

TOWN PLANNING BOARD

TPB Paper No. 9820

**For Consideration by the
Town Planning Board on 9.1.2015**

**Planning and Design Study on the Redevelopment of
Queensway Plaza, Admiralty – Feasibility Study
Recommended Development Scheme**

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Queensway Plaza, Admiralty – Feasibility Study**

Recommended Development Scheme

PURPOSE

This paper seeks Members' views on the Recommended Development Scheme ('RDS') formulated under 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 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. The findings and recommendations of the Study will serve as a basis for subsequent Outline Zoning Plan ('OZP') amendment and land disposal. The Study is tentatively scheduled for completion in mid-2015.

STUDY SITE AND STUDY AREA

3. The Study Site, with a site area of about 1.97 hectare, is bounded by Harcourt Road, Cotton Tree Drive, Queensway and Harcourt Garden at which the future South Island Line (East) ('SIL(E)') and Shatin to Central Link ('SCL') Admiralty Station will be located. It primarily covers Queensway Plaza and its adjoining Government land encompassing Drake Street, Tamar Street, Rodney Street and Admiralty Garden (**Plan 1**). The majority of the Study Site is designated as 'Road', with a small portion zoned

“Open Space” on the Approved Central District OZP No. S/H4/14. Adjoining the Study Site are a few commercial developments, including Far East Finance Centre, Lippo Centre, Admiralty Centre, United Centre and Pacific Place, which are zoned “Commercial” on the same OZP. A wider area within a distance of 400m in radius of the Study Site is delineated as the Study Area including the surrounding commercial and government uses in Central and Wan Chai with a view to examining the possibility for enhancement of pedestrian connectivity with the adjacent developments and the overall public realm (**Plan 2**).

OPPORTUNITIES AND CONSTRAINTS

4. The Study Site is situated within the Central Business District (‘CBD’) of Hong Kong, which is a popular destination of choice for many business establishments, high-end retailers and hotel operators. The timely redevelopment of the Study Site not only offers a rare opportunity to meet the strong market demand for Grade A office floorspace, it would also create synergies and reinforce the transportation hub function of Admiralty in view of the imminent completion of the SIL(E) and SCL in the coming years. The projected increase in footfall from the two forthcoming railway lines also warrants the need to upgrade the quality and quantity of the pedestrian linkages and existing public realm to a level that befits its central location. At a more local level, the proposed redevelopment could allow for the integration of the re-provisioned public open space (‘POS’) within the main pedestrian flow and with other nearby POS, thus enhancing their overall usability. Careful disposition of the future development could also help preserve existing view corridors to allow uninterrupted views to and from the harbourfront and the green hilly backdrop of Victoria Peak (**Plan 3**).

5. The Study Site is also constrained by various factors which would influence the design and development potential of the redevelopment. In terms of structural constraints, about 30% of the Study Site is occupied by the MTR station box and its associated facilities, which would impose constraints on the use of spaces directly above and adjoining them (**Plan 4**). Redevelopment at the Study Site is also subject to ridgeline preservation consideration in accordance with the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines. To preserve the ‘20% Building Free Zone’ of the ridgeline, the maximum building height of the proposed development should not exceed 203mPD (**Plan 3**). The presence of an Old and Valuable Tree (‘OVT’, Ref: LCSD CW/132) within the Study Site and the design considerations under the Sustainable Building Design (‘SBD’) Guidelines would also impact on the built form of the future development (**Plan 5**). The need to cater for the voluminous

pedestrian flow within the Study Site during and after the redevelopment, and the need to retain the existing Admiralty West Public Transport Interchange ('PTI') and safeguard the function of the ground level space for vehicular traffic (including ingress/egress for Admiralty East PTI, loading/unloading ('L/U') spaces for adjoining commercial developments, bus and green minibus stops, and taxi stand etc.) would also impact upon the eventual design (**Plan 5**). In terms of the traffic impact, the critical junction at Harcourt Road/ Cotton Tree Drive is nearing capacity, and could impose constraints on the development intensity and/or land use mix for the proposed redevelopment.

DEVELOPABLE AREA

6. In view of the aforementioned constraints and after thorough examination of the structural feasibility of development directly above the MTR station box in consultation with relevant bureaux/departments and the MTR Corporation Limited, the Study proposes to delineate the eastern portion of the Queensway Plaza (with a site area of 6,220m²) as the development site while the western portion, i.e. the existing walkway portion (with a gross floor area ('GFA') of about 2,100m²) will be retained with enhancement to its exterior and rooftop (**Plan 6**).

GUIDING PLANNING AND DESIGN PRINCIPLES

7. Taking into account the planning and site context, the following guiding planning and design principles were proposed in formulating the initial options:

Development Needs

- Optimise development potential taking into account site constraints
- Provision of mixed commercial uses, in particular Grade A office and possibly hotel spaces, to inject vitality to the CBD outside normal office working hours
- Utilization of the lower levels and underground spaces for retail/dining facilities
- Re-provisioning of existing public facilities including the POS, PTI arrangement, taxi stand, refuse collection point ('RCP'), and newspaper stand

Good Urban Design

- Respect the '20% Building Free Zone' and views to the ridgeline
- Integration with the surrounding urban context in terms of compatible built form/character and pedestrian connectivity

Sustainable Building Design

- Promote visual and air permeability through provision of visual and air ventilation corridors
- Respect the SBD Guidelines

Greening and Landscaping

- Provide quality public realm and landscape linkages with the surrounding parks and greenery
- Preservation of OVT during and after redevelopment
- Observe the requirement on site coverage of greenery

Integration and Connectivity

- Create a legible multi-level pedestrian network and enhance pedestrian mobility
- Enhance physical linkages and minimise impacts on current traffic arrangement
- Promote integration with Admiralty Station

FORMULATION OF INITIAL OPTIONS

8. Having regard to the guiding planning and design principles, two initial options have been formulated for the developable area (**Plans 7 and 8**). Option A consists of a composite Grade A office/ hotel (about 330 rooms) tower atop a four-storey retail/ dining podium with three levels of basement beneath. A generous landscaped entrance plaza will be created along Queensway to present the new development as well as to provide a suitable growing environment for the OVT, which would be preserved in-situ together with some of the adjoining vegetation. As a result of the at-grade open space arrangement, the podium and tower would be comparatively more slender, and a building height of 203mPD is required to accommodate the maximum permissible GFA. This option would respect the '20% Building Free Zone' but the building would be more visible from Victoria Harbour and beyond. A basement connection with the Admiralty Station passageway will be created to facilitate access between the development and Admiralty Station. The existing at-grade taxi stand would also be

retained in-situ.

9. Option B consists of a pure Grade A office tower atop a four-storey retail/dining podium with four levels of basement beneath. The provision of about 82,480m² of Grade A office floorspace will help meet the traditionally strong demand in the Central/Admiralty area where Grade A office vacancy rates (at 6.2%) are lower than the averages for Hong Kong Island (6.7%) and the territory (7.2%)¹. With the relocation of the OVT, a larger podium and tower is proposed to maximise the saleable floorspace per floor. Apart from respecting the '20% Building Free Zone', the tower with a building height of 185mPD would also be more in keeping with the stepped building height profile in the area. A sizeable landscaped elevated plaza is proposed on the main pedestrian walkway level connecting to the Admiralty Centre and the existing Queensway Plaza walkway as a focal point of activities. Under this option, the existing taxi stand would be re-provisioned at the basement of the commercial tower so as to enhance the at-grade pedestrian environment. Two basement connection points, with one directly linking to the Admiralty Station concourse and another connecting to the Admiralty Station passageway, will be created to channel footfall to the development as well as to promote better barrier-free connection between the MTR station and the ground/walkway level of the Study Site.

