

TOWN PLANNING BOARD

**TPB PAPER NO. 10025
FOR CONSIDERATION BY
THE TOWN PLANNING BOARD ON 30.10.2015**

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

REVISED RECOMMENDED DEVELOPMENT SCHEME

**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 and recommendations of the ‘Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study’ (‘the Study’).

BACKGROUND

2. The Study was commissioned by the Planning Department (‘PlanD’) in January 2014. The main objective of the Study is to investigate the planning, architectural and engineering feasibility in redeveloping the Study Site (**Plan 1**) 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 9 January 2015, Members’ views were sought on the Recommended Development Scheme (RDS) formulated under the Study (TPB Paper No. 9820 refers). Major comments/concerns received include the proposed building height of 203mPD too high, careful design of the public open space (POS) required, pedestrian connectivity with surrounding areas to be further enhanced, use of sustainable and green building design, and possible adverse traffic and air ventilation impacts of the proposed redevelopment. Taking into account Members’ comments, as well as comments received from the Central and Western District Council¹ and relevant Government

¹ The Central and Western District Council was consulted on 8 January 2015 and the major views expressed by members on the RDS include the possible adverse traffic and air ventilation impacts of the proposed redevelopment, the need for more affordable eating places, concern on building height,

bureaux/ departments ('B/Ds') and the findings of the relevant technical assessments, a number of amendments were made to the RDS (**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 landscape podium deck) and five levels of basement within the development site, generating a non-domestic GFA of 93,300m² equivalent to a plot ratio of 15. The development parameters of the revised RDS are summarized in **Table 1** below.

Table 1 Development Parameters of the Revised RDS

	Recommended Development Scheme (Revised)
Site Area (m²)	6,220
Non-domestic PR	15
Non-domestic GFA (m²)	93,300
Building Height (Storeys) (mPD)	48 storeys 200mPD (including rooftop structures)
Land Uses (Tower)	commercial/office
(Podium Floors)	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)	2,100m² (including 1,600m ² at-grade)
Car Parking Spaces	In line with the requirements under Hong Kong Planning Standards and Guidelines

Note: In addition to the POS within the development site, about 1,900m² of POS on the Queensway Walkway rooftop garden will be provided, totalling an overall provision of 4,000m² POS within the Study Site.

need to maintain existing pedestrian connectivity during construction stage.

5. The major amendments/ enhancements to the RDS and the key design features are outlined as follows (**Plans 2, 3a and 3b**):

- (a) ***Building Height*** – the proposed maximum building height is reduced from 203mPD (at main roof level) to 200mPD (including roof top structures) to provide certainty in ensuring 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) ***Public Open Space Design*** – Due to the concerns on environmental quality and usability of the previously proposed elevated public open space (POS), the revised RDS has forgone the elevated plaza and terraced POS design. In lieu of the elevated plaza, an indoor atrium space is proposed, acting as a focal point at the intersection of pedestrian routes as well as a place for ad-hoc functions. The removal of the proposed terraced POS has allowed additional space for a more generous at-grade open space (of about 1,600m²) along Tamar Street and around MTR Exit C1 adjacent to United Centre. The design would be integrated with the OVT preserved in-situ with a view to providing wider and more pleasant walking environment in the area. A minimum of 30% greenery would be required for the POS.
- (c) ***Public Realm*** – Podium setbacks 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**). Streetscape enhancements are proposed on the Landscape Master Plan to improve the pedestrian environment (**Plan 5**).
- (d) ***Pedestrian Connectivity*** – Upon redevelopment, the site will maintain pedestrian connectivity with the surrounding developments including Pacific Place, Admiralty Centre and United Centre through the existing walkways. It 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. 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 (**Plan 6**). Subject to further discussion with relevant authorities, new vertical connection points with barrier free access between the MTR Station and the main elevated walkway level will be provided.

- (e) ***Queensway Walkway*** – The existing Queensway Walkway will be preserved for retail/ dining and public passageway. The rooftop garden on 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.
- (f) ***“Green Link”*** – The previous proposal to widen the East Walkway and to provide POS on top would not be pursued due to the potential adverse impacts on the pedestrian environment as a result of the widening and the limited space available on the rooftop for garden purpose. Nonetheless, while retaining the existing East Walkway, the rooftop is proposed to be refurbished as a green roof, thereby creating a visual green corridor connecting Harcourt Garden via the elevated park within the development site to the Queensway Walkway rooftop garden forming a ‘green link’ in the dense urban environment (**Plan 5**).
- (g) ***Transport Facilities and Temporary Traffic Arrangement*** – 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**).
- (h) ***In-situ Re-provisioning of Refuse Collection Point (‘RCP’)*** – Attempt has been made to identify a reprovisioning site for the RCP at a fringe location of the Study Site near Lipipo Centre with a view to enhancing the extent and amenity of the at-grade POS. However, due to the limited space available and the need to segregate the RCP vehicular access route from the bus lane, no feasible option could be found. Hence, an area of 594m² has been reserved at the ground level of the proposed redevelopment for in-situ re-provisioning of the RCP.
- (i) ***Green Building Design*** – While some sustainable and green building design measures have been proposed under the Study, to ensure

implementation of green building design features, future development would be required to obtain at least Gold (i.e. the second highest) rating under the Hong Kong Building Environmental Assessment Method (BEAM) Plus and/or LEED certification.

