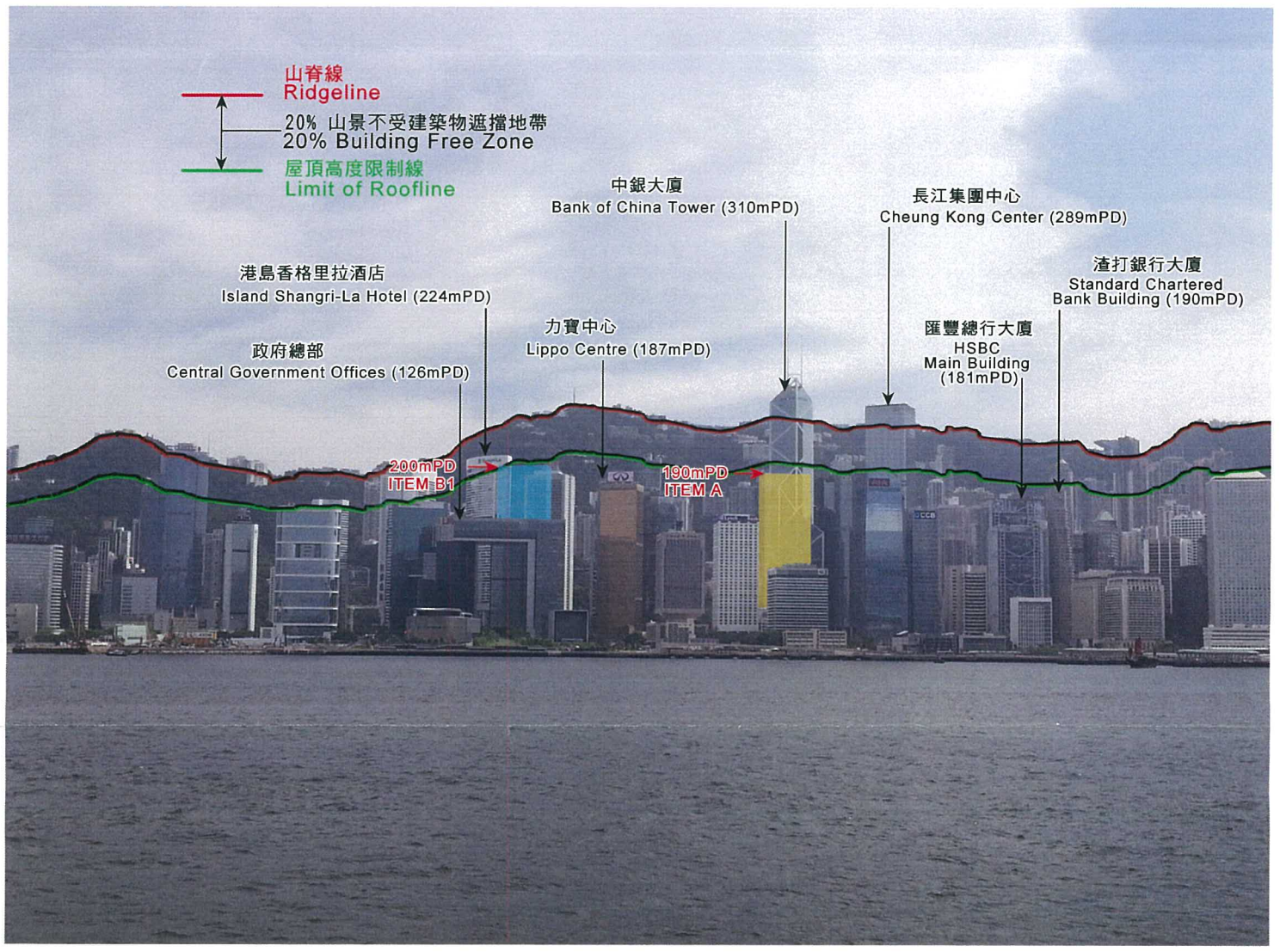
參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
9

位置圖 KEY PLAN



現有景觀
EXSITING VIEW



擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2014年7月29日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 29.7.2014