10. Both options will attain the maximum permissible non-domestic plot ratio of 15 (i.e. a GFA of 93,300m²). Other common features of the two options include (i) a multi-level terraced podium garden providing legible access between the various levels of the podium; (ii) a green landscaped 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 re-provisioned landscaped pedestrian walkway along the eastern side of Drake Street; (iii) re-provisioning of all existing public facilities within the Study Site; and (iv) enhancement of the exterior and rooftop of the preserved Queensway Plaza walkway. A comparison of the development parameters of the initial options is at **Appendix 1**.

OVERALL ASSESSMENT OF INITIAL OPTIONS

11. There are respective merits in both Options A and B. Option A would help meet the strong demand for high-tariff hotels in the Central/Admiralty area with a 330-room hotel, which would also inject vibrancy to the area after normal office

¹ From the Rating and Valuation Department 'Hong Kong Property Review 2014'

working hours. The building in a more slender form will not only allow a wider building separation with the adjacent Lippo Centre and facilitates wind flow, but will also provide a generous at-grade entrance plaza which would significantly enhance the at-grade pedestrian environment with potential benefits to the nearby bus users. The preservation of the OVT in-situ at the centre of the entrance plaza is one of the major merits of Option A and would be more acceptable to stakeholders. With a taller built form, the tower would be more visible from Victoria Harbour and beyond, which would likely enhance the overall marketability of the scheme. In terms of open space provision, Option A would provide a POS of about 2,820m² which is 530m² larger than the POS in Option B (about 2,290m²).

12. In contrast, Option B would have a larger tower floorplate, which will be more in line with market demand for large floorplate Grade A office buildings and would be a major boost to the acute supply in the CBD, where demand for such floor spaces remains strong. The featured outdoor elevated plaza would complement the main pedestrian flow and could potentially function as a focal point of activities where higher public patronage is expected. Transplanting the OVT in Option B may have implication on its health though protective measures could be further considered at detailed design stage to enhance its survival rate. With an additional basement level, Option B also has the benefit of creating a direct and barrier-free access connection between the Admiralty Station concourse and the future development. The lower building height would also better preserve the '20% Building Free Zone' as well as complement the stepped building height profile of the area. The open space provision in Option B is greater than the existing Admiralty Garden (about 1,700m²).

RECOMMENDED DEVELOPMENT SCHEME ('RDS')

13. Given the above evaluation, a RDS has been formulated based on a combination of the respective merits in both initial options. The RDS proposes the development of a commercial tower (suitable for both Grade A office and hotel uses cum dining facilities) atop a four-storey retail/dining podium with four levels of basement beneath (**Plans 9a-d**). The RDS would achieve the maximum permissible plot ratio of 15, i.e. a non-domestic GFA of 93,300m². A summary of the development parameters of the RDS is at **Table 1** below.

Table 1: Development Parameters of the RDS

	Recommended Development Scheme
Site Area (m²)	6,220
Non-domestic PR	15
Non-domestic GFA (m²)	93,300
Building Height (Storeys) (mPD)	50 storeys 203mPD
Land Uses (Tower)	Grade A office/hotel/dining facilities
(Podium Floors)	Retail/dining facilities, elevated landscaped plaza, terraced gardens, refuse collection point (G/F), tower lobby
(Basements)	Retail/dining facilities, loading/unloading ('L/U') area, car park
Public Open Space (m²) (Ground Level) (Other Levels)	Total 3,145 1,370 1,775
Car Parking Spaces	In line with the requirements under Hong Kong Planning Standards and Guidelines
Treatment of OVT	OVT retained in-situ
Treatment of Taxi Stand	At-grade taxi stand retained in-situ

Key Design Components

14. The key design components of the RDS are outlined as follows:
- (a) ***Building Design and Height*** – The RDS adopts a chamfered tower form to increase visibility and openness to Queensway and Hong Kong Park. A terraced garden on the western side of the podium will be provided. This, together with a setback of 4m for the first two floors on the diagonal side of the podium, will reduce the building mass fronting Queensway.
 - (b) ***Preservation of OVT and POS Arrangement*** – The OVT will be preserved in-situ with part of the Admiralty Garden re-provisioned at the same location creating a generous at-grade entrance plaza to present the

future development. The terraced garden will improve linkage between the at-grade POS and the podium level garden. An elevated landscaped plaza will be provided at the main walkway level, with the potential to act as a focal point of activities (**Plan 9a**). A landscape garden provided on top of the podium level will connect with the roof-top open space of the preserved Queensway Plaza walkway and of the elevated walkway along the eastern part of Drake Street to form a ‘green link’ serving as a publicly accessible open space connection between Harcourt Garden to the east and Chater Garden to the west.

- (c) ***Pedestrian Connectivity/ Streetscape Enhancement*** – Two basement connection points to Admiralty Station will be provided, with one at the second basement level connecting directly to the Admiralty Station concourse while another connection at the first basement level will connect with the passageway near MTR Exit C2. Facilities such as escalators and lifts would be provided for vertical connections between the MTR station, the development and the elevated walkway system. Enhancement to the north-south connection between the Study Site and the waterfront will be further explored at the next stage of the Study (**Plan 9b**). Streetscape enhancement measures have been recommended for the RDS throughout the Study Site, including the introduction of roadside planting, pavement widening, additional road crossing points and better signposting etc (**Plan 9c**).

- (d) ***Vehicular Circulation*** – Car park and L/U facilities for the development will be accommodated at the basement levels. The existing taxi stand is proposed to be retained at the ground level to facilitate better interchange by users between different modes of transport. All affected L/U facilities and minibus stops will be re-provisioned accordingly. Due to the lack of spaces available to consolidate the PTI facilities, the existing PTIs would be reconfigured at ground level by using Drake Street for bus circulation as recommended by the Admiralty Traffic Study² (**Plan 9d**). Further improvements to the PTI and the at-grade environment will be explored at the later stages of the Study. The existing Ocean Park ticket booth

² The Transport Department completed the ‘Traffic Study for Admiralty – Feasibility Study’ in 2012 which recommended that both PTIs be retained with modifications to the configuration of the Admiralty West PTI and the surrounding areas. Improvement schemes to optimise road layout were formulated to improve the traffic circulation around the PTIs on the assumption that the number of existing bus routes and green minibus routes would remain unchanged.

currently located at the West PTI would be retained.

- (e) ***Re-provisioning of Other Facilities*** – The newspaper stand, which is currently located near MTR Exit C1, will be re-provisioned at a nearby location within the Study Site. The RCP, which is currently located to the east of Admiralty Garden, will be re-provisioned at the ground level within the redevelopment (**Plan 9d**).

Enhancement of the Existing Queensway Plaza Walkway

15. Whilst the existing Queensway Plaza walkway is to be preserved, enhancement and maintenance measures e.g. improvement to its exterior, refurbishment of the PTI and upgrading of the roof-top open space are proposed and will be further developed at the next stage of the Study. All the proposed enhancement measures will be kept within the structural loading allowance of the existing Queensway Plaza walkway.

WAY FORWARD

16. Subject to the views received³, PlanD will incorporate any amendments on the RDS as appropriate and proceed to conduct further technical assessments on the RDS. Urban Design Plan, Master Layout Plan, Landscape Master Plan, floor plans, and physical block models etc. will be prepared alongside a planning and design brief, implementation strategy and programme to guide future rezoning and land disposal of the site. The Study's findings will be reported back to the Board in due course.