6. 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. Further works including the carrying out of an engineering feasibility study for the proposed footbridge linking the Tamar footbridge and an archaeological impact assessment (AIA)² to identify appropriate mitigation measures are recommended prior to redevelopment of the site.

PLANNING AND DESIGN BRIEF

7. To guide the design and development of the site upon future land sale, the Study has formulated a planning and design brief (PDB) setting out major requirements including the following:

Urban Design Considerations

- Building setback requirements
- Provision of special design features e.g. indoor atrium to create focal point along intersection of pedestrian routes at the main elevated walkway level
- Sensitive layout and building disposition
- Provision of sustainable building design

² During the construction phase of the MTR South Island Line (East) (SIL(E)) project, a fragment of seawall of the 19th century and fragments of a well shaft and bottom was discovered at the Harcourt Garden which is in close proximity to the subject site. Preservation by record was subsequently conducted by an archaeologist commissioned under the rail project. As an initial assessment, the Antiquities and Monuments Office (AMO) is of the view that remains of the 19th century construction to be found within the subject site would be likely but the possibility of significant archaeological remains is low. It is anticipated at this stage that there is no heritage of insurmountable significance that would render the site unsuitable for the planned development subject to further investigation. Notwithstanding this, appropriate mitigation measures should be identified through an in-depth AIA to be conducted by a qualified archaeologist in prior agreement with AMO. An archaeological watching brief (AWB) is likely a suitable mitigation measure whereby the future developer should engage a qualified archaeologist to obtain a Licence to excavate and search for antiquities under the Antiquities and Monuments Ordinance to monitor the excavation works during the construction at the subject site to ensure that no archaeological remains would be impacted before they are properly recorded, salvaged or protected.

Open Space Provision, Landscape and Tree Preservation

- Provision of POS of minimum 2,100m² with at least 1,400m² at grade
- 30% minimum green coverage for POS
- In-situ preservation of the OVT
- 24-hour free public access to POS

Pedestrian Connectivity

- Provision of connection with all existing footbridges
- Provision of public connection between the elevated walkway system and MTR Concourse/Exits with barrier-free access
- Provision of a new footbridge to Tamar Footbridge (subject to detailed engineering feasibility study)
- Provision of 24-hour public passageway facilitating horizontal and vertical public access at ground level and the main elevated walkway level

Others

- Re-provisioning of the existing RCP
- A Provisional Gold Rating or above from the Hong Kong Green Building Council or such other equivalent bodies
- Temporary traffic and pedestrian arrangement

8. Requirements in the PDB would be incorporated into the land sale conditions as appropriate. For other non-quantifiable design requirements, the future developer is required to submit a Master Layout Plan and Landscape Master Plan under lease to illustrate the design scheme with reference to these requirements prior to implementation. This would ensure that the salient planning and design issues would be addressed in the future redevelopment yet allowing flexibility to cater for innovative design according to the site circumstances.

WAY FORWARD

9. At present, the majority of the Study Site is currently 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 zonings would be required to facilitate implementation of the redevelopment proposal. PlanD will submit proposed amendments to the OZP to the Metro Planning Committee

of the TPB for consideration in due course.

10. Taking on board the study findings and recommendations, the Government will follow up the implementation issues involved including the land disposal arrangement, reprovisioning of the public facilities and the carrying out of further study for the new footbridge and the required AIA, etc.

