

Executive Summary (ES)

March 2017



Agreement No. CE 65/2012 (TP)

Planning and Design Study on the Redevelopment of

QUEENSWAY PLAZA ADMIRALTY

Feasibility Study



規劃署
Planning Department

ARUP

Planning Department

**Planning and Design Study on the
Redevelopment of Queensway
Plaza, Admiralty -
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2nd Final | 31 March 2017

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 234504

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1 INTRODUCTION

1.1 Study Background

- 1.1.1.1 Queensway Plaza was built in 1980 as part of the development works for the Admiralty Station of the Mass Transit Railway (MTR) Island Line. It was conceived primarily as an elevated passageway connecting the station with the neighbouring developments. It is owned by the Government and rented out mainly as a shopping arcade, which 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. In addition, the MTR Admiralty Station is undergoing expansion for two additional new lines, namely, the South Island Line (completed in end 2016) and the Shatin to Central Link (under construction). The redevelopment of Queensway Plaza with its adjoining Government land (the Study Site) would be a timely addition to strengthen the existing business and commercial node functions and transportation hub of Admiralty. However, the redevelopment of the 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 volume of pedestrian flow across the Study Site, which would need to be resolved to achieve the full development potential.
- 1.1.1.3 On 9 January 2014, Planning Department (PlanD) of the Government of the Hong Kong Special Administrative Region commissioned Ove Arup and Partners Hong Kong Limited (Arup) to undertake the Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study (the Study) to investigate the planning, architectural and engineering feasibility of redeveloping the Study Site.

1.2 Study Objectives

- 1.2.1.1 The key objective of redeveloping the Study Site is to maximize the 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 Study 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 are to 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 and the adjoining Government land in the vicinity of Admiralty Station, encompassing Drake Street, Tamar Street, Rodney Street and Admiralty Garden (**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 new entrance to the Admiralty Station at Harcourt Garden.

1.3.1.2 The Study Site falls entirely within the Central District OZP whereas the wider Study Area extends into the adjoining OZP areas of the Central District (Extension), Wan Chai, Wan Chai North, Mid-Levels West and Mid-Levels East.

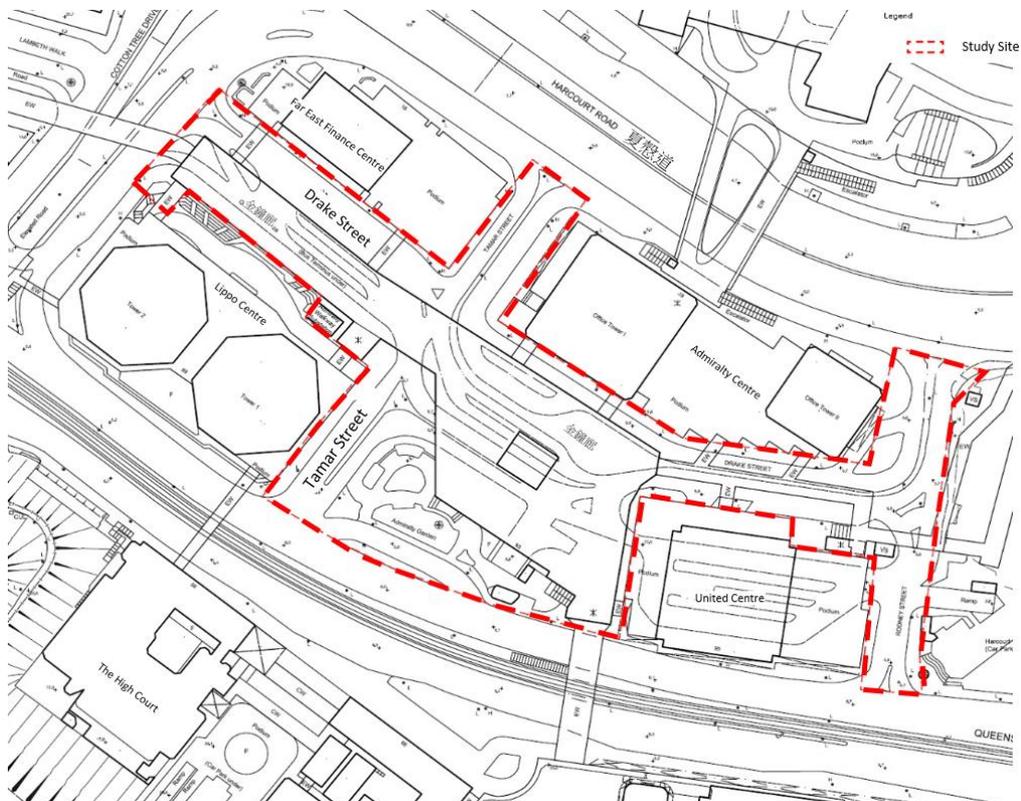


Figure 1.1 Study Site

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



Figure 1.2 Study Area

- 1.3.1.4 At the northern periphery of the Study Area is the site for the new Central and Western District Promenade providing a quality waterfront and new centre of activity along the Victoria Harbour. In the western and eastern fringes are the vibrant commercial areas of Central and Wan Chai respectively, whereas the more tranquil Hong Kong Park is situated in the southern of the Study Area.
- 1.3.1.5 The Study Site is a major transport hub in close proximity to the existing MTR Admiralty Station as well as the existing Admiralty East PTI and Admiralty West PTI. With the original primary purpose of Queensway Plaza to provide elevated pedestrian connections from the MTR station to neighbouring developments, there are a number of key pedestrian footbridge connections across the Study Site to the wider area.

1.4 Study Framework

1.4.1.1 The Study comprised three phases, namely the inception phase, option formulation phase, and recommendation finalization phase.

- **Inception Phase** – An inception report was prepared with the study objectives, approaches, methodology and programme for the assignment. A baseline review was undertaken to examine and analyse the baseline condition and the development constraints and opportunities for formulation of the study vision and guiding principles and evaluate the redevelopment potential.
- **Option Formulation Phase** – Based on the baseline review, two initial options were formulated based on the established planning and urban design principles and development concept. The options were evaluated based on land use planning, urban design, pedestrian connectivity, visual and landscape, traffic and transport, air ventilation, programming, and financial return aspects to arrive at a draft recommended development scheme (RDS). In response to public comments received, changes were subsequently made to the RDS. Technical assessments were then conducted on the revised RDS to confirm the feasibility.
- **Recommendation Finalisation Phase** – Taking into account findings of the technical assessments, a set of finalized development parameters for the RDS was derived. Implementation strategy and programme to guide rezoning, land disposal and future development, the arrangements and requirements for the proposed pedestrian connectivity, public transportation facilities and open space networks were refined.

1.5 Key Issues, Opportunities and Developable Area

A Baseline Review was undertaken at the Inception Phase of the Study to establish the baseline profile, review, analyse and consolidate the key opportunities, constraints and issues of the Study Site. The key issues are summarized below.

1.5.1 Planning and Urban Design

1.5.1.1 ***Pedestrian Mobility*** – The lack of at-grade pedestrian crossing points along Queensway, Harcourt Road and Cotton Tree Drive due to traffic consideration does not provide a walking environment that permits smooth and uninterrupted mobility to the immediate surroundings. There is room for improvement in providing a more pedestrian-friendly environment. There is also a lack of facilities for people with limited mobility to move across the site.

1.5.1.2 ***Development Intensity*** – The gross floor area (GFA) for the new development may be limited by the maximum building height allowable without encroaching onto the ‘20% Building Free Zone’ of the ridgeline. Design of the new structure has to balance the need to maximise development intensity with that of respecting the ridgeline and the tapered hierarchy of adjacent buildings.

- 1.5.1.3 ***Stepped Building Heights*** – Sandwiched between several high-rise office towers, the relationship of the height of the new building with its immediate neighbours and the Victoria Harbour requires careful consideration. The proposals will need to balance the need to maximise development potential of the scheme and integration with the surrounding context.
- 1.5.1.4 ***Public Open Space Design*** – A number of public open spaces within the Study Site suffer from noise nuisance or poor design, such as Admiralty Garden, which is blighted by its proximity to the heavily trafficked Queensway. Redevelopment of Queensway Plaza should seek to integrate or re-provide these fragmented spaces at appropriate location to enhance the quality of these public realms.
- 1.5.1.5 ***Roadside Interface*** – The interface between Queensway and the Study Site is currently poor in visual quality, comprising of a concrete-faced stairway entrance against a noisy roadside environment. The design of the podium structure should seek to enhance the visual amenity along Queensway.
- 1.5.1.6 ***Ventilation Corridors*** – The building form and disposition of the proposed development should seek to maximise ventilation through the Study Site.

1.5.2 Open Space, Landscape and Visual

- 1.5.2.1 ***Availability and Quality of Public Open Space*** – The availability of quality external public open space is at a premium and is highly fragmented, restricted to sidewalks, Admiralty Garden and Harcourt Garden. A significant constraint on increasing the provision of public open space is the operational requirement for the PTI, pedestrian circulation, road infrastructure and service access roads.
- 1.5.2.2 ***Accessibility and Wayfinding*** – The local streetscapes create obstacles to pedestrian movement, such as narrow sidewalks, level changes, lack of formal crossing points etc. Many at-grade pedestrian crossing facilities are not satisfactory in terms of pedestrian safety, comfort and convenience. New pedestrian routes should as much as possible account for pedestrian desire lines.
- 1.5.2.3 ***Connectivity of Public Open Space and Cultural Heritage Resources*** – Public open spaces in the area, such as Harcourt Garden, Admiralty Garden, Chater Garden and Statue Square, vary in quality and popularity and are disconnected by poor quality streetscapes and road infrastructure.
- 1.5.2.4 ***Landscape Character and Sense of Place*** – The existing landscape and streetscape is of low quality due to the poor physical condition, monotonous hard landscape materials, varying types of street furniture and minimal soft landscaping, detracting from the overall amenity of these spaces. Existing landscape resources should be protected.
- 1.5.2.5 ***Protection of Landscape and Visual Resources*** – An Old and Valuable Tree (OVT) and several semi-mature and mature trees are located in Admiralty Garden. Since planting is relatively rare in the vicinity, any loss will affect the landscape and visual amenity. Consideration should be given to setting back the new building from the road to maximise space for landscaping and pedestrian movement.