ADVICE SOUGHT

17. Members are invited to offer views on the RDS.

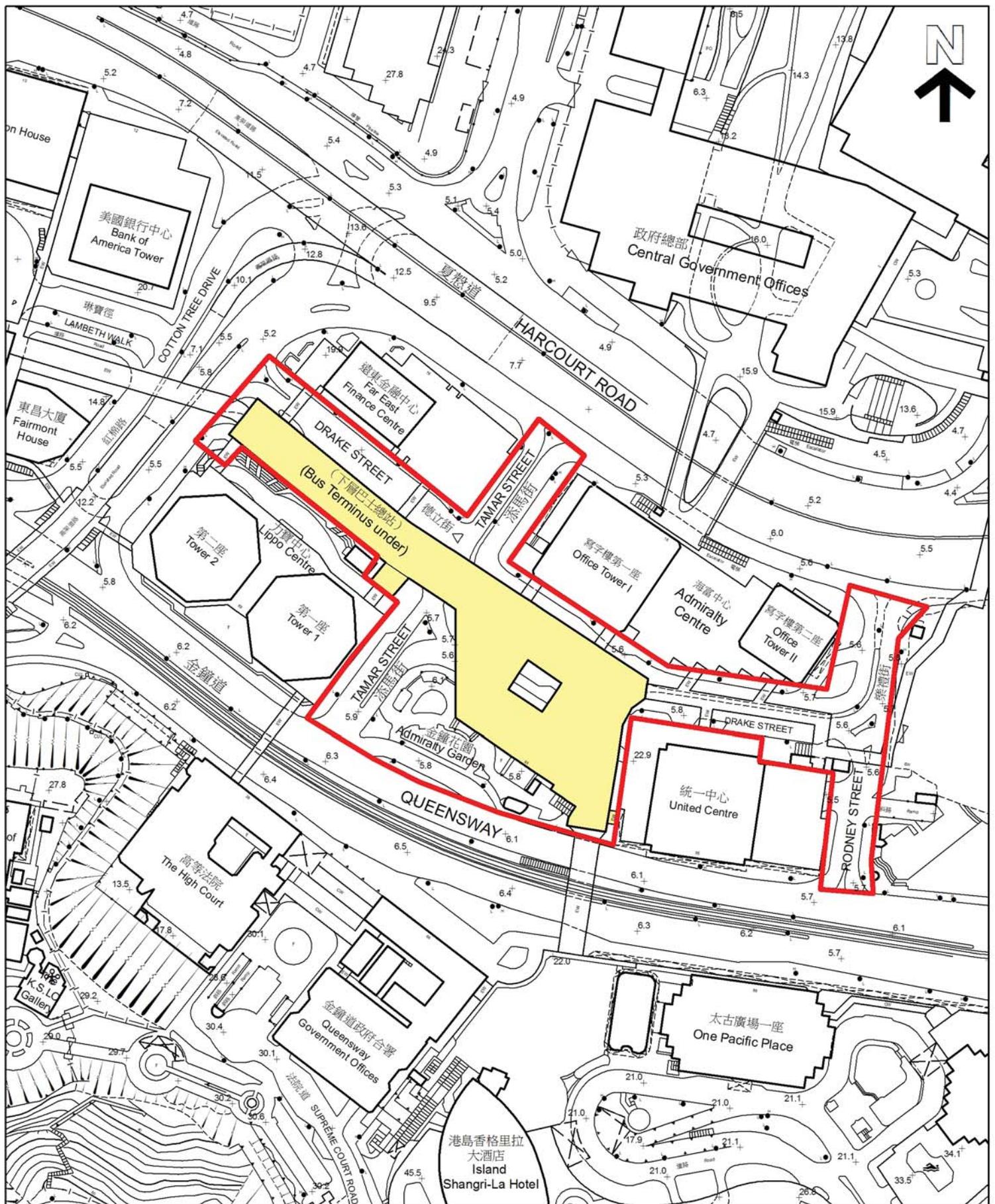
³ In addition to consultation with the Board, briefing to the Central & Western District Council was also conducted on 8 January 2015.

ATTACHMENTS

Plan 1:	Study Site
Plan 2:	Study Area
Plan 3:	Ridgeline Preservation and Strategic View Corridor
Plan 4:	Structural Constraints
Plan 5:	Other Development Constraints
Plan 6:	Developable Area
Plan 7:	Option A: Commercial Beacon
Plan 8:	Option B: Contextual Synergy
Plans 9a-d:	Recommended Development Scheme
Appendix 1:	Development Parameters of Option A and Option B

Planning Department

January 2015



參考 Reference

- 研究地點 (19 700 平方米)
Study Site (19 700 sq m)
- 金鐘廊及在租約編號 NHX-341 之下的地方
Queensway Plaza and area under tenancy agreement no. NHX-341

研究地點
STUDY SITE

比例 Scale 1: 2000

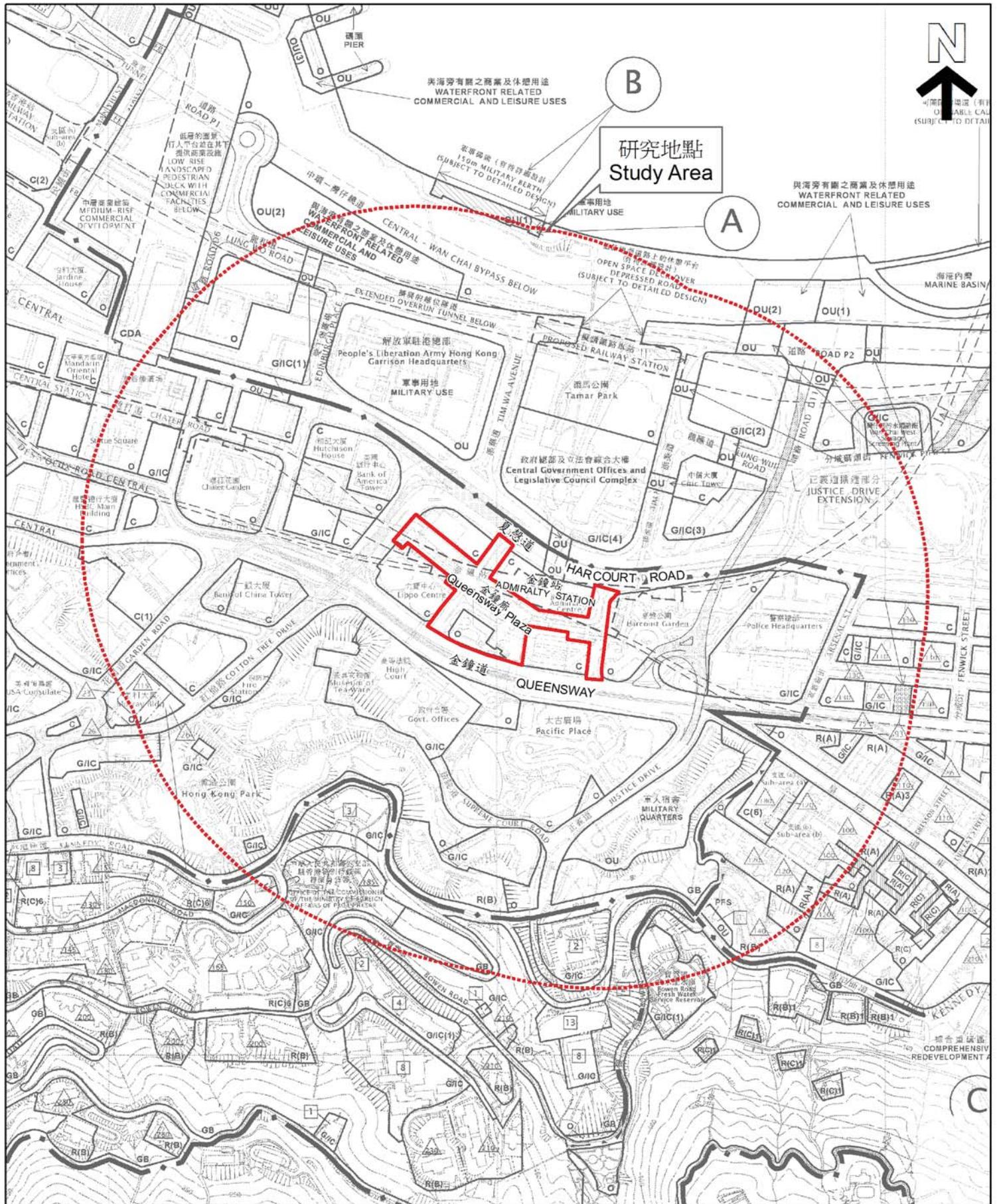
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日期 Date :22-12-2014