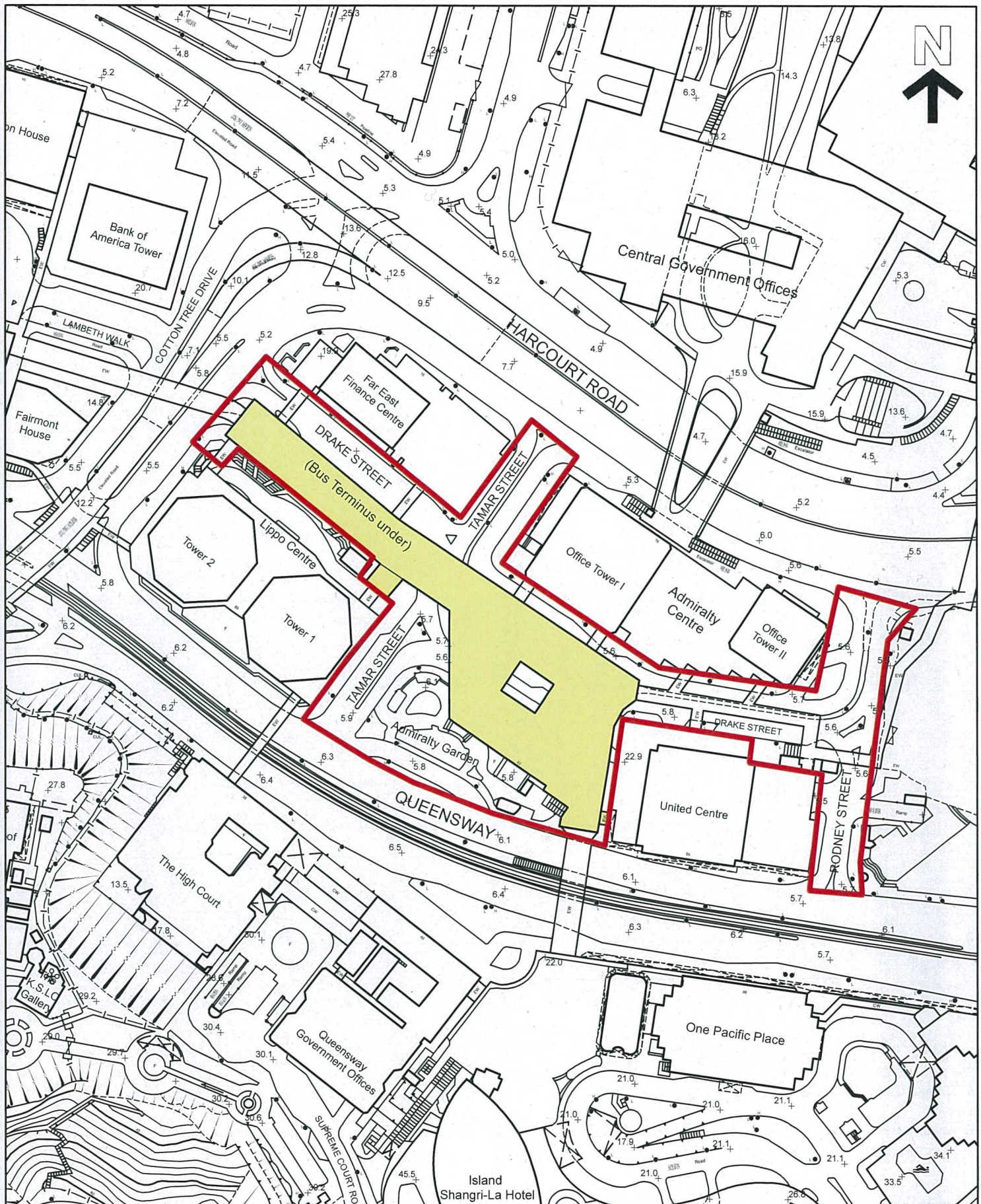
ADVICE SOUGHT

11. Members are invited to offer views on the revised RDS.

ATTACHMENTS

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
October 2015



Reference



Study Site (19 700 sq m)