1.5.2.6 ***Protection of Visual Amenity and Important Public Views*** – Set within a built-up area of high-rises, the redevelopment should seek to enhance the visual amenity of the area and safeguard important public views.

1.5.2.7 ***Visual Permeability*** – The building form should avoid creating “wall effect”, promote height variation with a stepped height profile descending towards the waterfront, enhance visual permeability and preserve as far as possible the existing view corridors.

1.5.3 Traffic and Transport

1.5.3.1 ***Traffic Demand of Harcourt Road*** – Harcourt Road is a major urban trunk road experiencing traffic weaving problem for franchised bus and non-franchised bus services serving the Study Site and substantial passengers alighting at the bus stops in the morning peak. Weaving problems were also commonly observed at Harcourt Road/Tamar Street junction and Harcourt Road/Cotton Tree Drive/Connaught Road Central junction during peak periods.

1.5.3.2 ***Boarding and Alighting Activities along Queensway Corridor*** – Over 50 bus routes serve the Queensway Corridor, a primary distributor road, with bus lay-bys causing severe weaving problem affecting traffic along Queensway.

1.5.3.3 ***Inadequate Loading/Unloading Facilities*** – Unorganised boarding/alighting activities and improper waiting area are experienced along the designated loading/unloading facilities on Drake Street outside Admiralty Centre. This has led to major congestion and circulation issues, a lack of adequate space for the non-franchised bus services and green minibus services to undertake pick-off and drop-off activities, as well as an undesirable pedestrian environment.

1.5.3.4 ***Congestion at Admiralty PTI at the west, Bus Termini and Bus Stops at the east*** – With its close proximity to several key tourists attractions in the surroundings, the existing Admiralty PTI at the west of the Study Site attracts a significant number of tourist-related vehicular traffic and pedestrian flow in the area. There are also an extensive number of bus terminating and stopping facilities scattered through the Study Site.

1.5.3.5 ***Pedestrian Bottleneck at MTR Entrance/ Exit C1*** – There is congestion at the top of MTR Exit C1 especially during the morning peak as pedestrians waiting to get on the escalator leading up to the elevated walkway level.

1.5.3.6 ***Accessibility for People with Limited Mobility*** – There are no convenient disabled access facilities between the existing MTR station concourse, ground and elevated walkway levels. Barrier free facilities are disconnected and located far apart, failing to serve for people with limited mobility.

1.5.4 Structural Engineering

1.5.4.1 ***Approval Framework*** – Building approval relating to a private structure directly above and physically attached to an existing MTR station and previously exempted from the Buildings Ordinance (BO) is unprecedented.

1.5.4.2 ***Loading of Admiralty Station*** – The allowable loading or existing loading of Admiralty Station will limit the redevelopment potential of the portion of the

Study Site vertically above the MTR station box. To preserve the structural stability of the station box, any construction works on the existing MTR structure should not be in excess of the design loading of the structure.

- 1.5.4.3 ***Interface with MTR Structures*** – The demolition and redevelopment of the existing Queensway Plaza, particularly the portion lying on top of the existing MTR station box, would inevitably have impact on the MTR structure.

1.5.5 Implementation

- 1.5.5.1 ***Maintenance Responsibilities of Existing Queensway Plaza*** – The maintenance responsibilities of Queensway Plaza and its supporting electricity substation (ESS), if any portion is to be preserved, should be explored.

- 1.5.5.2 ***Reprovisioning of Existing Facilities*** – Existing facilities within the Study Site, including the refuse collection point, public open space (i.e. Admiralty Garden), licenced newspaper stand and several elevated pedestrian walkways, if affected, have to be reprovisioned.

- 1.5.5.3 ***Interface with MTR Structures*** – Any modification to the MTR station structure including its adits and entrances and thus leading to changes in the land boundary of MTR Lot arising from the private redevelopment of Queensway Plaza would require policy support from the relevant bureaux and agreement from MTRCL and relevant committees.

- 1.5.5.4 ***Lease Implications of Surrounding Private Developments*** – There is no requirement in the respective lease regarding the demolition and reprovisioning of the footbridges connecting to the Queensway Plaza due to the redevelopment, the future construction and maintenance responsibility of these footbridges and the related temporary arrangement would have to be explored should they be affected.

1.5.6 Developable Area

- 1.5.6.1 ***Developable Surface Area*** - The baseline review also determines the maximum basement and on-grade extents for new development based upon structural constraints, proximity to MTR Admiralty Station and surrounding buildings as well as the road requirements for access to the Admiralty East PTI (**Figure 1.3**).

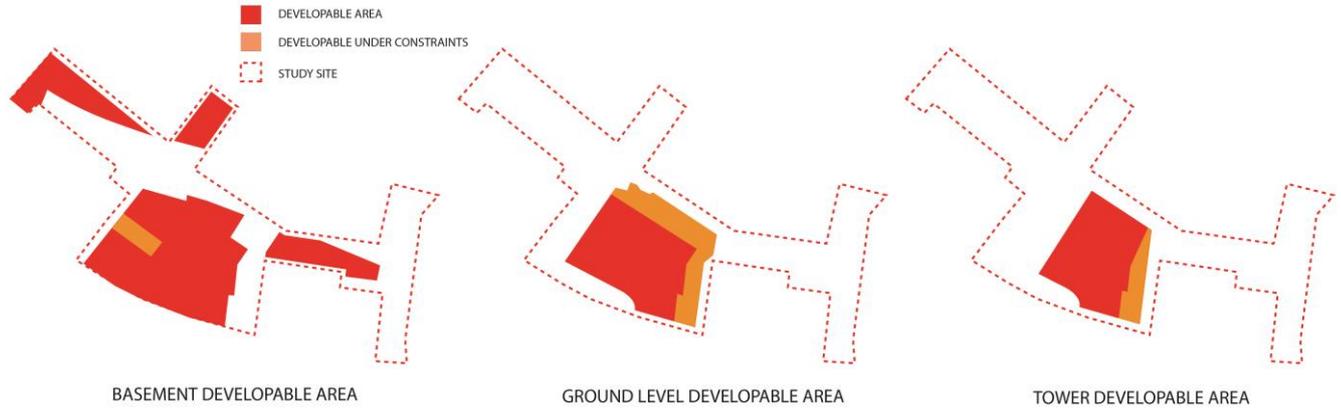


Figure 1.3 Summary of Developable Area

1.5.6.2 **Developable Depth** - In terms of the possible depth for basement development, the existing bedrock level is between -6mPD to -15mPD. The construction of the existing Admiralty Station 30 years ago involved substantial rock excavation to bring its base down to -17mPD which can allow a minimum of 5 basement levels, depending on the headroom required.

2 PUBLIC CONSULTATION

2.1.1.1 Regarding the initial options and draft RDS, public consultations were conducted in January 2015 with various parties as listed below. Major comments received are mostly related to the proposed building height, visual and air ventilation impacts, pedestrian connectivity, traffic and transport of the area. Their comments have been taken into account in revising the proposals which are subsequently reflected in the revised RDS.

Date	Meetings
8 January 2015	Central and Western District Council
9 January 2015	Town Planning Board
20 January 2015	Focus Group Meeting with Stakeholders of Surrounding Developments (including Admiralty Centre, United Centre, Lippo Centre, Far East Finance Centre and Pacific Place)
23 January 2015	Focus Group Meeting with MTRCL

3 RECOMMENDED DEVELOPMENT SCHEME

3.1 Formulation of Initial Options and Evaluation Process

- 3.1.1.1 Two development options together with a set of guiding planning and design principles were developed based on identified key issues. After preliminary technical assessment to confirm the feasibility of the options, the options were evaluated with a set of criteria, which covered development potential, re-provision of existing public facilities, protection of views to the ridgeline, integration with the urban context, promote visual and air permeability, sustainable building design, provision of quality public realm, preservation of OVT, promoting pedestrian mobility and integration with MTR Admiralty Station.
- 3.1.1.2 The selected option was revised to formulate the draft RDS which was subsequently refined taking into account comments received from stakeholders, district councils, Town Planning Board, and Government bureaux and departments.

3.2 Guiding Planning and Design Principles

In light of the key issues pertaining to the Study Site, the following guiding planning and design principles have been formulated for the Study Site.

Development Needs

- 3.2.1.1 ***Optimising Development Potential:*** As a prominent central site in a compact business core and situated on key pedestrian routes, development potential of the Study Site should also account for connectivity and other urban design considerations in addition to the requirement for maximising commercial potential.
- 3.2.1.2 ***Providing Mixed Commercial Uses:*** With excellent connectivity and a location at the heart of the Admiralty CBD, the Study Site has a strong potential to serve the needs for additional office, retail, eating place and possibly hotel spaces in the area.
- 3.2.1.3 ***Providing Retail and Eating Place Uses at Lower Levels:*** With a key railway interchange vertically below the Study Site and the potential for a number of basement levels in the unconstrained areas of the site, a proportion of retail facilities and eating places could be provided underground.
- 3.2.1.4 ***Re-providing Existing Public Facilities:*** A number of public facilities currently located on the ground floor of the site would need to be re-provided upon redevelopment, including an optimised arrangement for the PTI, the taxi stand along Drake Street, the RCP and Admiralty Garden.