圖 PLAN

1



參考 Reference

研究地點 (19 700 平方米)
Study Site (19 700 sq m)

所根據的資料為分區計劃大綱圖編號S/H4/14, S/H24/8, S/H5/27, S/H11/15及S/H12/12
BASED ON OUTLINE ZONING PLAN Nos. S/H4/14, S/H24/8, S/H5/27, S/H11/15 AND S/H12/12

日期 Date : 22-12-2014

研究地點
STUDY AREA

比例 Scale 1: 6500

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圖 PLAN

2

最高建築物高度為
主水平基準上203米以保留
20%不受建築物遮擋地帶
Maximum building height of
203mPD to preserve the
'20% Building Free Zone'

金鐘道政府合署
(主水平基準上209米)
Queensway
Government Offices
(209mPD)

由尖沙咀眺望
之觀景廊
View Corridor from
Tsim Sha Tsui



參考 Reference

保留山脊線
及策略性景觀廊
RIDGELINE PRESERVATION
AND STRATEGIC
VIEW CORRIDOR

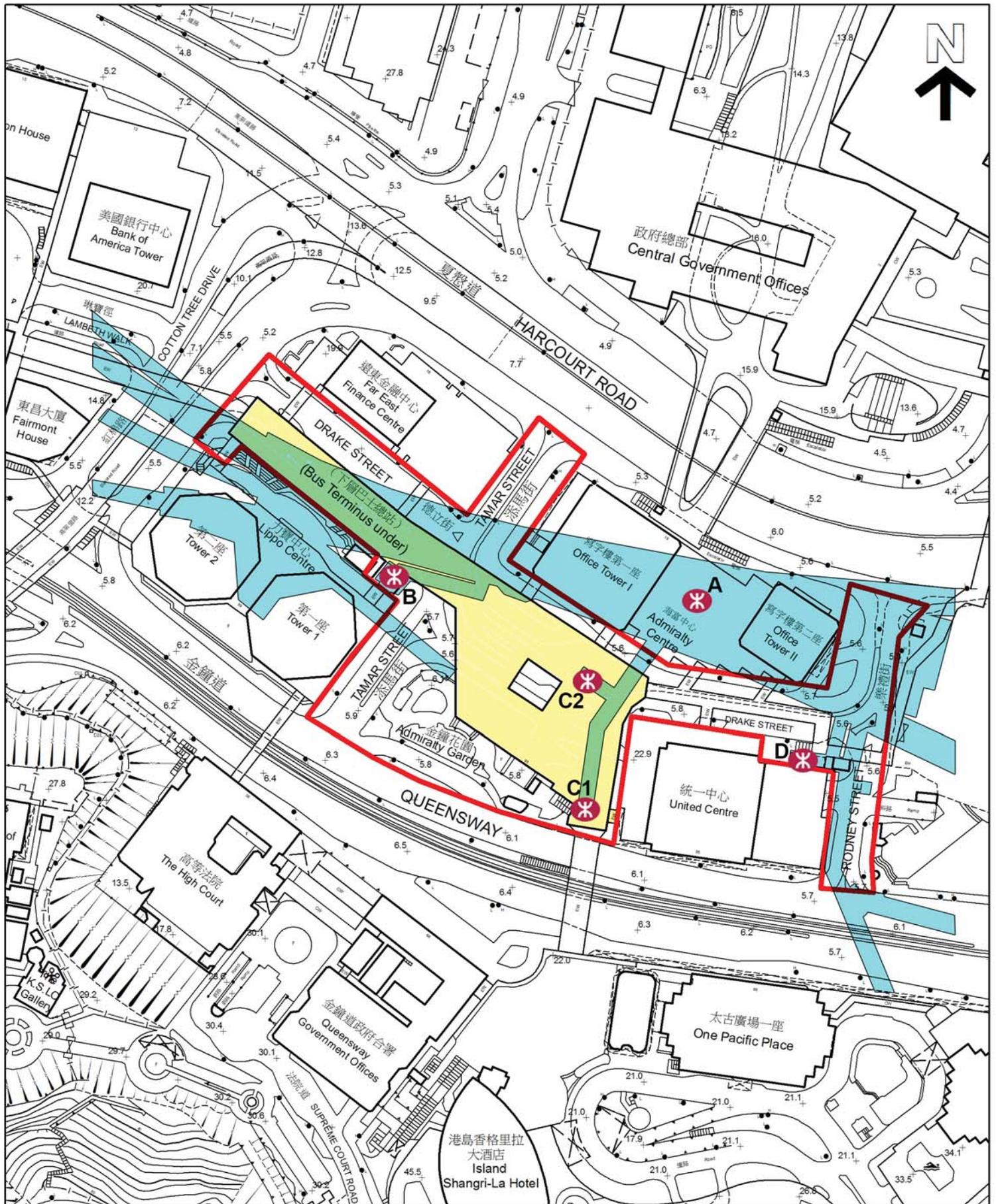
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Landscape Section
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圖 PLAN

3

日期 Date: 22-12-2014



參考 Reference

- 研究地點 (19 700平方米)
Study Site (19 700 sq m)
- 金鐘廊及在租約編號 NHX-341 下之地方
Queensway Plaza and area under tenancy agreement no. NHX-341
- 港鐵地段一餘段(只佔地底)及相關鐵路
MTR Lot 1 RP (for underground only) and associated railway tracks
- ✱ 港鐵站出口
MTR Exits