合成照片 PHOTOMONTAGE

在尖沙咀文化中心的觀景點
VIEWING POINT AT CULTURAL COMPLEX IN TSIM SHA TSUI

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

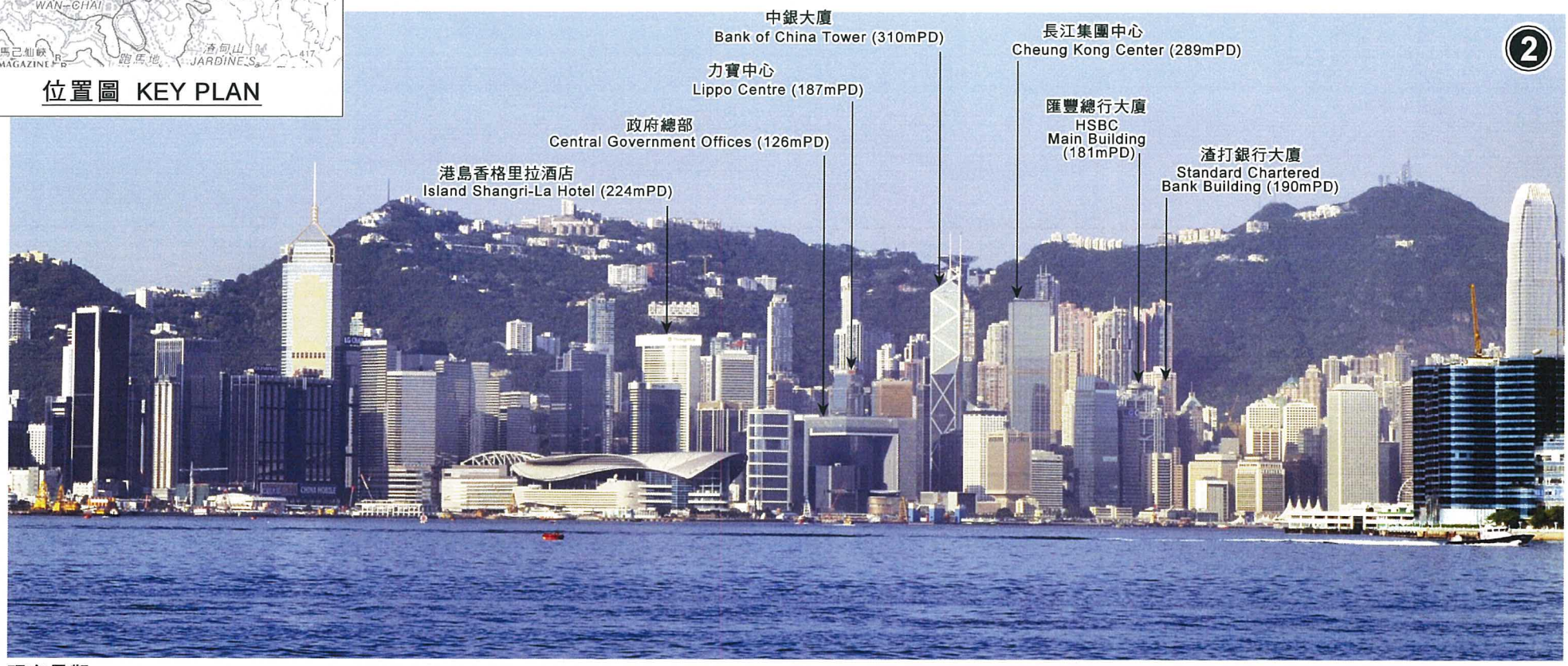
修訂項目A及B1
AMENDMENTS ITEM A AND B1

規劃署
PLANNING DEPARTMENT

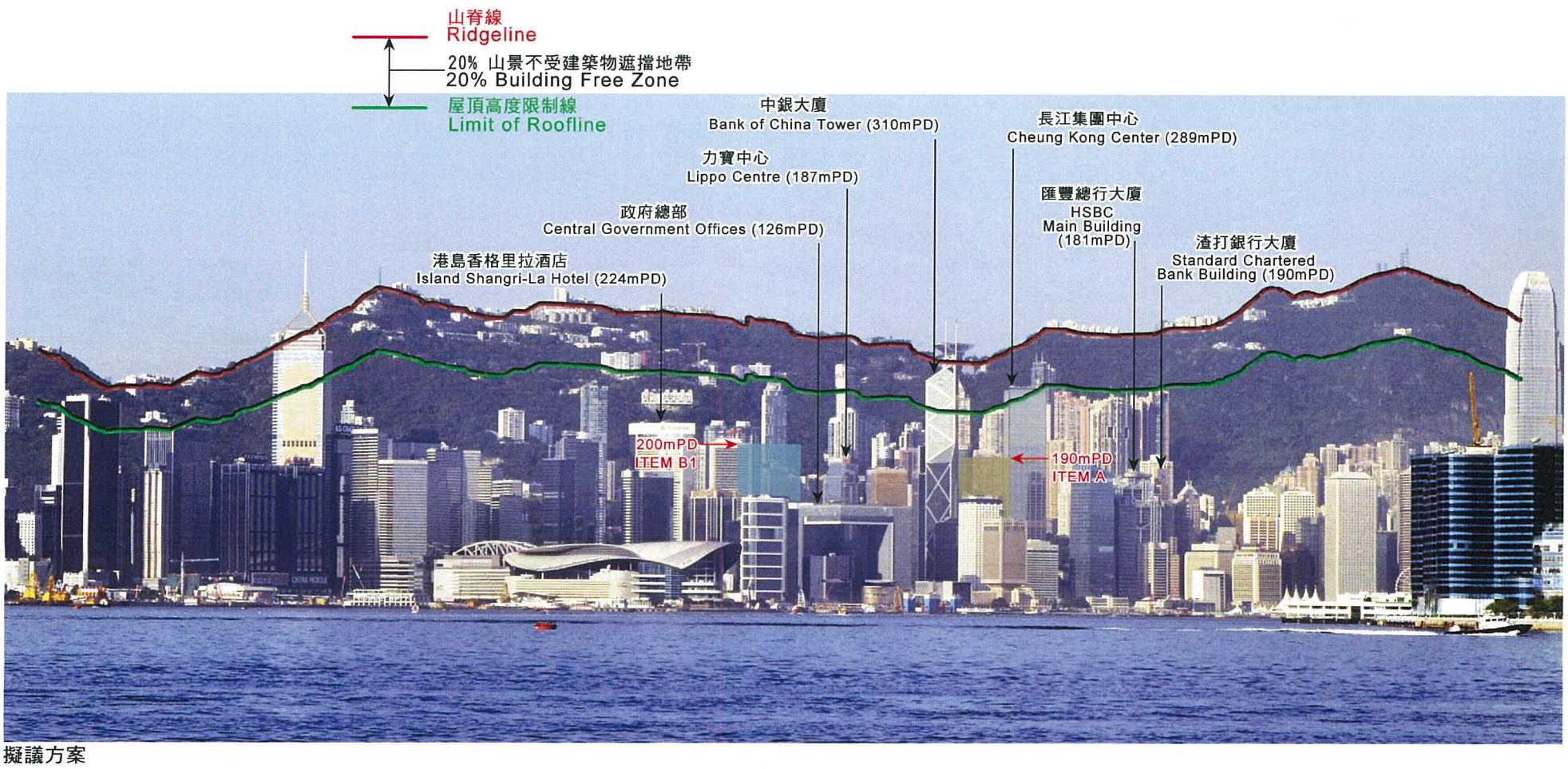
參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
10

位置圖 KEY PLAN



現有景觀
EXSITING VIEW



擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2015年4月16日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTOS
TAKEN ON 16.4.2015

合成照片 PHOTOMONTAGE

在東南九龍發展的擬議海濱長廊的觀景點
VIEWING POINT AT PROPOSED PROMENADE AT SOUTH EAST KOWLOON DEVELOPMENT

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A及B1
AMENDMENTS ITEM A AND B1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
11

位置圖 KEY PLAN

現有景觀
EXSITING VIEW

擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2014年9月5日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 5.9.2014

合成照片 PHOTOMONTAGE

在山頂的觀景點
VIEWING POINT AT THE PEAK

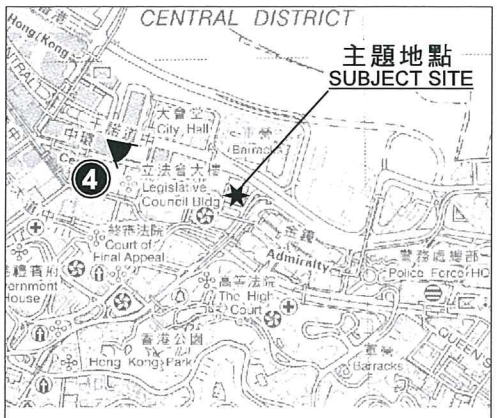
中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A及B1
AMENDMENTS ITEM A AND B1