Queensway Plaza and area under tenancy agreement no. NHX-341

STUDY SITE

Scale 1: 2000

Site Boundary Subject to Detailed Land Survey

Urban Design and
Landscape Section

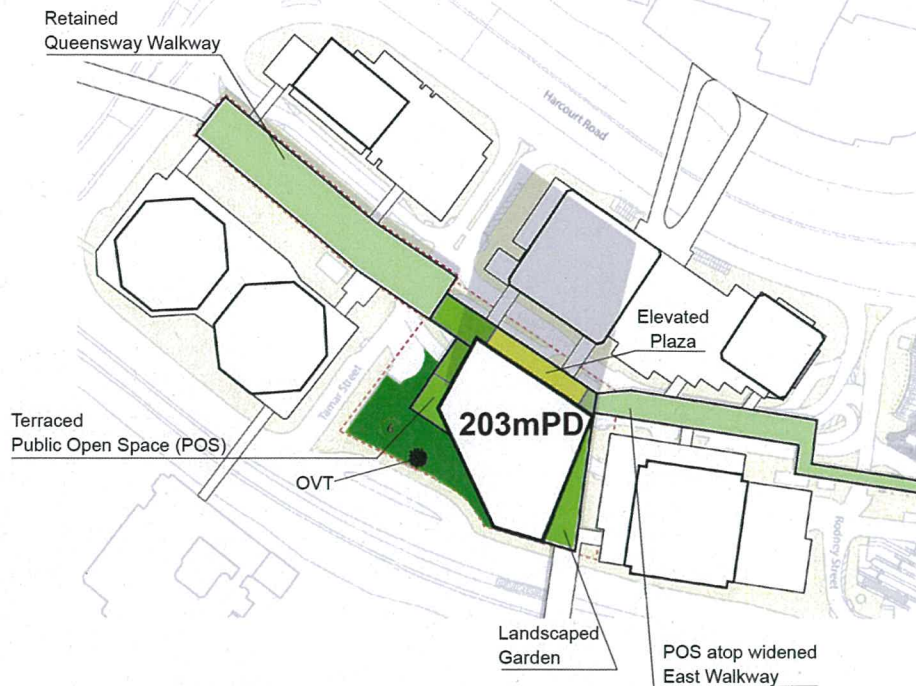


PLANNING DEPARTMENT

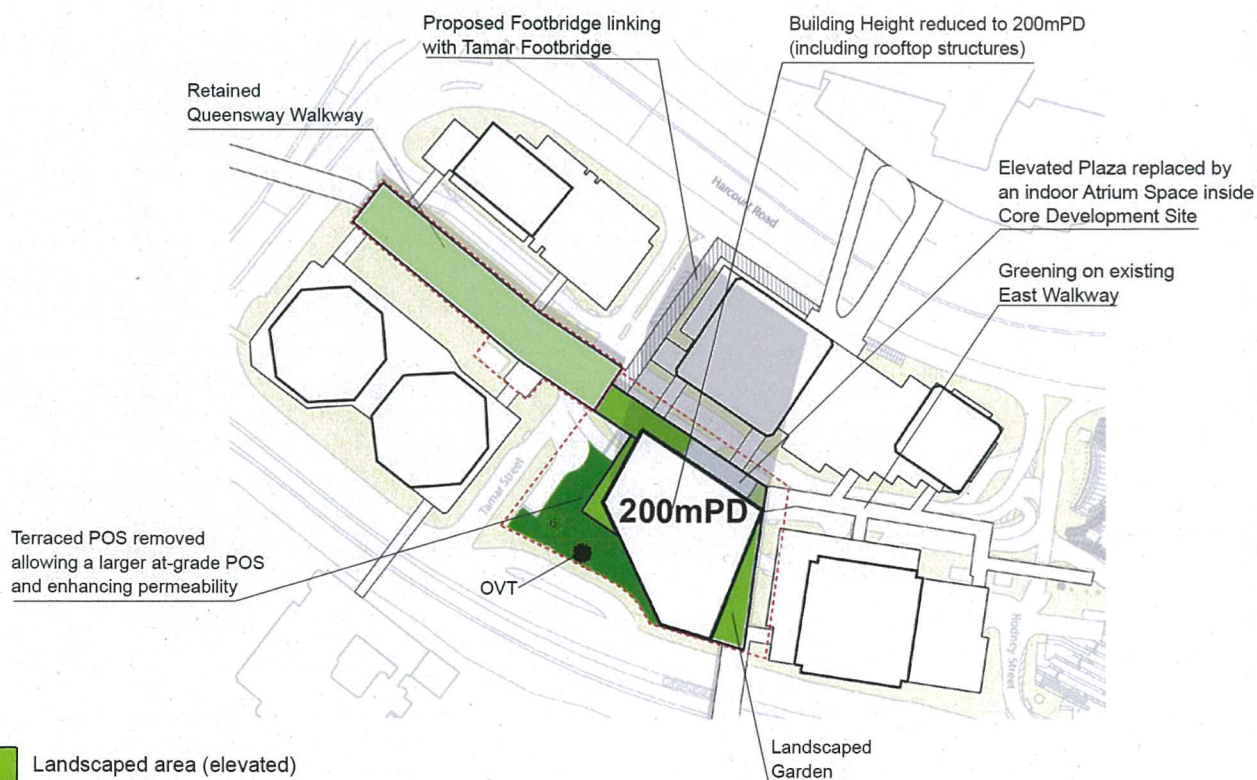
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PLAN

1



RDS PRESENTED IN JANUARY 2015



REVISED RDS

- Landscaped area (elevated)
- Landscaped area (at-grade)