日期 Date : 22-12-2014

結構限制
STRUCTURAL CONSTRAINTS

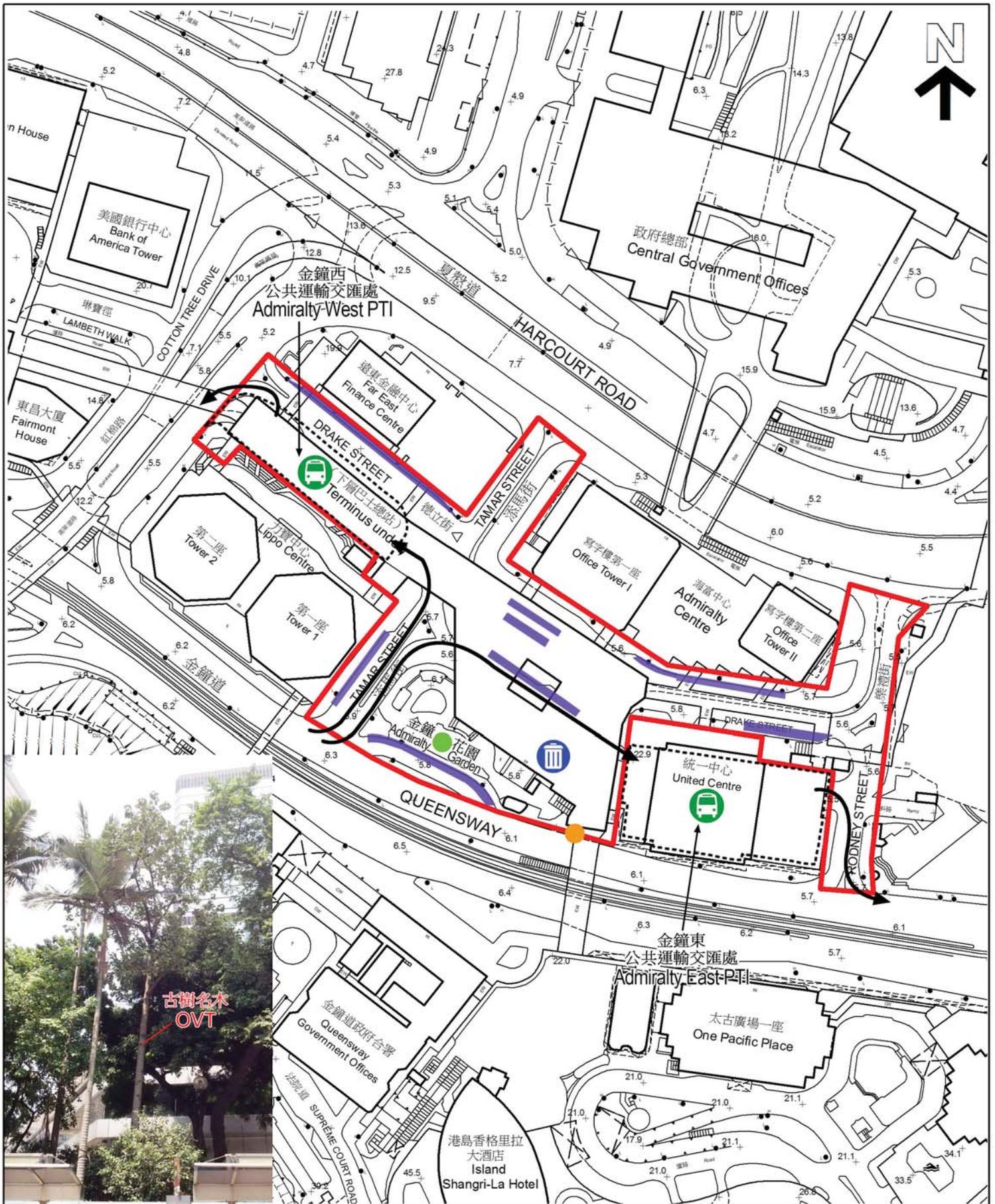
比例 Scale 1: 2000

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PLANNING DEPARTMENT



圖 PLAN

4

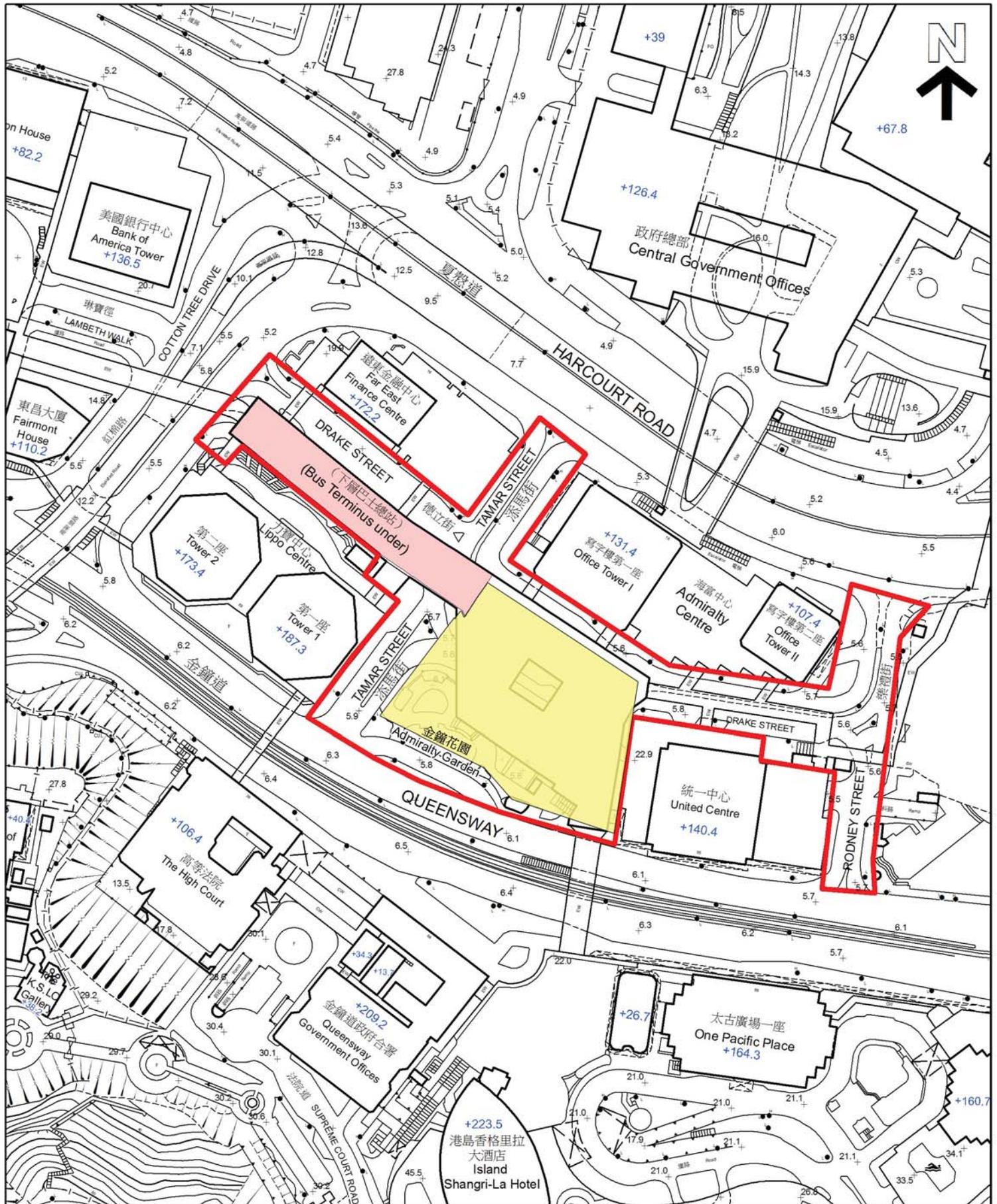


- OVT 古樹名木
- 上落客貨區, 巴士站, 小巴士站, 的士站
LU Area, Bus Bay, Mini Bus Bay and Taxi Stand
- Ⓜ PTI 公共運輸交匯處
- 公共運輸交匯處之現有入口/出口
Existing Ingress/Egress for PTI
- ♻️ 垃圾收集點
Refuse Collection Point
- 書報攤
Newspaper Stand