Urban Design

3.2.1.5 ***Respecting Views to Ridgeline:*** There is public consensus that views to the ridgeline of the Victoria Peak are worthy of preservation from certain strategic public viewing points in Kowloon.

3.2.1.6 ***Integrating with Urban Context:*** Redevelopment of the site should strive towards integration with the surroundings, cater for the pedestrian flows and capitalize on its location to create a distinct and vibrant destination.

Sustainable Planning and Green Building Design

3.2.1.7 ***Promoting Visual and Air Permeability:*** To enhance the amenity and wind flow of the area, the building form and disposition of the redevelopment should aim to allow for appropriate air and visual corridors through the site.

3.2.1.8 ***Respecting the Sustainable Building Design (SBD) Guidelines and Other Green Building Design Elements:*** The proposed development should observe the SBD Guidelines and be equipped with appropriate green building design elements to contribute to a better and sustainable living environment.

Greening and Landscape

3.2.1.9 ***Providing Quality Public Realm:*** One of the key considerations of the proposed redevelopment is to ensure that the quality of reprovisioned public spaces is of a high standard.

3.2.1.10 ***Preserving the OVT:*** The existing OVT in the Admiralty Garden should be preserved in-situ and protected during and after redevelopment.

Integration and Connectivity

3.2.1.11 ***Enhancing Physical Linkages:*** The redevelopment should aim to improve the vehicular traffic flows at and around the site. It would also be necessary to retain the existing vehicular access points to adjacent buildings as well as the Admiralty East PTI under United Centre while minimising the adverse impacts on the current traffic arrangement of the area.

3.2.1.12 ***Creating a Legible Multi-level Pedestrian Network:*** Enhancement of the above-grade pedestrian network is one of the fundamental considerations of this Study. In particular, it is important to provide necessary links between below, ground and above-grade pedestrian mobility that would ultimately improve movements through the site.

3.2.1.13 ***Promoting Integration with Admiralty Station:*** The new development should aim to promote integration with the station and facilitate access from the station to the retail and other commercial facilities within the building as well as to the surrounding developments.

3.2.1.14 ***Promoting Pedestrian Mobility and Barrier Free Access:*** Enhanced pedestrian mobility is key to improving the quality of the urban environment and contributes to a healthy lifestyle while also relieving some of the traffic congestion in the area. Consideration should be given to enhance the provision of barrier free access facilities.

3.3 Overall Urban Design Concept

While the planning and design principles guide the overall positioning and key components of the proposed redevelopment, the urban design concepts focus on the disposition and relationship among the three key components of the RDS, i.e. (1) the proposed building structure; (2) the public realm and (3) other public facilities in order to maximise their functions and user-friendliness. The Master Urban Design Plan is provided at **Figure 3.1** and key considerations are summarised below.



Figure 3.1 Master Urban Design Plan

3.3.1 Building Structure

- 3.3.1.1 **Sensible Building Disposition:** In order to minimise disruption to the visual linkage from Tamar Park through the Central Government Offices and high Court Building towards the Victoria Peak, the proposed building is positioned towards United Centre maximising the setback from Tamar Street.
- 3.3.1.2 **Maximising Floor Plate Efficiency:** The building form should be designed to maximise the efficiency of the floor plate for Grade A office use while taking into account the maximum permissible site coverage. Moreover, the optimum design for Grade A office building should have as few columns as possible within the lease span area to enable higher flexibility in the office layout.

3.3.2 Public Realm

3.3.2.1 ***Interweaving Open Space with Activity Spaces:*** To create an open space, leisure space and gathering point while facilitating pedestrian movement to and from other destinations, it is important to create a multi-functional public realm through urban design measures by interweaving the open space with pedestrian routes (particularly the commonly used elevated walkways), commercial activity spaces and access to transport facilities.

3.3.2.2 ***Creating ‘Green Link’ at Deck Level:*** With the Admiralty Area generally linked up by elevated walkways, integration of public realm at the deck level would in particular better connect with the elevated walkways, and provide a more coherent and usable space that would be accessible from the key elevated pedestrian flows through the Study Site.



Figure 3.2 ‘Green Link’ Concept

3.3.2.3 ***Enhancing Way-Finding and Multi-Level Integration:*** The design should promote legibility of the development by way of, for instance, incorporation of architectural features such as entrance plaza and atrium that help people find their way around.

3.3.3 Other Facilities

3.3.3.1 ***Reprovisioning of Existing Facilities:*** A number of public facilities currently located on the ground floor of the site would need to be re-provisioned upon redevelopment. The design of the development should allow for easy access to the public transport facilities such as the PTI and taxi stand.

3.4 Proposed Development Parameters

3.4.1 Site Delineation

- 3.4.1.1 Based on the development constraints identified, in particular the uncertainties in ascertaining the structural feasibility of development on top of the existing Admiralty Station structure under this Study, as well as the implementation difficulties in terms of buildings and lands approval arising from the interface with the Admiralty Station, the development site is divided into Site A and Site B (**Figure 3.3**). Site A is the core development site with a development site area of 6,220m². It is delineated taking account of a 2.5m setback distance from the kerb line of Queensway and Tamar Street for provision of pedestrian footpath at the south and west, and along the kerb line of Drake Street at the north and the site boundary of the United Centre at the east.

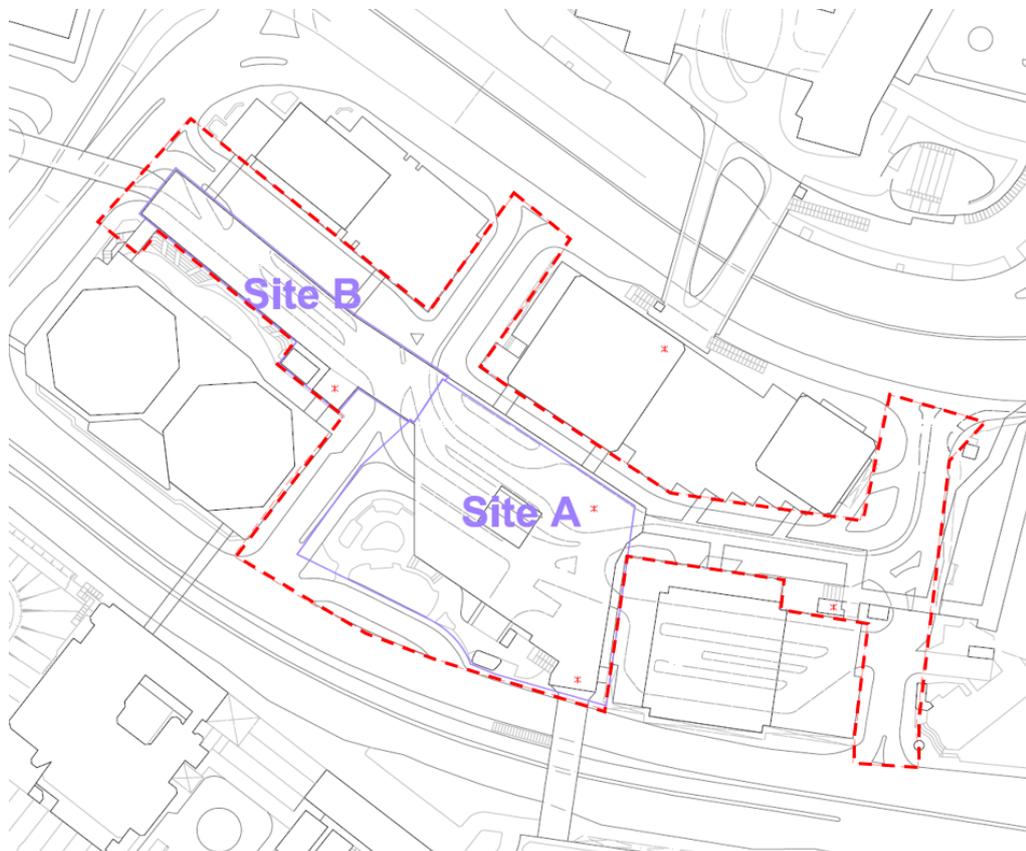


Figure 3.3 Site Definition

- 3.4.1.2 Meanwhile, Site B, with a site area of 2,325m², is the ‘constrained’ part where the existing MTR station box is located directly underground, allowing very limited development opportunities and imposing high implementation difficulties. In view of these uncertainties, the existing Queensway Walkway (including the ESS and staircase above MTR Exit B) within this ‘constrained’ part of the Study Site is proposed to be preserved.

3.4.2 Proposed Development Parameters

- 3.4.2.1 Being the core development site, Site A adopts a maximum plot ratio of 15, reaching a maximum GFA of 93,300m². To respect the '20% Building Free Zone' and protect the view to the ridgeline from designated strategic viewpoint from the Kowloon Peninsula, the height of the proposed development should not exceed 200mPD (including roof-top structures).
- 3.4.2.2 Meanwhile, the existing Queensway Walkway at Site B would be retained in its existing building bulk with a GFA of about 2,400m² for retail/dining uses.