Reference

**MAJOR CHANGES TO
THE RECOMMENDED
DEVELOPMENT SCHEME**

Urban Design and
Landscape Section

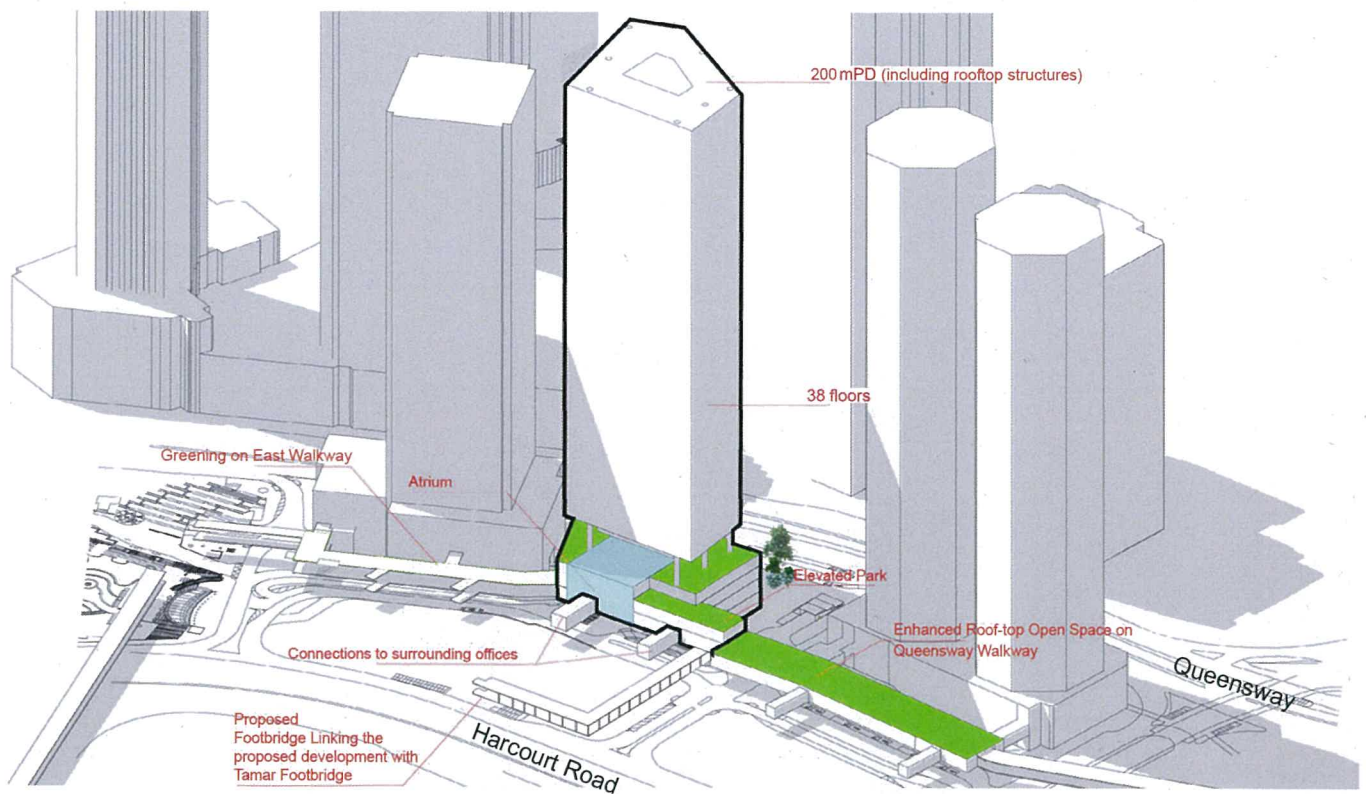


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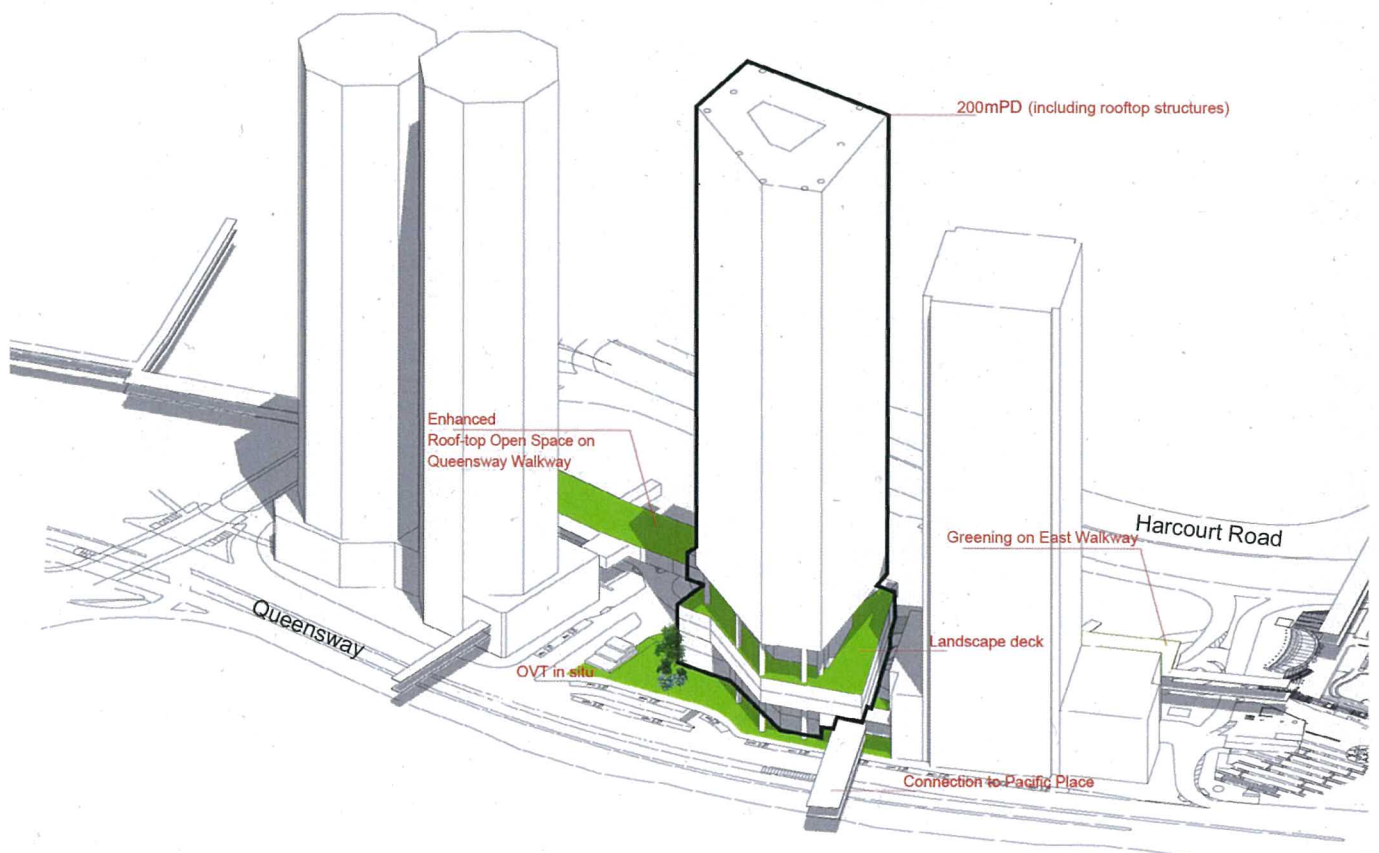
Date : 8-Sep-2015