其他發展限制
OTHER DEVELOPMENT CONSTRAINTS

城市設計及園境組
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日期 Date: 22-12-2014



參考 Reference

- 發展地點 (6 220 平方米)
Development Site (6 220 sq m)
- 將保留之現有金鐘廊行人道
Existing Queensway Plaza walkway to be retained
- +131.4 主水平基準上之建築物高度
Building Height in mPD

日期 Date: 22-12-2014

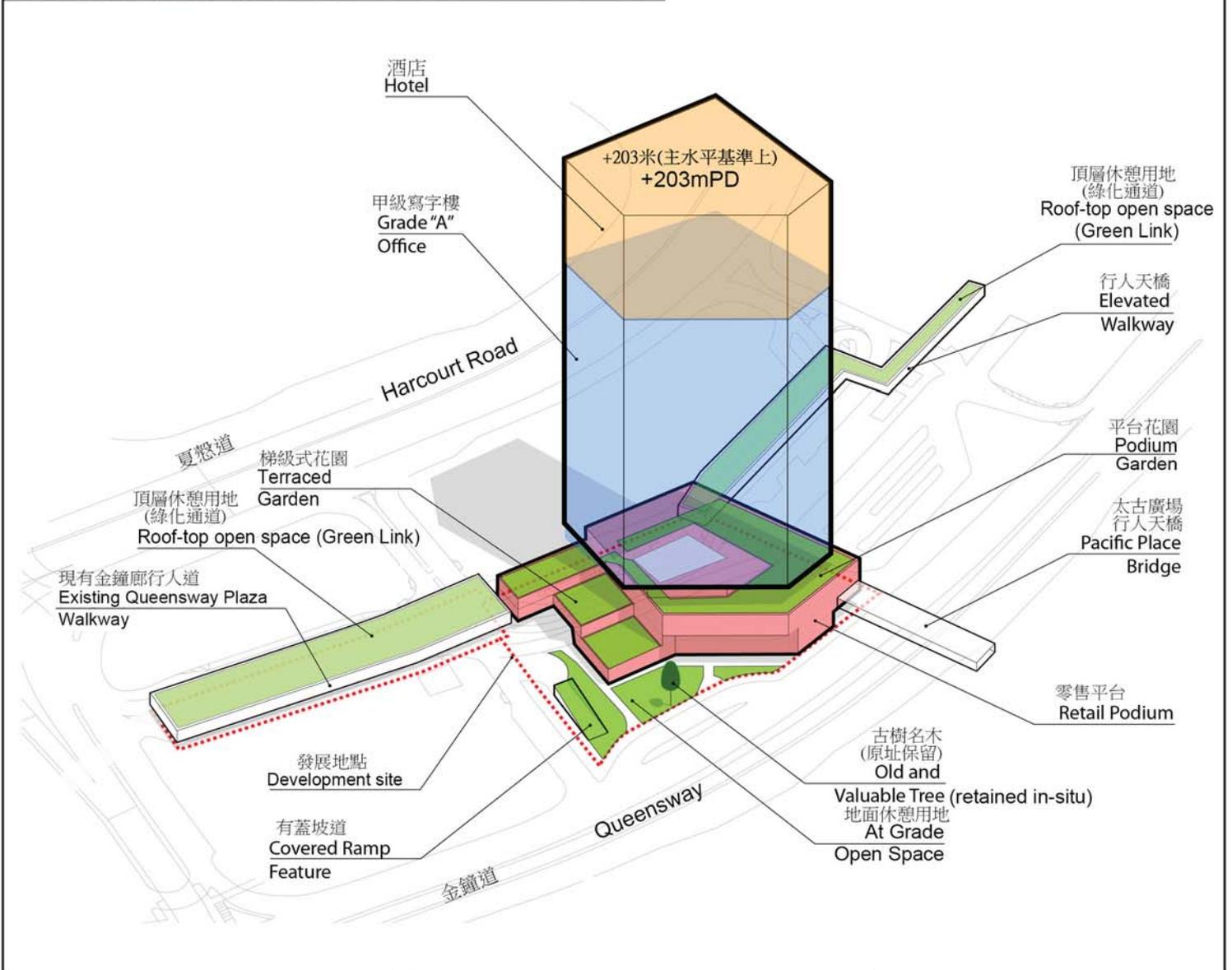
可發展區域
DEVELOPABLE AREA

城市設計及園境組
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Landscape Section
規劃署
PLANNING DEPARTMENT