Table 3.1 Key Development Parameters

Site A	
Site Area (net)	6,220m ²
Site Coverage	65%
Plot Ratio	15 ^{<}
Building Footprint[#]	4,043m ² [#]
Max. Building Height	200mPD (including roof-top structures)
Maximum Non-Domestic GFA⁺	93,300m ²
GFA Distribution	
- Office	80,105m ²
- Retail / Dining	12,601m ²
- RCP	594m ²
- Total	93,300m ²
No. of Storeys[*]	38-storey tower above 5-storey podium and 5-storey basement
Site B	
Site Area	2,325m ²
Building Footprint[#]	2,273 m ²
Max. Building Height	21mPD ⁺⁺
Maximum Non-Domestic GFA⁺	2,400m ²
GFA Distribution	
- Retail / Dining	2,400m ²
- Total	2,400m ²

Notes:

⁺ Excluding the 25% GFA concession assumed for this Study.

^{*} The 38-storey tower includes 1 storey refuge floor and the 5-storey podium includes 1 storey for landscape deck.

⁺⁺ This reflects the building height of the existing structure which does not include rooftop structures / projection.

[#] Site A: Building footprint including proposed walkway structures within Site A is of 4,043m² in area. The building footprint without proposed walkways is of 3,794m² in area while the tower footprint 2,700m².

[<] GFA for underground carpark and covered public transport facilities at-grade and GFA under MTR Lot 1 RP are excluded from the plot ratio calculation, which are subject to Building Authority's approval.

3.4.2.3 About 12,601m² of retail/dining spaces would be generated on the five podium floors (including the landscape deck) and two basement floors, whereas about 2,400m² of retail/dining spaces would be provided at Queensway Walkway. Grade A office use would be provided at the office tower of 38 floors (including a refuge floor) with a GFA of about 80,105m². Detailed GFA breakdown of Site A is provided at **Table 3.2** below.

Table 3.2 Detailed GFA Breakdown of Site A

Programme	Locations		GFA (m ²)
Office	Tower	38 floors (including a refuge floor)	80,105
Retail / Dining	Podium	Landscape Deck	940
		UG3	2,180
		UG2	2,580
		UG1	2,865
		Ground Floor	710
	Basement	LG1	1,670
		LG2	1,656
RCP			594
Total			93,300