PLAN

2




PERSPECTIVE FROM THE NORTH



PERSPECTIVE FROM THE SOUTH

Reference

 Landscaped area

Date : 30-Sep-2015

REVISED
RECOMMENDED DEVELOPMENT SCHEME

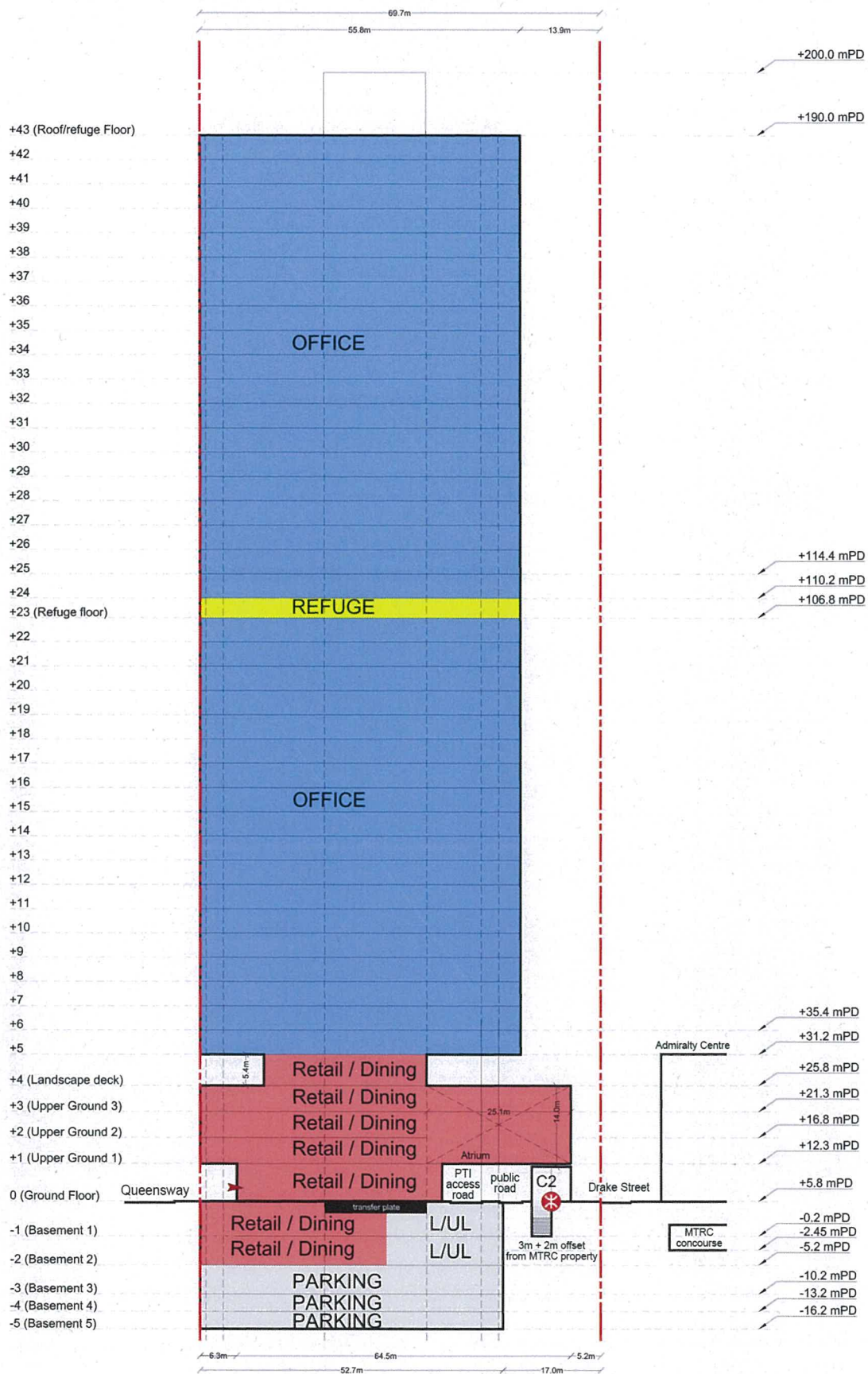
Urban Design and
Landscape Section



PLANNING DEPARTMENT

PLAN

3a



Section AA'