圖 PLAN

6



參考 Reference

方案甲：
商貿尖端
OPTION A:
COMMERCIAL BEACON

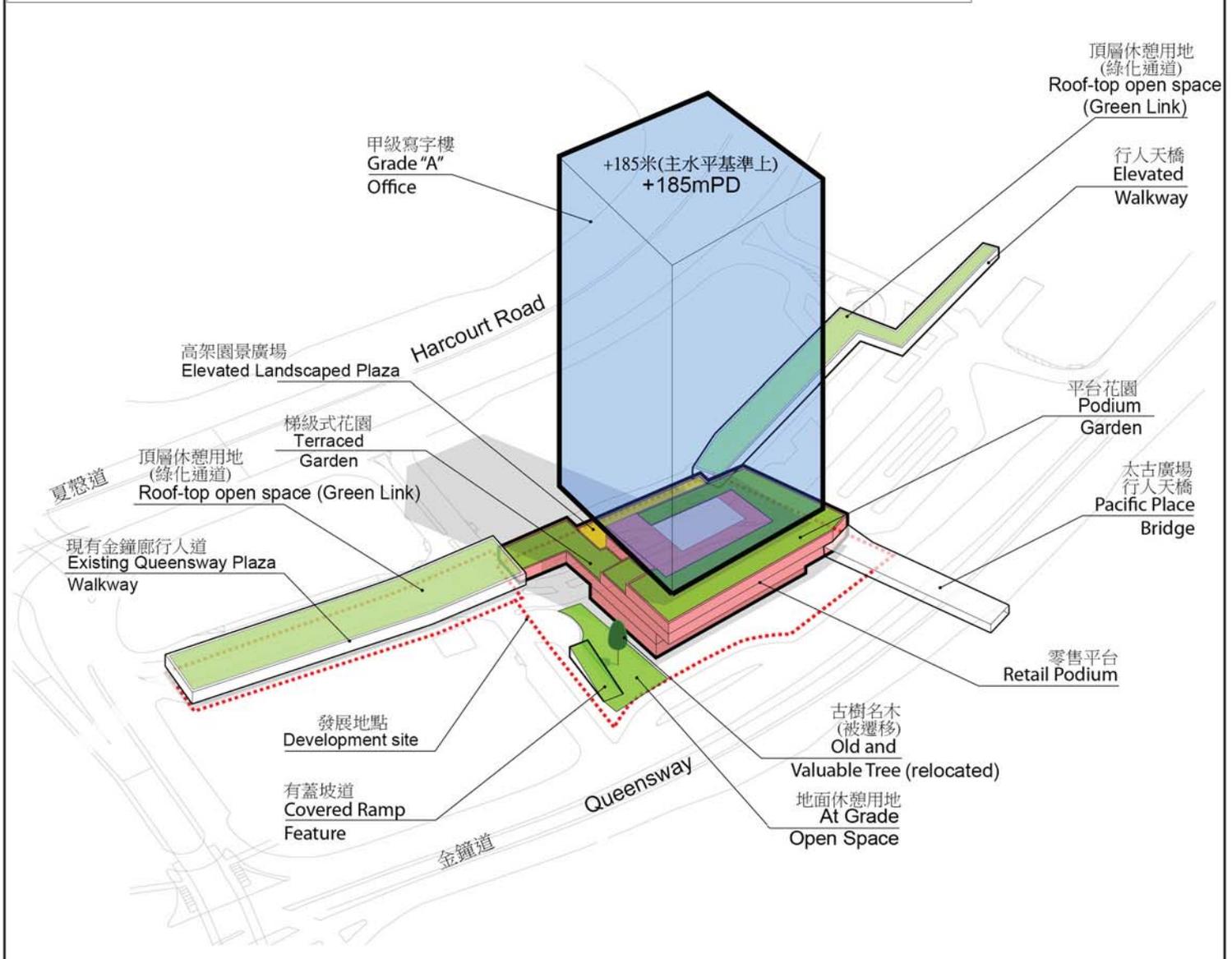
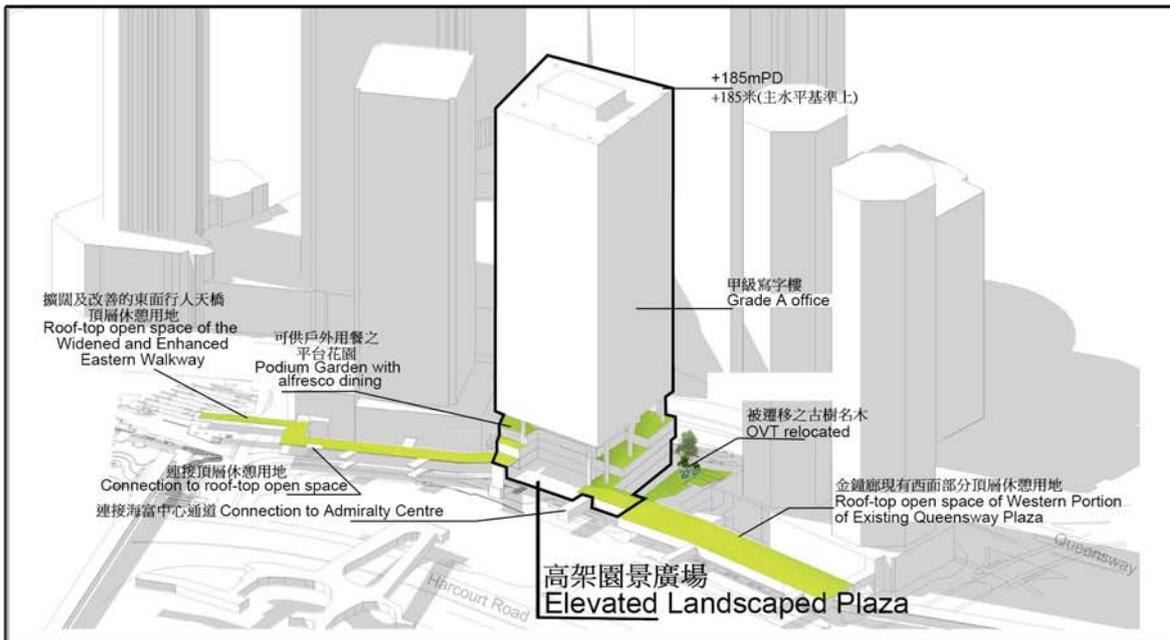
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日期 Date : 22-12-2014

圖 PLAN

7



參考 Reference

方案乙：
 融和滙通
 OPTION B:
 CONTEXTUAL SYNERGY

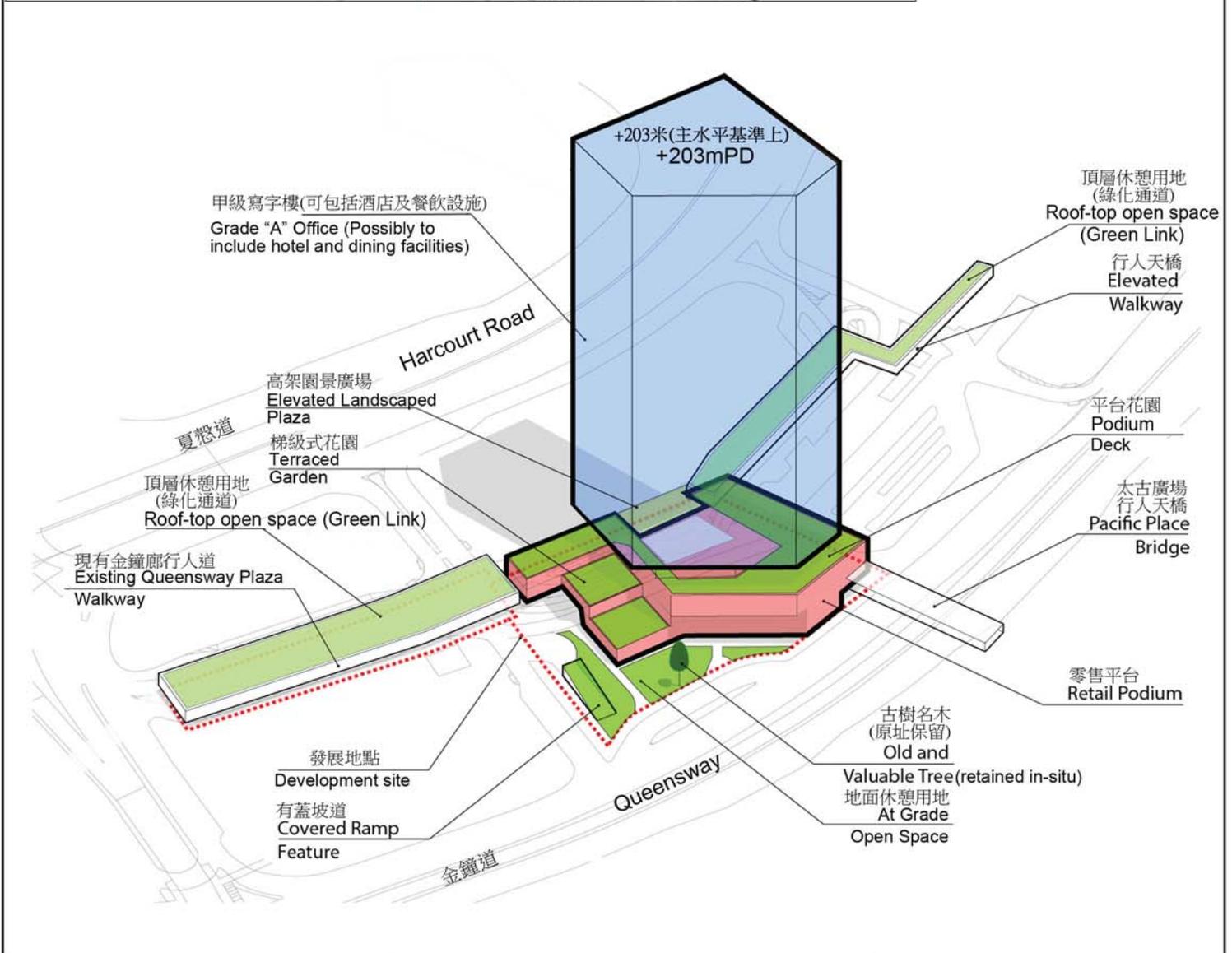
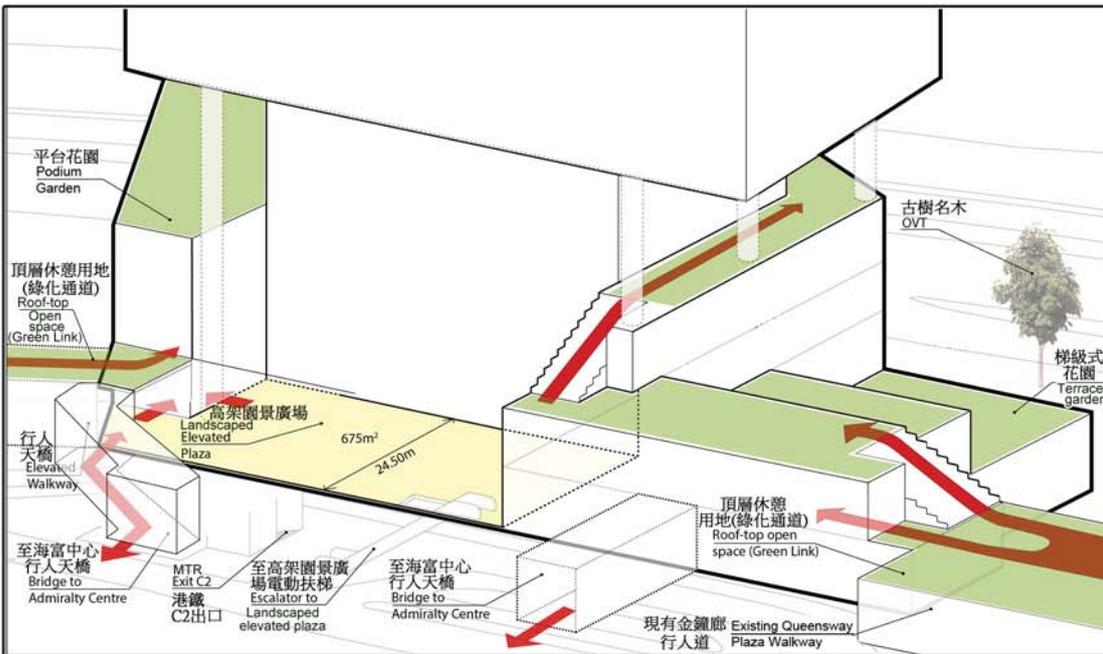
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日期 Date : 22-12-2014