3.4.2.4 Perspective views and sections of the overall development are provided at **Figures 3.4 to 3.6**.

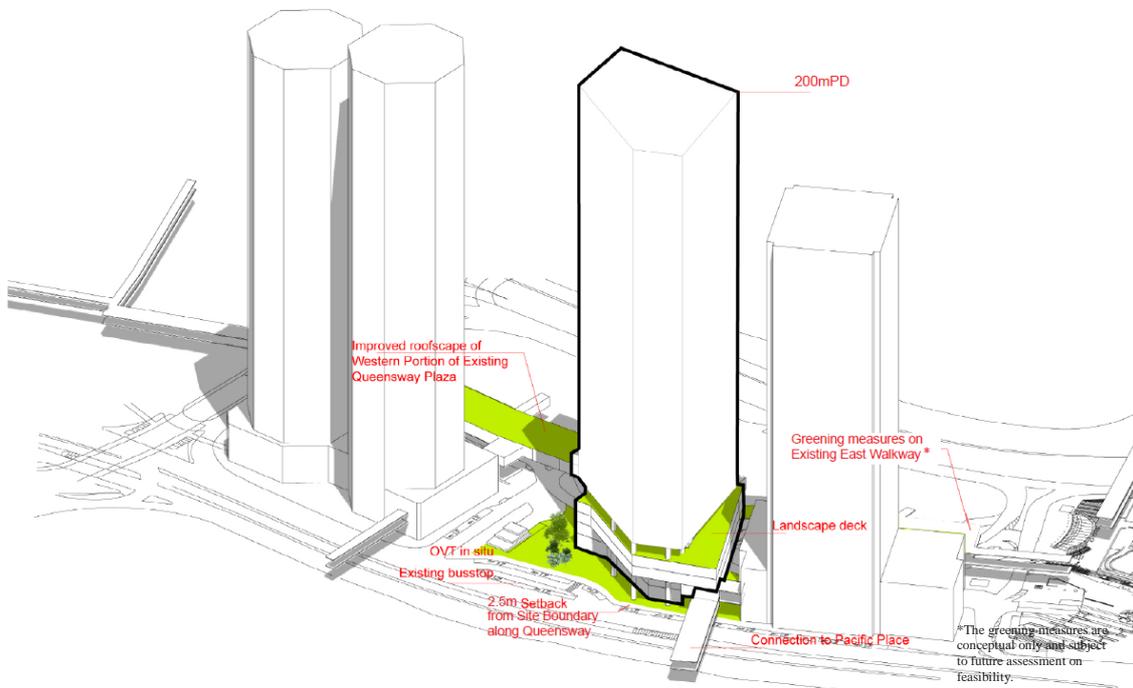


Figure 3.4 RDS - Perspective View from South

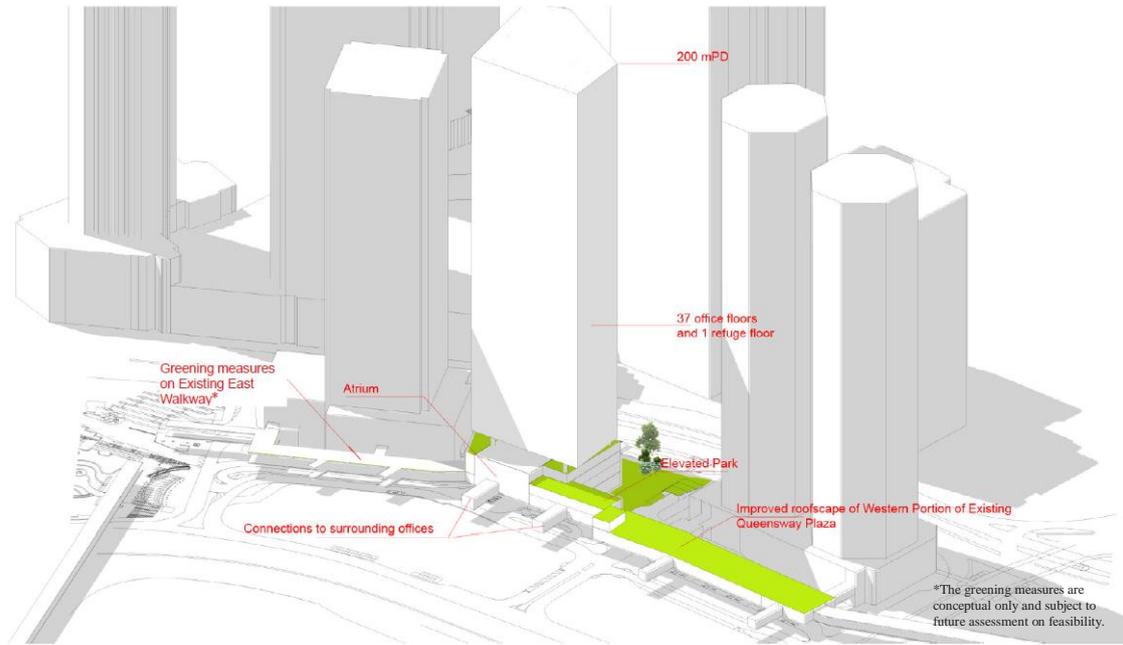


Figure 3.5 RDS - Perspective View from North

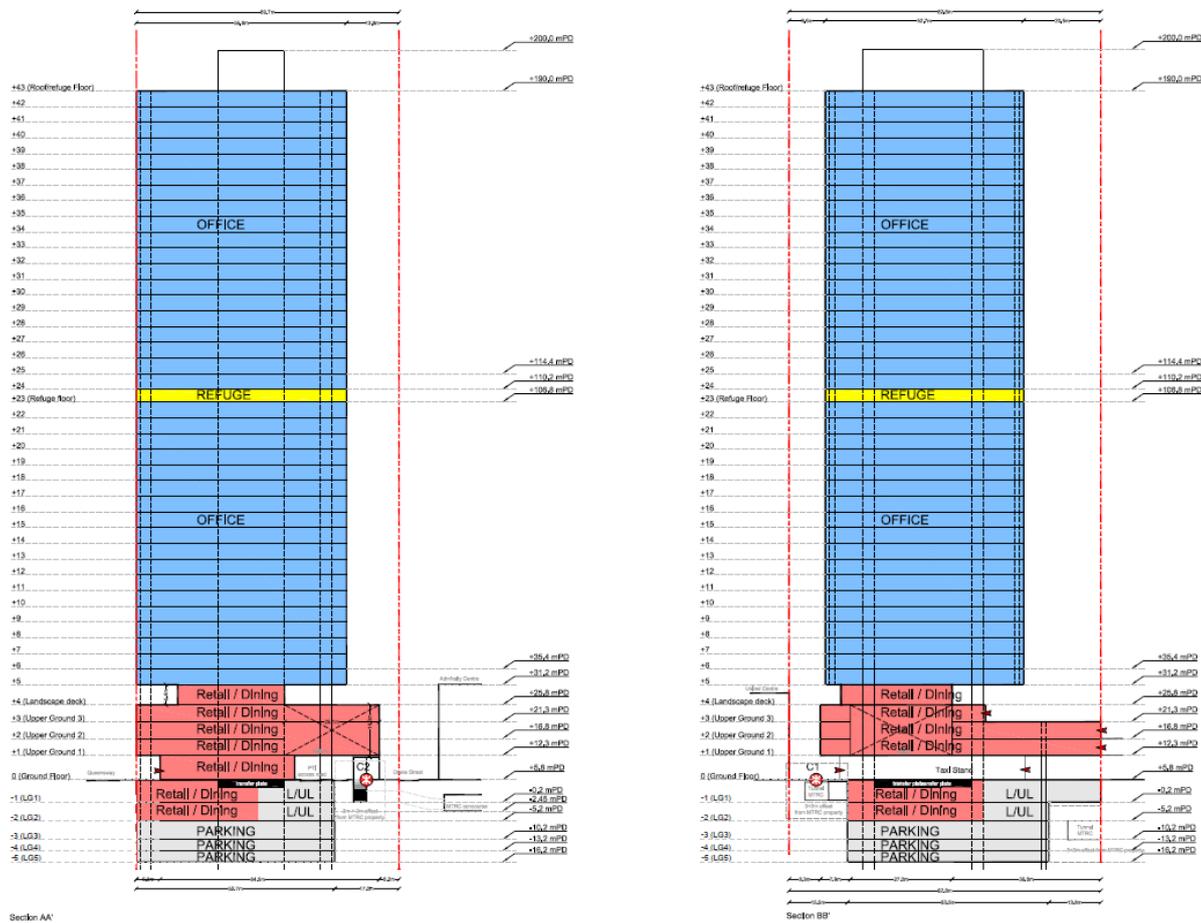


Figure 3.6 RDS - Sections

3.5 Key Design Features

3.5.1 Ground Floor Enhancement

3.5.1.1 The following urban design measures have been adopted to enhance the ground floor environment of the Study Site. The ground floor plan is provided at **Figure 3.7**.

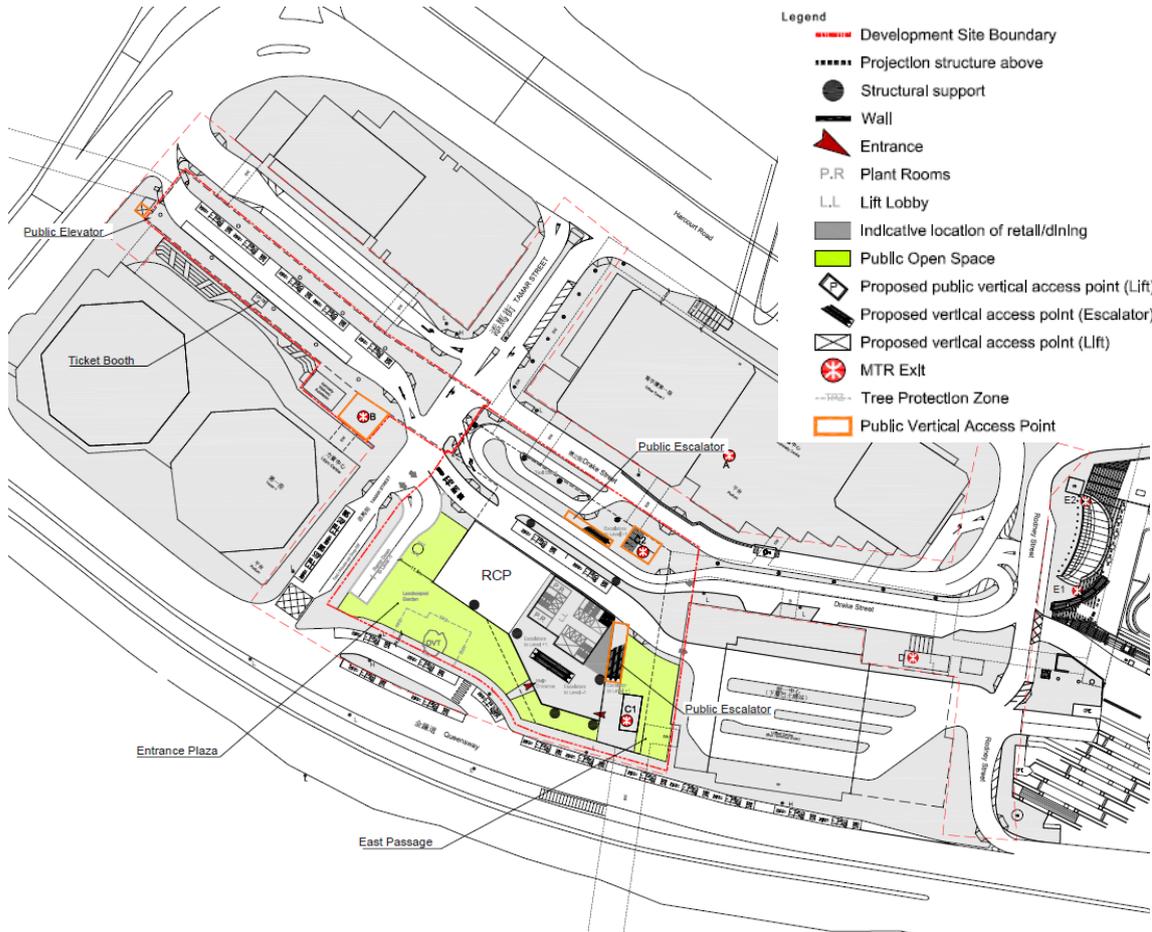


Figure 3.7 Ground Floor Plan

3.5.1.2 **Reprovision of Refuse Collection Point:** The RCP currently located close to the United Centre is recommended to be reprovisioned on ground floor within the proposed commercial podium. The reprovisioned RCP is expected to be aesthetically designed and equipped with appropriate odour control and ventilation systems to minimise nuisance to the public.

3.5.1.3 **Provision of Ground Floor Public Open Space and Preservation of OVT and Surrounding Trees:** Opportunities is taken to integrate the in-situ preserved trees with a 12m to 15m-wide entrance plaza fronting the proposed development along Tamar Street. This public open space, of about 1,200m², aligns also with the view corridor looking from Tamar Park towards the Victoria Peak. A second open space is proposed along the edge facing United Centre. This space is proposed to be widened into a

15m to 20m-wide open space of about 400m², partially covered and providing both sitting-out area and circulation space.

- 3.5.1.4 ***Rationalisation of Pedestrian Routes:*** The design measures above provide opportunities to rationalise two proposed pedestrian circulation routes. The first route aligns with the larger open space along Tamar Street while the second with the other open space facing United Centre.
- 3.5.1.5 ***Provision of Setback along Queensway:*** Apart from proposing open space along the western and eastern edges of Site A, setback at the first podium level is also proposed along Queensway. Together with the pedestrian footpath, this provides scope for streetscape enhancement such as roadside planting and would create a more spacious area near the bus-stop areas along Queensway.

3.5.2 Podium and Building Design

- 3.5.2.1 ***Adoption of Green and Sustainable Building Design:*** The RDS has retained as much as possible the significant visual corridors through the site by means of building disposition and built form in order to enhance the visual permeability while serving as ventilation corridor. The RDS has also complied with the SBD Guidelines. Green building design elements have been included within the 25% GFA concession assumed.
- 3.5.2.2 ***Introduction of Chamfered Corner Profile:*** The building profile is configured on the horizontal plane, with a diagonal cut to the standard orthogonal office building footprint along the corner where the OVT is preserved. This allows a new façade to be established facing directly to Hong Kong Park and creates a wider spatial separation between the building and the Lippo Centre.
- 3.5.2.3 ***Integration of Public Space with Podium Design:*** A landscape deck is provided on the commercial podium which could be used for shop and services like restaurants, kiosk, etc. Moreover, an ‘elevated plaza’ in the form of an enclosed atrium is also specially designed within the podium facing Drake Street and connected directly to the elevated walkway system. With a high ceiling, it would create spaciousness to cater for social interaction and cultural events. It would also serve as a focal point at the intersection of pedestrian routes. An ‘elevated park’ is also provided on the podium deck with direct connection to the rooftop garden above Queensway Walkway.

3.5.3 Enhancement of Queensway Walkway and Other Design Proposals

- 3.5.3.1 Design proposals for the enhancement of Queensway Walkway as well as other design proposals involving area beyond the development site have also been identified.
- 3.5.3.2 ***Enhancement of Queensway Walkway:*** At present, the external appearance of the façade suffers from maintenance issues related to material weathering. Improvements to the external appearance of Queensway Walkway (including the ESS and staircase above MTR Exit B) should thus focus on the appropriate surface maintenance and should be related with the final architectural definition of the new development so that the existing structure

complements the new façade pattern and improves integration with the building.

3.5.3.3 **Provision of Roof-top Garden above Queensway Walkway:** It would also be necessary to upgrade the roof-top open space on Queensway Walkway to create a continuous open space link between the proposed development and the existing commercial developments towards Central.

3.5.3.4 **Provision of New Footbridge connecting with Tamar Footbridge:** It is the Government's vision to enhance the Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset. In view of the lack of direct connection with the waterfront promenade from Queensway Plaza, a potential elevated link between the Proposed Development and Tamar Footbridge has therefore been explored.

3.5.4 Other Existing Facilities

3.5.4.1 **Public Open Space:** With the Admiralty Garden occupying almost two-third of Site A where major redevelopment would take place, it is inevitable that the existing public open space would have to be re-provisioned. **Table 3.3** below summarises the proposed provision of public open space.