Reference

REVISED RECOMMENDED DEVELOPMENT SCHEME (SECTION)

Urban Design and
Landscape Section



PLANNING DEPARTMENT

Date : 30-Sept-2015

PLAN

3b



Reference	URBAN DESIGN CONSIDERATIONS		Urban Design and Landscape Section PLANNING DEPARTMENT 
Date : 30-Sep-2015			PLAN 4

LEGEND

Hardscape:

- Hardscape paving type 1
- Hardscape paving type 2
- Woodboard decking

Softscape:

- Water feature
- Grass/Turf
- Shrub/ Groundcover Planting
- Tree planting cover
- Tree planting type 1
- Tree planting type 2
- Vertical greening
- OVT

Furniture:

- Planter integrated bench
- Seating
- Dining furniture

Other:

- Structural column
- Atrium roof
- Sculpture
- MTR Exit

- 1 Entrance Plaza
- 2 East Passage
- 3 Landscape Deck
- 4 Atrium
- 5 Retail and dining
- 6 Enhanced Roof-top Open Space
- 7 Elevated Park
- 8 Green Roof

--- Tree protection Zone

— Public vertical connection

PODIUM LEVEL

GROUND LEVEL

Reference

LANDSCAPE MASTER PLAN

Urban Design and
Landscape Section

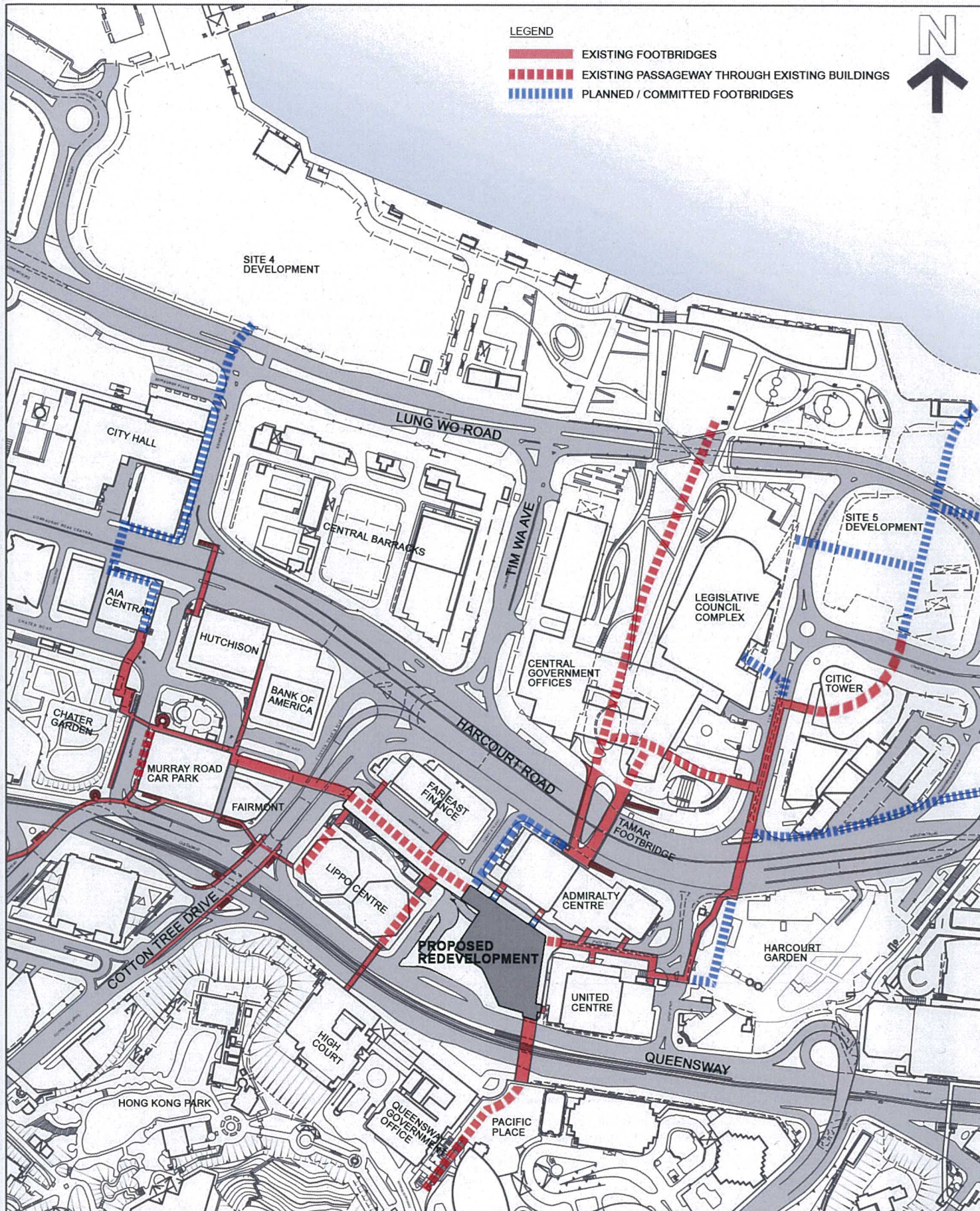


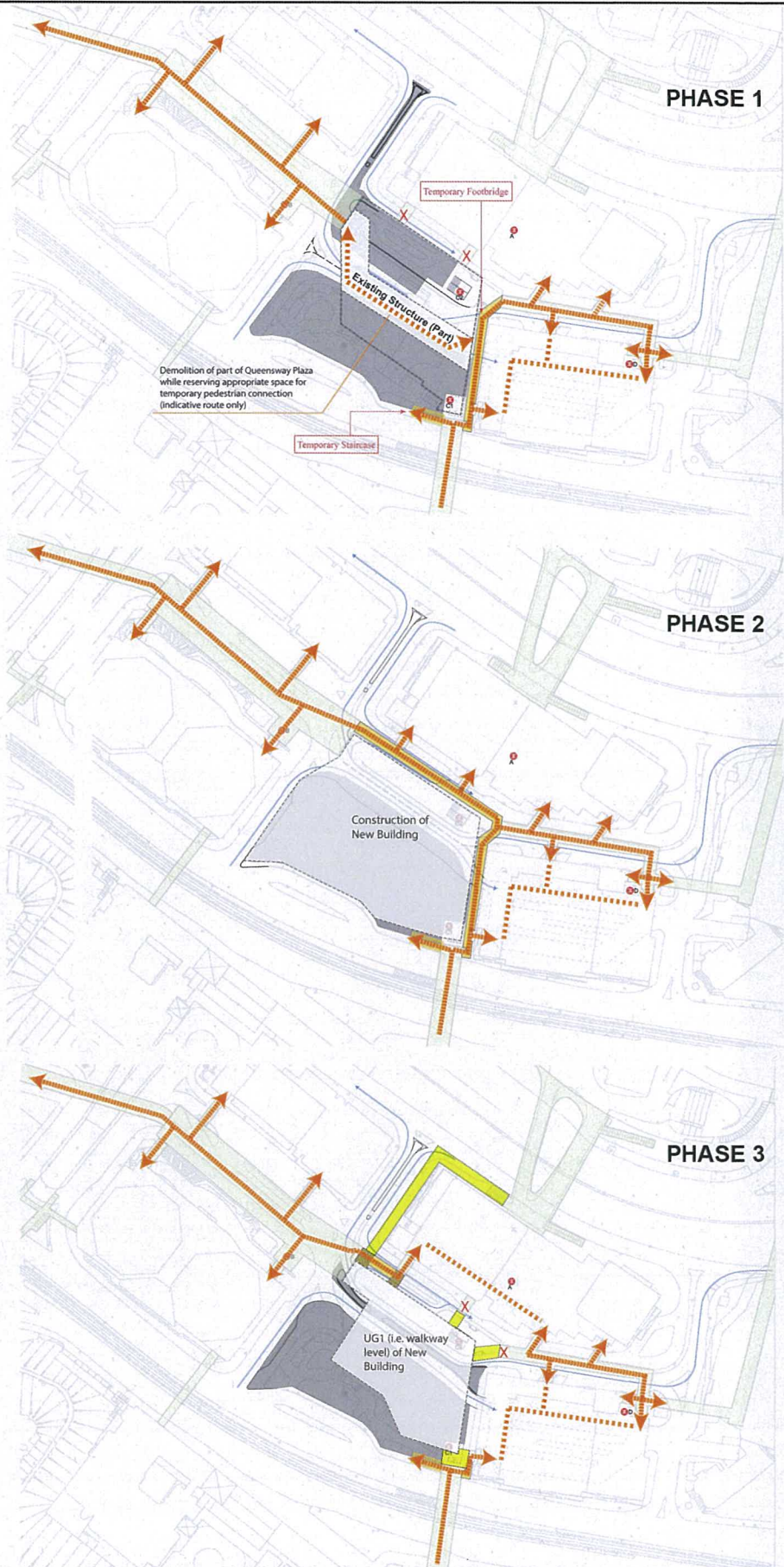
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Date : 22-Oct-2015

PLAN

5





Reference

TEMPORARY TRAFFIC ARRANGEMENT

Urban Design and
Landscape Section



PLANNING DEPARTMENT

Date : 30-Sept-2015

PLAN

7