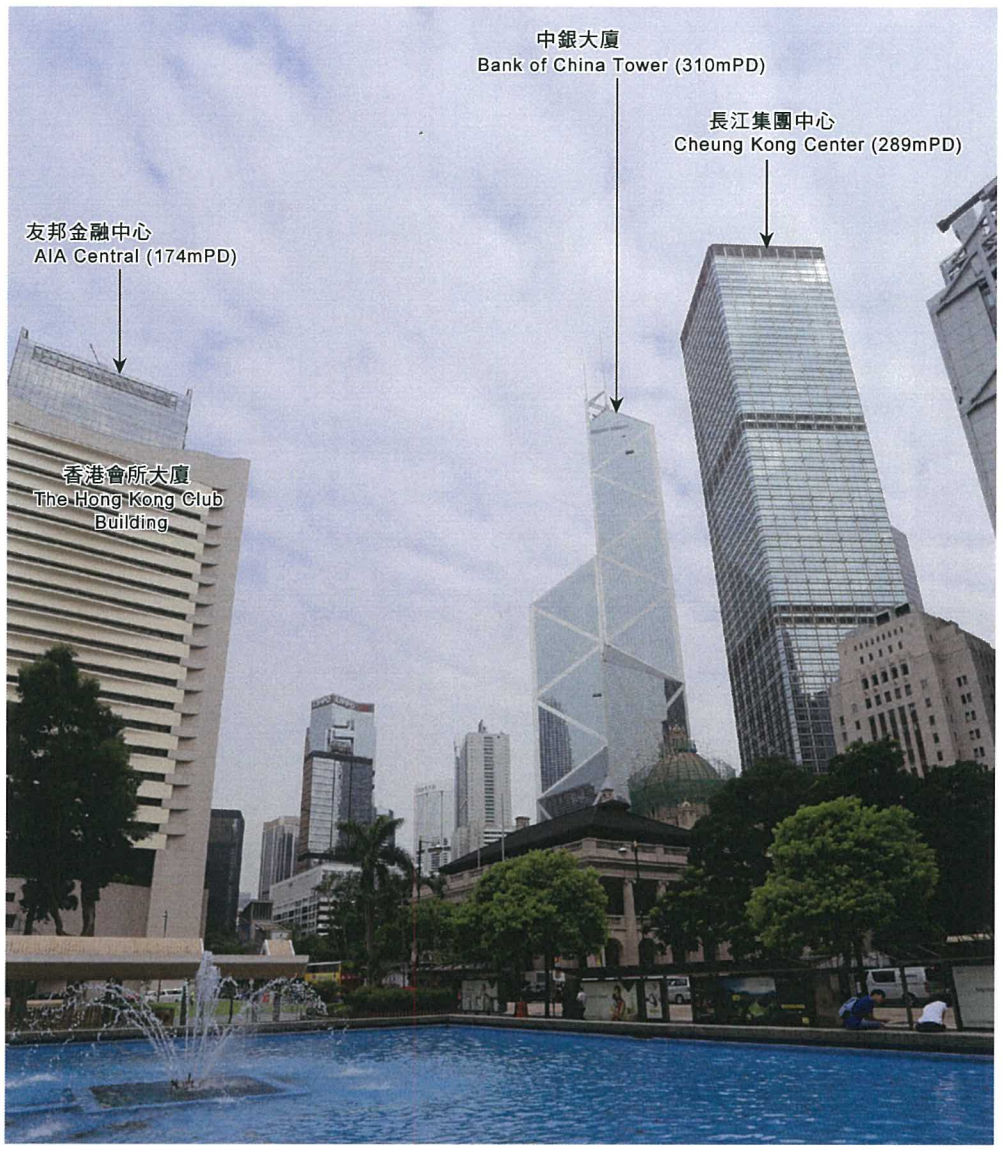
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
12



位置圖 KEY PLAN



現有景觀
EXISTING VIEW

擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2015年7月8日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 8.7.2015

合成照片 PHOTOMONTAGE

在皇后像廣場的觀景點
VIEWING POINT AT STATUE SQUARE

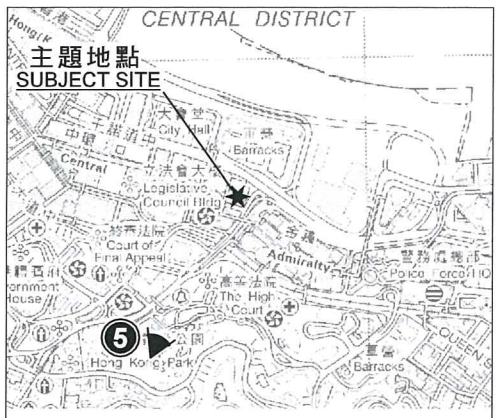
中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A
AMENDMENT ITEM A