Table 3.3 Comparison of Existing and Proposed Public Open Space

Location		Existing (m ²)	Proposed (m ²)
Site A	At-grade	1,700*	1,600
	Deck Level	1,700 ⁺	500
Site B	Deck Level	1,900	1,900
TOTAL		5,300	4,000 [^]

*According to the boundary of an area zoned "Open Space" on the approved Central District OZP No. S/H4/14, the area of Admiralty Garden is 2,045m². However, as advised by LCSD, area of Admiralty Garden is about 1,700m² subject to on-site verification.

⁺The roof of the current Queensway Plaza within Site A is accessible and approximately 1,700m² can be regarded as open space.

[^]Whilst the re-provisioning of public open space may not be equivalent to the existing amount of POS in terms of GFA, it is an improvement in terms of quality.

3.5.4.2 **Refuse Collection Point:** The existing RCP is to be re-provisioned within the proposed commercial podium with a size of 594m² as per the standard requirements stipulated in the Hong Kong Planning Standards and Guidelines. The new RCP is expected to be aesthetically designed and equipped with appropriate odour control and ventilation systems to minimise nuisance to the public.

3.5.4.3 **Taxi Stand:** The current taxi stand located along Drake Street would be retained on ground floor.

3.5.4.4 **Public Transport Interchange:** The Admiralty West PTI located beneath Queensway Plaza and Admiralty East PTI located beyond the development site would be retained. There are also two other public transport termini located at Tamar Street and Drake Street including GMB routes. They will remain at grade without being affected by the proposed development. The bus stops along Queensway would also be retained.

- 3.5.4.5 **Newspaper Stand:** The current newspaper stand located outside MTR Station Exit C1 would be remained.

3.6 Sustainable and Green Building Design

- 3.6.1.1 The following are the potential green building measures to further reduce energy consumption:

Active Design Strategies

- Energy efficient lighting system such as optimization of the use of natural daylight and task lighting;
- Energy efficient ventilation system such as hybrid ventilation (combination of natural and mechanical ventilation), demand control ventilation and low energy fans;
- Energy efficient air-conditioning system such as heat recovery, air-side free cooling, equipment with variable speed drives, high efficient chillers;
- High efficiency lifts and escalators; and
- Smart metering and control.

Passive Design Strategies

- 3.6.1.2 Apart from active strategies, buildings shall be designed to utilise natural resources. For instance, natural ventilation shall be adopted in mild seasons by way of having openings on facades along breezeways; and north-facing façade shall have large windows to enhance daylight penetration. Such passive measures are most cost-effective to reduce energy consumption and shall be adopted as far as possible.

Green Building Certification

- 3.6.1.3 In order to ensure implementation of green building measures, the new building should be required to achieve at least provisional Gold rating under the Building Environmental Assessment Method (BEAM) Plus and/or the Leadership in Energy Environmental Design (LEED) certification equivalent.

3.7 Landscape Design

3.7.1.1 The design maximizes the green coverage to help soften the hard edges of the building form and creates an elevated open space network extending to multiple layers.



Figure 3.8 Multiple Layers of Greening

3.7.1.2 The landscape design of the site will form the crux of the district landscape system, serving as a ‘Green Link’ to connect with the nearby regional and local green spaces, including the Tamar Park, Hong Kong Park, Harcourt Garden and Chater Garden in the north, south, east and west respectively.

3.7.2 Landscape Design Features

3.7.2.1 **Entrance Plaza:** A public open space will be provided at the street level. The design will be integrated with the existing OVT and other mature trees in-situ to enhance the pedestrian environment, and will also facilitate pedestrian access Queensway and Drake Street to the entrance of the building.



Figure 3.9 Entrance Plaza

3.7.2.2 **Drake Street, Tamar Street and Rodney Street:** General improvement measures, such as low growing planting that allows maximum visibility underneath the existing and proposed development, and roadside tree planting wherever there is adequate space, would assist orientation and provide additional shading along the pedestrian routes. For instance, consideration can be given to enhance the outer periphery of the taxi stand on Drake Street with landscaping when opportunities arise.



Figure 3.10 MTR Exit C2

3.7.2.3 **East Passage:** Along the eastern side of the site, a landscaped pedestrian corridor connecting Queensway and Drake Street will be designed with seating areas and direct accesses to the MTR. The area, which falls partly under the new building’s podium cantilever and edged by United Centre to the east is envisioned as a landscape corridor with seating provisions and an autonomous paved surface design that accentuates the pedestrian routing.



Figure 3.11 East Passage

- 3.7.2.4 **Elevated Park and Rooftop Garden above Queensway Walkway:** The ‘Elevated Park’ is proposed which stretches from the podium roof of the proposed commercial building to the roof-top of Queensway Walkway.



Figure 3.12 Elevated Park and Rooftop Garden above Queensway Walkway

- 3.7.2.5 **East Walkway:** Greening enhancements are proposed at the main elevated walkway level to complement the ‘Green Link’ concept. Subject to future assessment on feasibility and when opportunity arises, greening enhancements may include low growing planting in removable planters at the main elevated walkway level.

- 3.7.2.6 **Landscape Deck:** A landscape deck is provided on the podium. It will encompass a refreshment area connected to the service core, allowing views over Queensway.



Figure 3.13 Landscape Deck

- 3.7.2.7 **Atrium:** At the level of the elevated walkway system, an indoor atrium will be placed where horizontal and vertical pedestrian routes converge to create a visual focus and a venue for social interaction and cultural events.



Figure 3.14 Atrium

- 3.7.2.8 **Tree Preservation:** Regarding the impact to existing trees, one OVT is proposed to be retained. Seven trees are identified to be rare and precious plant species. Together with three other trees, the health conditions of which are fair/good, the twelve trees are proposed to be retained in-situ.
- 3.7.2.9 **Trees to be Transplanted:** Seven trees that are considered to be in good or fair health and tree form conditions have medium to high amenity value and have high survival rate after transplanting are proposed to be transplanted in-situ.
- 3.7.2.10 **Trees to be Felled:** A total of 27 nos. of trees are proposed to be felled due to conflicting with the proposed development layout and the low survival rate after transplanting.

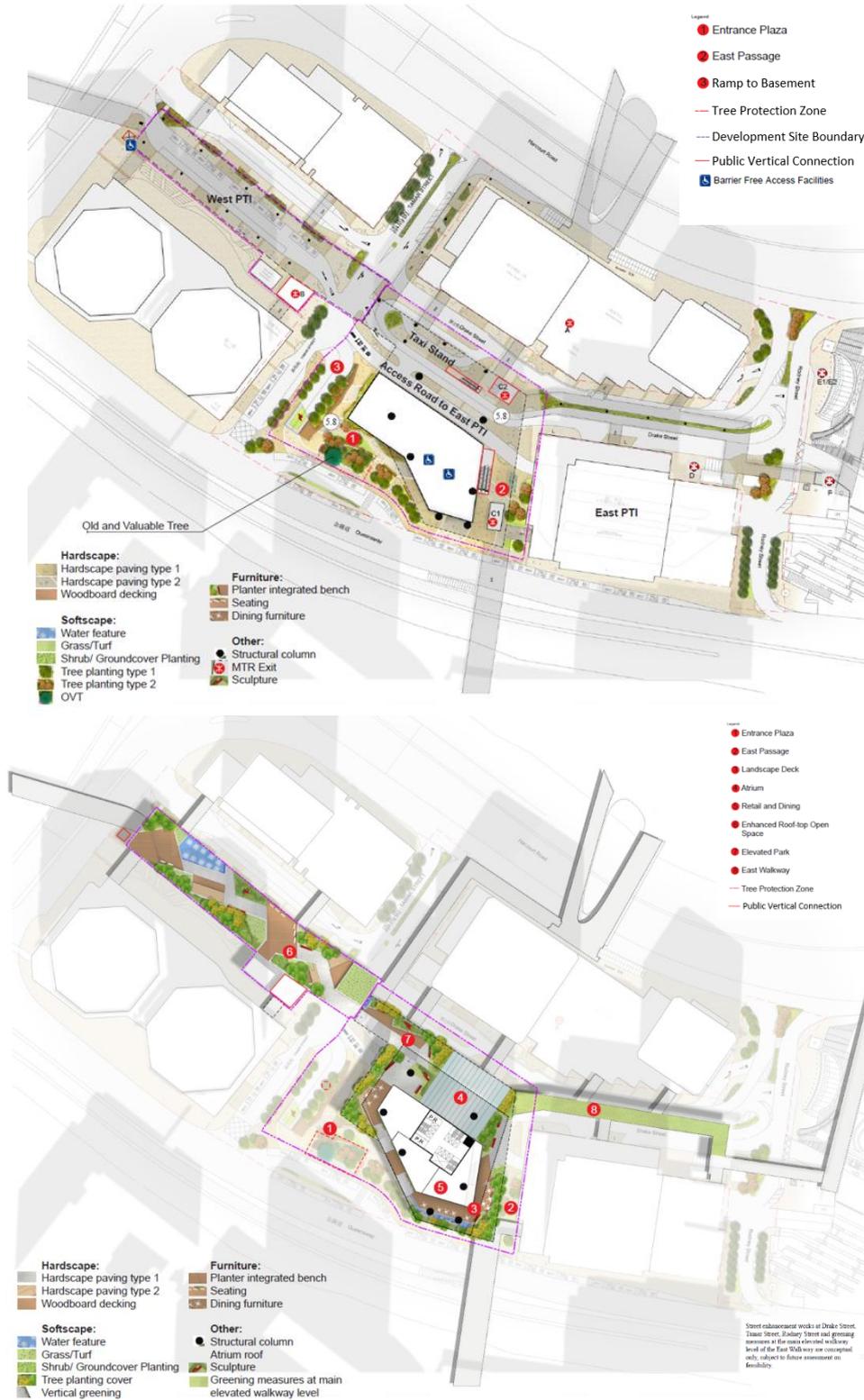


Figure 3.15 Overall Landscape Plan of Ground Floor (above) and Podium (below)

3.7.3 Greening and Public Open Space Parameters

3.7.3.1 **Table 3.4** shows the distribution of public open space on site.