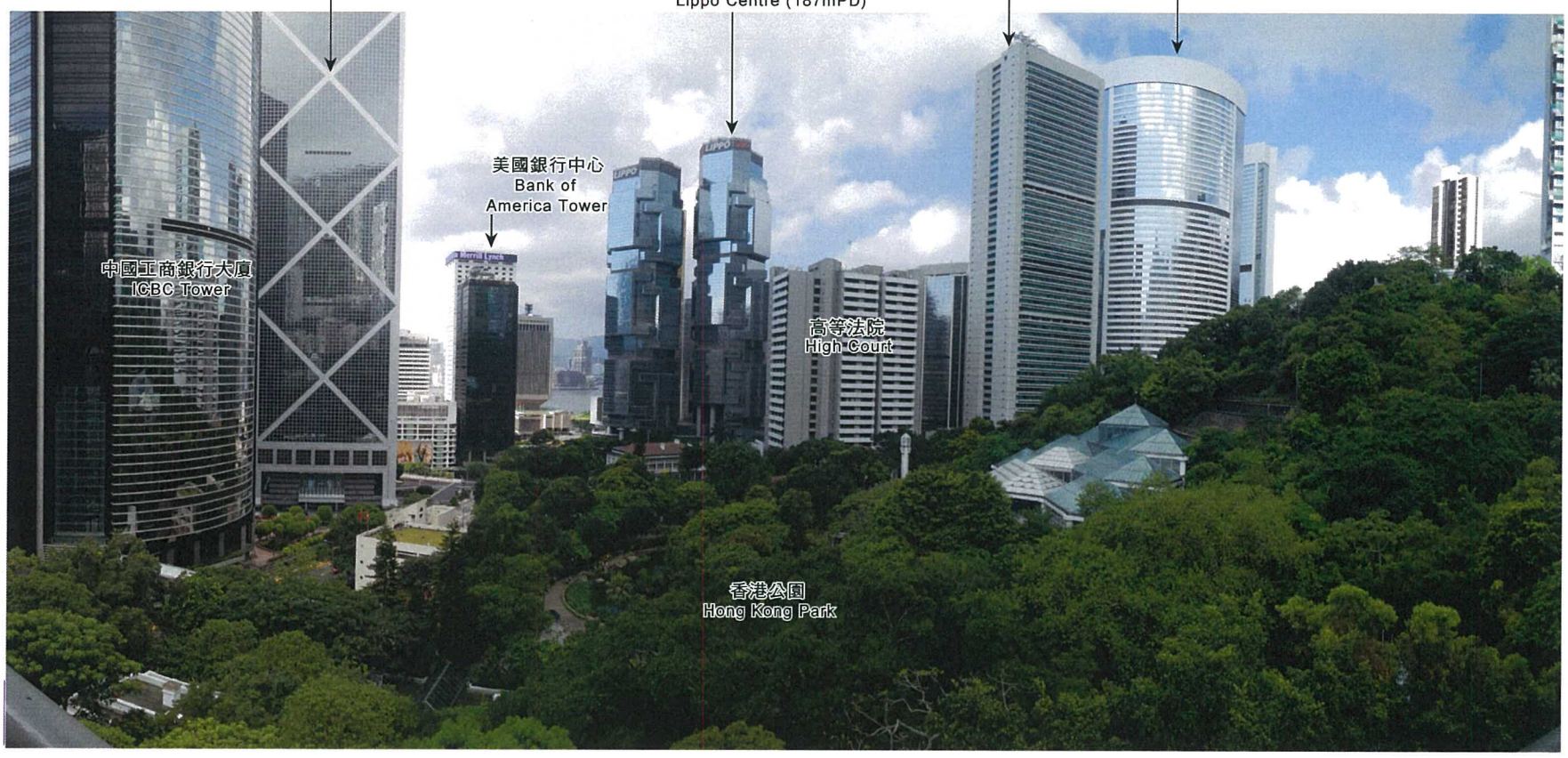
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