Table 3.4 Public Open Space Distribution

	Area (m ²)
At Grade Public Open Space	1,600
- Entrance Plaza	1,200
- East Passage	400
- Along Drake Street	Nil (not regarded as public open space)
Public Open Space at Other Levels	2,400
- Elevated Park	500
- Elevated Plaza (Atrium)	Nil (not regarded as public open space)
- Rooftop Garden on Queensway Walkway	1,900
TOTAL Public Open Space	4,000

3.8 Pedestrian Circulation

3.8.1 Connectivity within the RDS

Ground Floor Circulation

3.8.1.1 The development is proposed to be set back from Queensway and Tamar Street thus allowing space for 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 corridor with an autonomous paved surface design that accentuates pedestrian routing and provides seating to passers-by.

Elevated Walkway System

3.8.1.2 A direct access to MTR station from the development is 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.

3.8.1.3 Moreover, a potential elevated link between the proposed development and Tamar Footbridge has been explored. Subject to detailed design and further study, the proposed footbridge would allow a direct level connection of the existing footbridge network to the harbourfront area via the Tamar footbridge and the Tamar Park, bringing people to the harbourfront. From the harbourfront enhancement perspective, the footbridge would serve as an important connection from the hinterland to the harbourfront area.

Direct Linkage with MTR Station

3.8.1.4 While existing MTR station exits and entrances would be remained, a new direct pedestrian connection with barrier free access from the MTR station concourse to basement retail floor is proposed and the future developer is

encouraged to provide an additional pedestrian connection with the MTR passageway leading to MTR Exits C1/C2.

Vertical Access

3.8.1.5 An escalator outside MTR Exit C1 connects the ‘elevated plaza’ and the ground level. There is also a planned lift to be provided at the pedestrian footpath near the junction of Cotton Tree Drive and Drake Street by Highways Department. Possible extension of the planned lift could be further explored to provide direct connection to also the rooftop garden above Queensway Walkway.

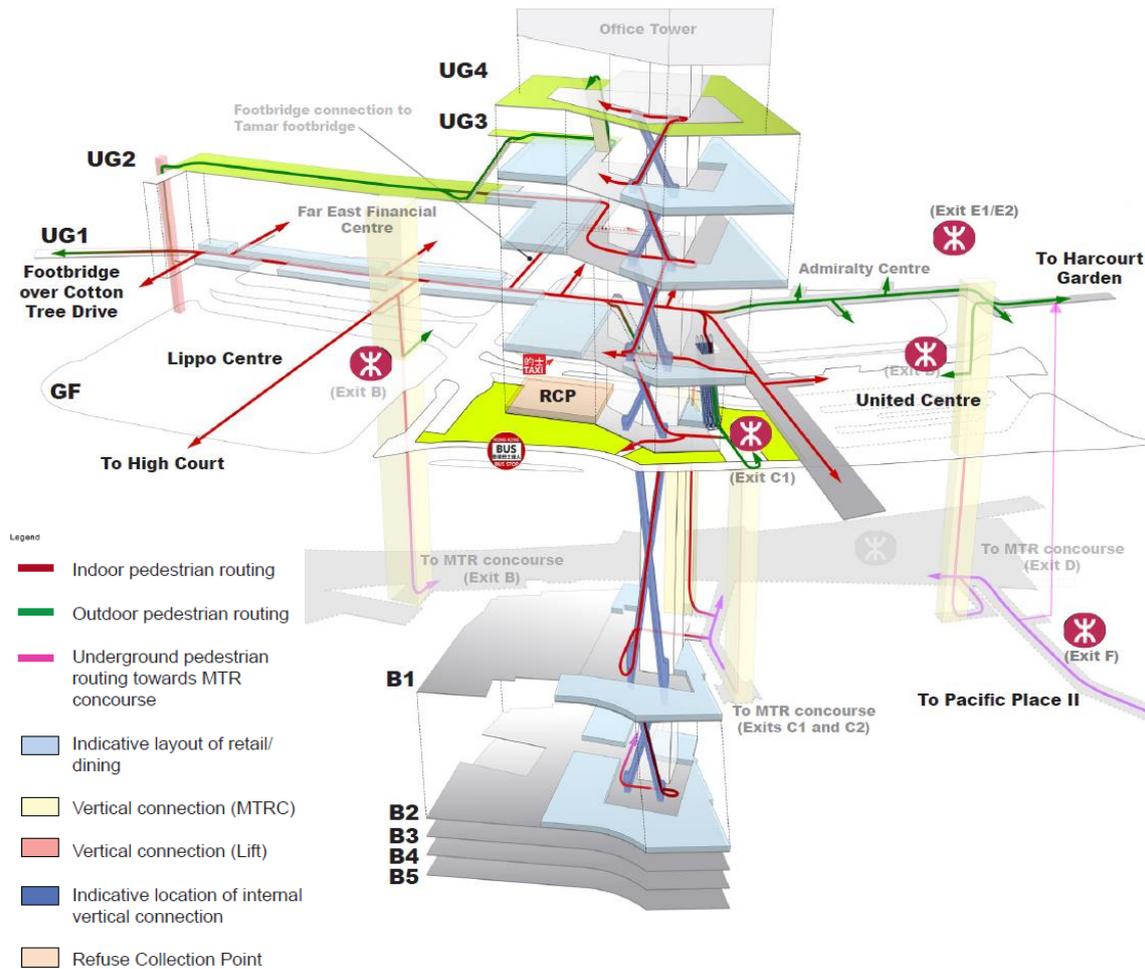


Figure 3.16 Overall Pedestrian Connection

3.8.2 Connectivity with the Wider Area

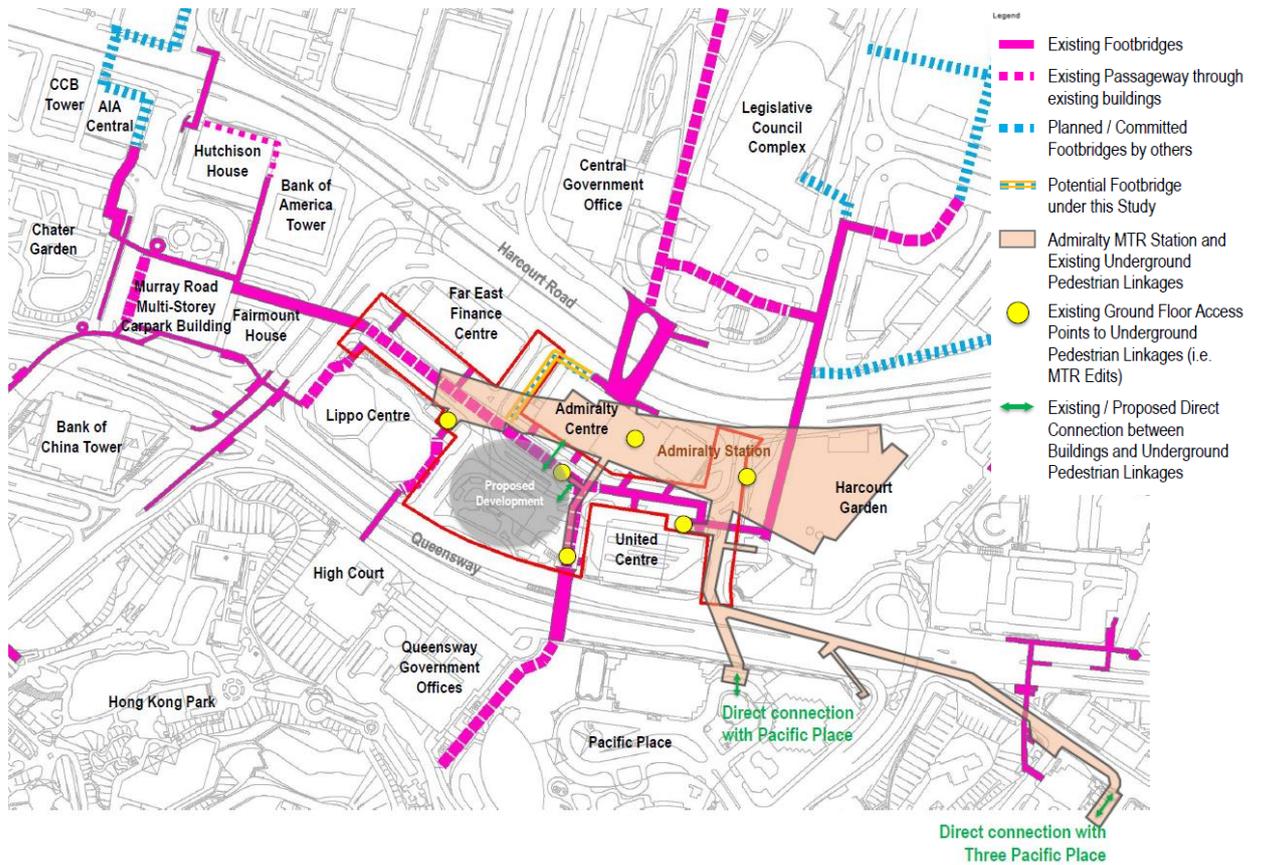


Figure 3.17 Pedestrian Network in the Immediate Surroundings

3.8.2.1 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 East Walkway, which would then lead the way to the elevated footbridge across the future Harcourt Garden landscape deck towards CITIC Tower and the Central Harbourfront;
- 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;
- 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; and
- To the north, Queensway Plaza is directly connected with Admiralty Centre through existing footbridges. A linkage through the proposed development and existing Tamar Footbridge has been explored. This would allow direct pedestrian access from the harbourfront to the hinterland.