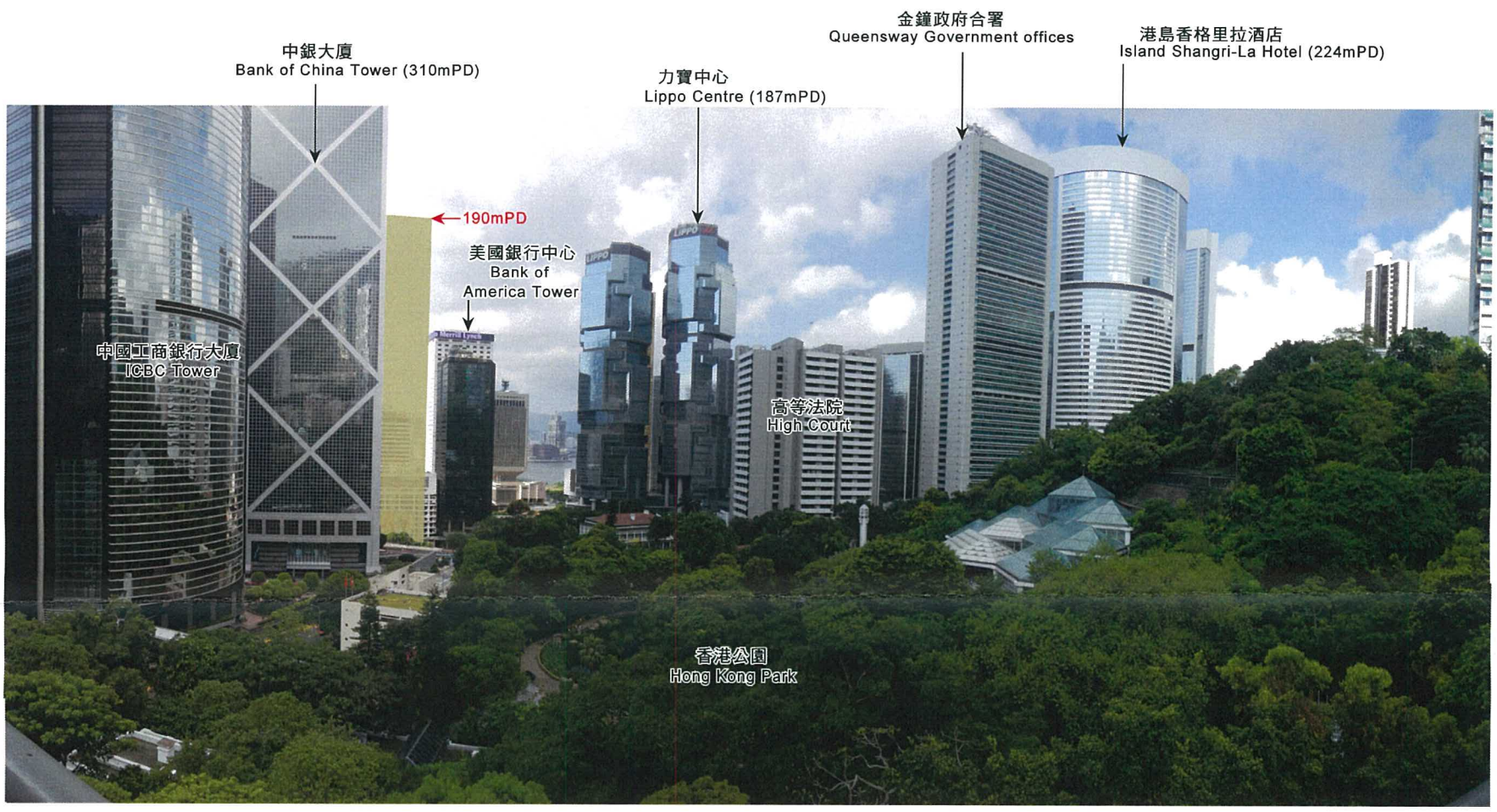
圖 PLAN
13



位置圖 KEY PLAN



現有景觀
EXISTING VIEW



擬議方案
PROPOSED SCHEME

本圖於2015年11月17日擬備，
所根據的資料為攝於
2015年6月29日的實地照片

PLAN PREPARED ON 17.11.2015
BASED ON SITE PHOTO
TAKEN ON 29.6.2015

合成照片 PHOTOMONTAGE

在香港公園的觀景點
VIEWING POINT AT HONG KONG PARK

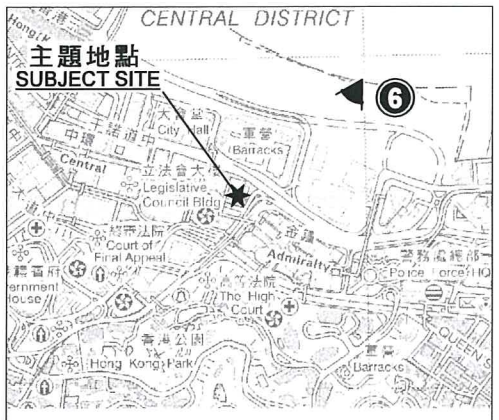
中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A
AMENDMENT ITEM A

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
14



位置圖 KEY PLAN

6

現有景觀
EXISTING VIEW

擬議方案
PROPOSED SECHEME

本圖於2015年11月16日擬備，
所根據的資料為攝於
2015年6月30日的實地照片

PLAN PREPARED ON 16.11.2015
BASED ON SITE PHOTO
TAKEN ON 30.6.2015

合成照片 PHOTOMONTAGE

在中西區海濱長廊（中環段）的觀景點
VIEWING POINT AT CENTRAL AND WESTERN DISTRICT PROMENADE (CENTRAL SECTION)

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目A
AMENDMENT ITEM A

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
15

位置圖 KEY PLAN

EXISTING VIEW

Proposed development

Central and Western District Promenade

WITH PROPOSED SCHEME

Central and Western District Promenade

本圖於2015年11月17日擬備，
所根據的資料由規劃署城市
設計及園境組提供

PLAN PREPARED ON 17.11.2015
BASED ON PLAN PROVIDED BY
URBAN DESIGN & LANDSCAPE
SECTION OF PLANNING DEPARTMENT

合成照片 PHOTOMONTAGE

在中環１０號碼頭的觀景點
VIEWING POINT AT CENTRAL PIER NO.10

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

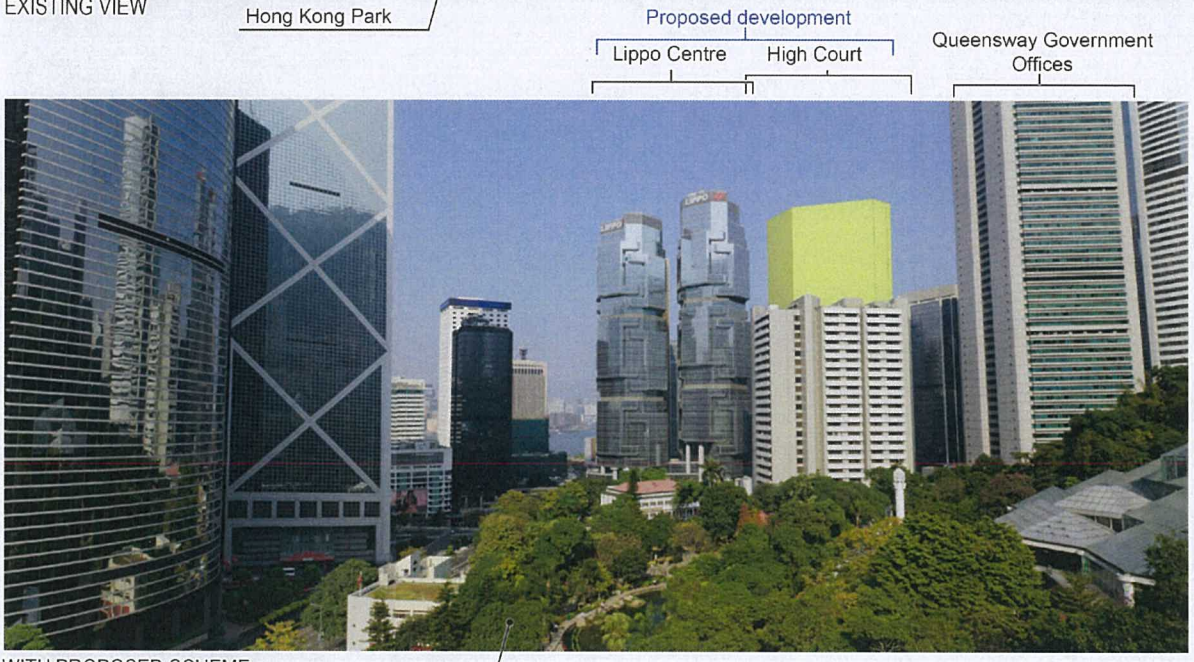
修訂項目B1
AMENDMENT ITEM B1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
16

EXISTING VIEW



WITH PROPOSED SCHEME

位置圖 KEY PLAN

本圖於2015年11月17日擬備，
所根據的資料由規劃署城市
設計及園境組提供

PLAN PREPARED ON 17.11.2015
BASED ON PLAN PROVIDED BY
URBAN DESIGN & LANDSCAPE
SECTION OF PLANNING DEPARTMENT

合成照片 PHOTOMONTAGE

在香港公園的觀景點
VIEWING POINT AT HONG KONG PARK

中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目B1
AMENDMENT ITEM B1

規劃署
PLANNING DEPARTMENT

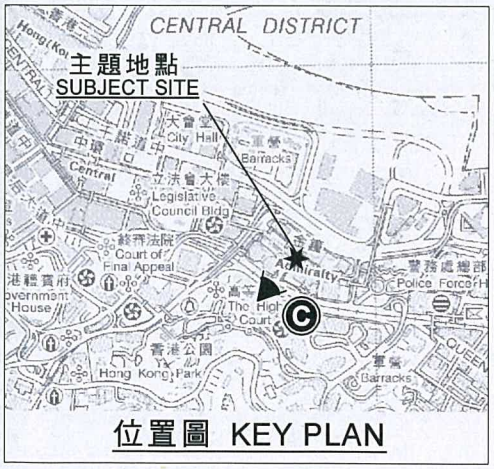
參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
17