3.8.2.2 Meanwhile, underground pedestrian connection accommodates mainly passenger coming from the MTR Station. There is currently an existing underground connection between Admiralty MTR Station to Pacific Place, and further to Three Pacific Place near Wan Chai (**Figure 3.17**).

3.8.2.3 The proposed new underground connection(s) to MTR station concourse, and possibly to MTR passageway leading to MTR Exit C1/C2, are recommended to be provided by the future developer(s).

3.9 Traffic Arrangement

3.9.1 Vehicular Circulation and Public Transport Facilities

3.9.1.1 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.

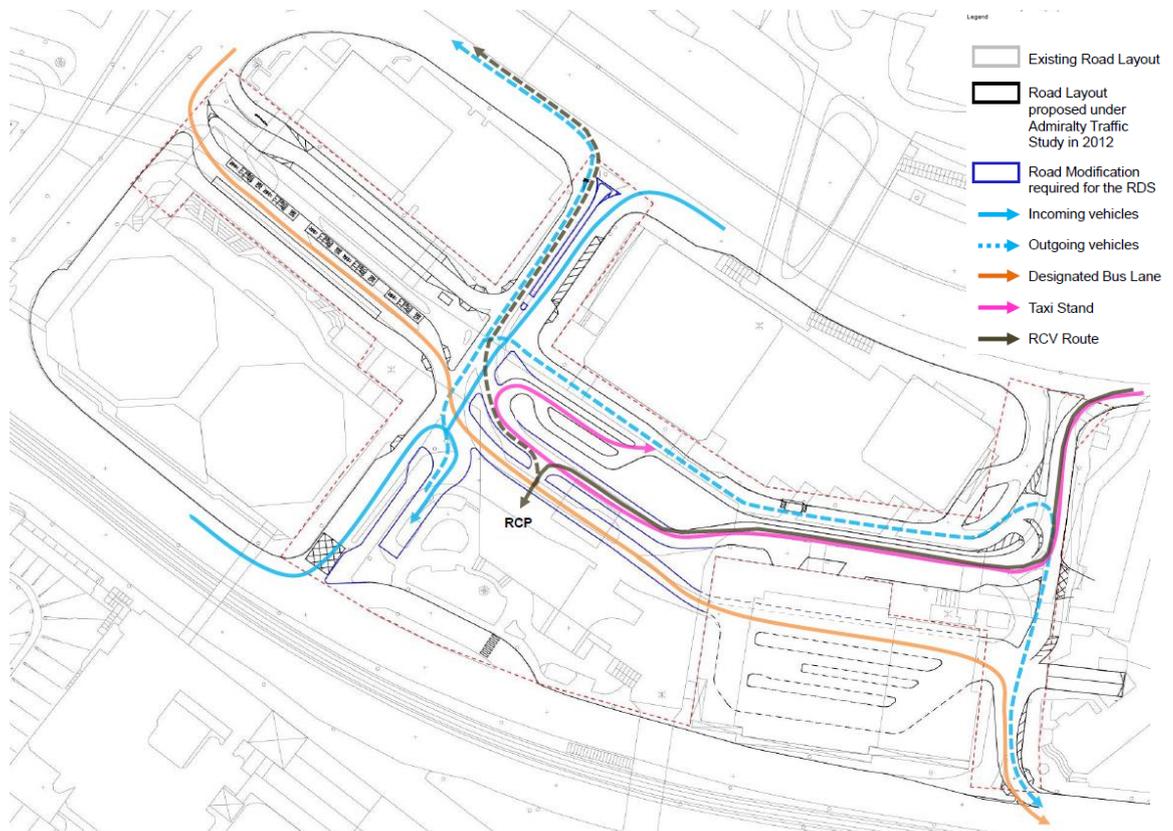


Figure 3.18 Traffic Layout Plan

Vehicular Access of the Proposed Development

3.9.1.2 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.

- 3.9.1.3 On departure, vehicles are expected to leave the proposed development through Tamar Street and onto Harcourt Road westbound. Alternatively, 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. The traffic layout plan is provided at **Figure 3.18**.

Taxi Stand

- 3.9.1.4 The current taxi stand at ground floor would be remained. Taxis 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)

- 3.9.1.5 Both Admiralty East and West PTIs are to be retained. As Drake Street is the only access to both PTIs, it is maintained and be recommended to become a bus-designated lane. There are also two other public transport termini located at Tamar Street and Drake Street including GMB routes. They are maintained at-grade level without affecting by the proposed development. The bus stops along Queensway will also remain.

3.9.2 Carparking Provision

- 3.9.2.1 Car parking space would be provided at the basement levels 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 to LG3 as well as private vehicles accessing the underground car park. A drop-off area is also provided along Tamar Street.

4 TECHNICAL ASSESSMENTS

- 4.1.1.1 Technical assessments on various aspects, including traffic and transport, landscape, visual, air ventilation, structural engineering, drainage and sewage, water supply and utilities, air quality, archaeology and sustainability were conducted to ascertain the feasibility of the RDS. All the assessments conclude that the proposed development, with incorporation of appropriate mitigation measures, is technically feasible without any insurmountable problems.

5 IMPLEMENTATION

5.1 Implementation Programme

- 5.1.1.1 To take forward the findings and recommendations of the Planning and Design Study, zoning amendments to the Central District OZP were gazetted on 11 December 2015, amongst others, to rezone the core development site (i.e. Site A) from an area shown as 'Road' and "Open Space" ("O") to "Commercial (4)" ("C(4)") and the retained Queensway Walkway (i.e. Site B) from an area shown as 'Road' and "Commercial" ("C") to "Other Specified Uses" ("OU") annotated "Elevated Walkway cum Retail Uses" in accordance with the provisions under the Town Planning Ordinance (Cap. 131).
- 5.1.1.2 In view of the required road works to facilitate the redevelopment, road gazettal under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) would be required. The gazette period under Roads (Works, Use and Compensation) Ordinance will take around 9 months to 18 months, and shall be undertaken by Lands Department with the assistance of TD/Highways Department. Besides, LCSD has to de-gazette the Admiralty Garden under the Public Health and Municipal Service Ordinance (Cap. 132).
- 5.1.1.3 Meanwhile, the current tenancy of Queensway Plaza lasts until January 2019. Temporary reprovisioning of the RCP in-situ would be arranged based on the minimum site requirement for refuse collection point prior to closure of the existing RCP. An indicative implementation programme are provided at **Figure 5.1**. Planning and Design Brief is formulated to guide the future redevelopment.

5.2 Construction, Maintenance and Management Responsibilities

- 5.2.1.1 The Site is expected to be released for land sale. The future developer(s) are expected to demolish the existing structure, and construct, maintain and manage the proposed development including the required public open space at their own cost, as well as the enhancement, maintenance and management of Queensway Walkway (including the ESS and the staircase from MTR Exit B to Queensway Walkway). The future developer(s) should also be responsible for the disconnection and reconnection to existing elevated footbridges, as well as all required temporary traffic and pedestrian measures as induced by the development.
- 5.2.1.2 In addition, the future developer(s) would be required to provide public facilities within and beyond the Site, including but not limited to, the re-provided RCP, pedestrian footbridge and public open space.

Table 5.1 Proposed Construction, Maintenance and Management Responsibilities of Public Facilities within Site A and Site B

Facilities	Current Management and Maintenance Party	Proposed Construction Party	Proposed Management and Maintenance Responsibilities
Public Open Space within the Site	Admiralty Garden – LCSD Roof-top garden on Queensway Plaza – GPA	Future developer(s)	Future developer(s)
Temporary RCP to be provided in-situ	---	Future Developer (s)	Future developer(s) should handover to FEHD for maintenance and management upon completion
Permanent RCP to be reprovided within the site	FEHD	Future developer(s)	Future developer(s) should handover to FEHD for maintenance and management upon completion
Taxi Stand	HyD / TD	Future developer(s) should construct and re-instate the taxi stand should temporary modification be required	HyD / TD
Road Modification Works and associated landscape works near junction of Queensway and Tamar Street	HyD / TD Roadside planters near junction of Queensway and Tamar Street – HyD/ LCSD	Future developer(s)	Future developer(s) should handover to HyD / TD/ LCSD for maintenance and management upon completion
Temporary Traffic Measures	---	Future developer(s)	Future developer(s) should remove all temporary footbridges and re-instate road works upon completion of the development
Footbridge extension and connection to existing footbridges	Link Bridges to Admiralty Centre and United Centre – Respective lot owners Public footbridge - HyD/ TD	Future developer(s)	Future developer(s)

6 CONCLUSION AND WAY FORWARD

- 6.1.1.1 Development at the Study Site will improve the provision of office and commercial floor space in the Central/Admiralty area. It also continues to serve as the transportation hub location that connects Wan Chai area and Central area for pedestrian connection. Multiple transportation modes will continue to serve the area and ease the commuting of passengers to and from the Site. The redevelopment offers an opportunity to enhance the open space provision and public realm of the area. With the implementation strategy, minimum impact to existing facilities are anticipated during and after the construction.