EXISTING VIEW

WITH PROPOSED SCHEME

Proposed development



位置圖 KEY PLAN

本圖於2015年11月17日擬備，
所根據的資料由規劃署城市
設計及園境組提供

PLAN PREPARED ON 17.11.2015
BASED ON PLAN PROVIDED BY
URBAN DESIGN & LANDSCAPE
SECTION OF PLANNING DEPARTMENT

合成照片 PHOTOMONTAGE

在高等法院的觀景點
VIEWING POINT AT HIGH COURT

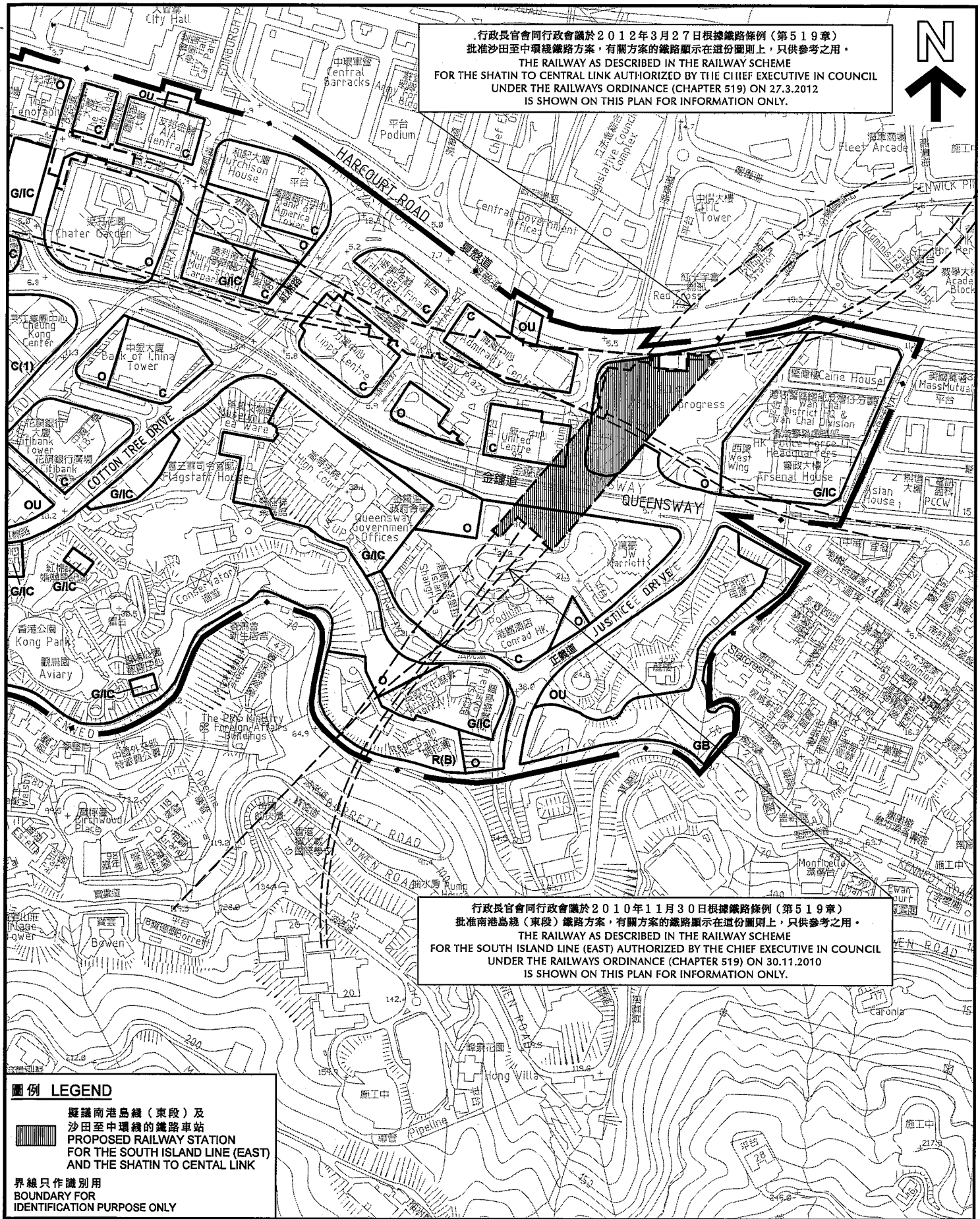
中區分區計劃大綱核准圖編號S/H4/14的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED
CENTRAL DISTRICT OUTLINE ZONING PLAN No. S/H4/14

修訂項目B1
AMENDMENTS ITEM B1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
18



圖例 LEGEND

擬議南港島綫（東段）及
沙田至中環綫的鐵路車站
PROPOSED RAILWAY STATION
FOR THE SOUTH ISLAND LINE (EAST)
AND THE SHATIN TO CENTAL LINK

界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年11月5日擬備，
所根據的資料為地形圖編號
11-SW-B 及 D

EXTRACT PLAN PREPARED ON 5.11.2015
BASED ON TOPOGRAPHIC MAPS No.
11-SW-B & D

位置圖 LOCATION PLAN

南港島綫（東段）及沙田至中環綫
THE SOUTH ISLAND LINE (EAST)
AND THE SHATIN TO CENTRAL LINK

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H4/15/5

圖 PLAN
19