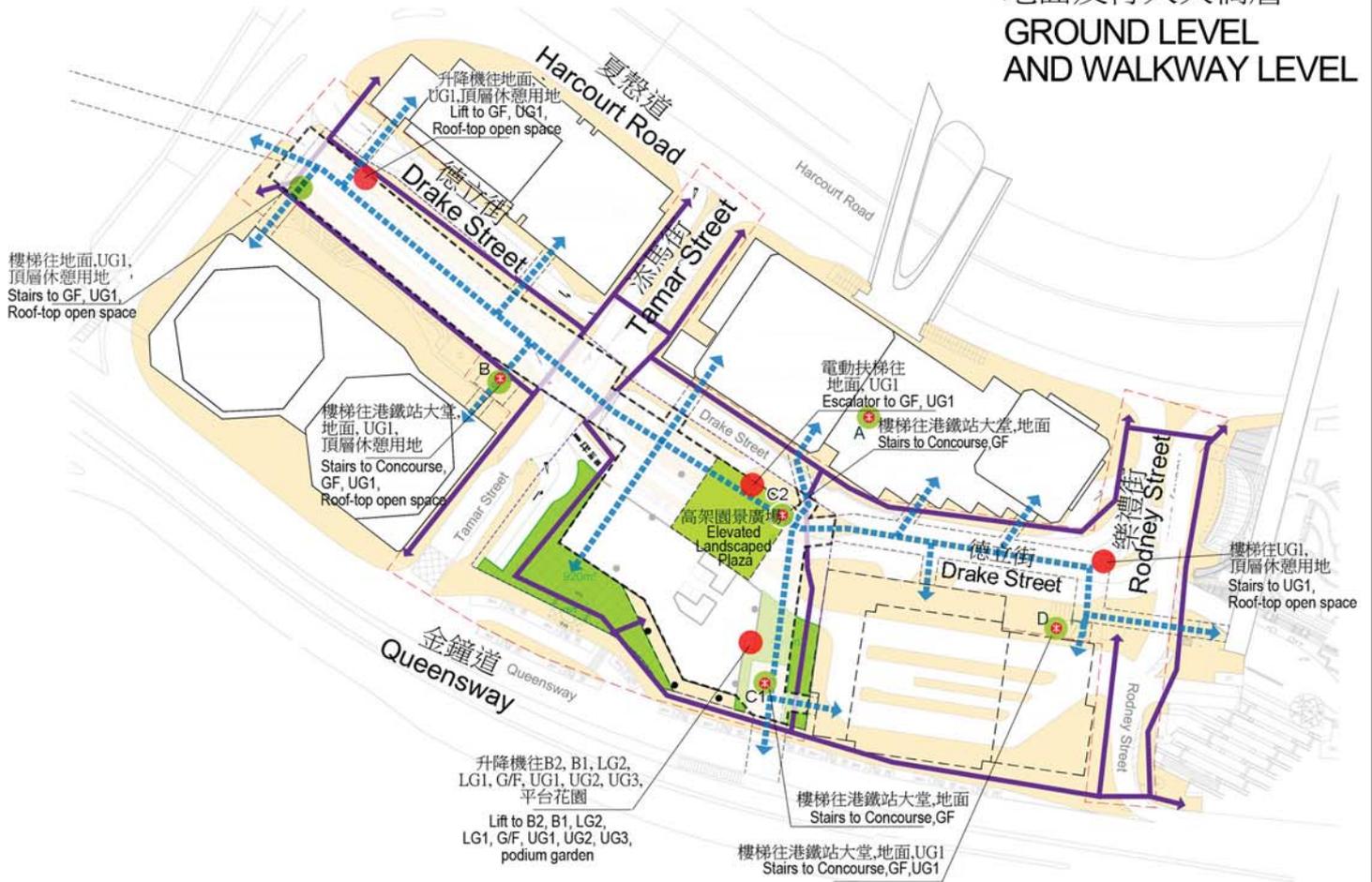
圖 PLAN

8



<p>參考 Reference</p> <p>日期 Date : 22-12-2014</p>	<p>建議發展計劃 RECOMMENDED DEVELOPMENT SCHEME</p>	<p>城市設計及園境組 Urban Design and Landscape Section 規劃署 PLANNING DEPARTMENT</p>  <p>圖 PLAN</p> <p>9a</p>
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地面及行人天橋層
GROUND LEVEL
AND WALKWAY LEVEL



地庫層
BASEMENT FLOORS



參考 Reference

- > 建議/改善行人天橋通道
Elevated Pedestrian Route (Proposed/enhanced)
- 現存行人通道
At-grade Pedestrian Route (Existing)
- 建議公眾樓層連接系統
Proposed public vertical access point
- 現存公眾樓層連接系統
Existing public vertical access point
- ✳ 港鐵站出口
MTR Exits

日期 Date : 30-12-2014

建議發展計劃
改善行人連貫性的建議
RECOMMENDED DEVELOPMENT SCHEME
PEDESTRIAN CONNECTIVITY PROPOSAL

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圖 PLAN

9b

行人天橋及平台層
WALKWAY AND PODIUM LEVEL



地面
GROUND LEVEL



參考 Reference

- ① 入口廣場
Entrance Plaza
- ② 高架園景廣場
Elevated Landscaped Plaza
- ③ 頂層休憩用地
Roof-top open space
- ④ 室外休憩處
Outdoor seating
- * 港鐵站出口
MTR Exits

日期 Date : 22-12-2014

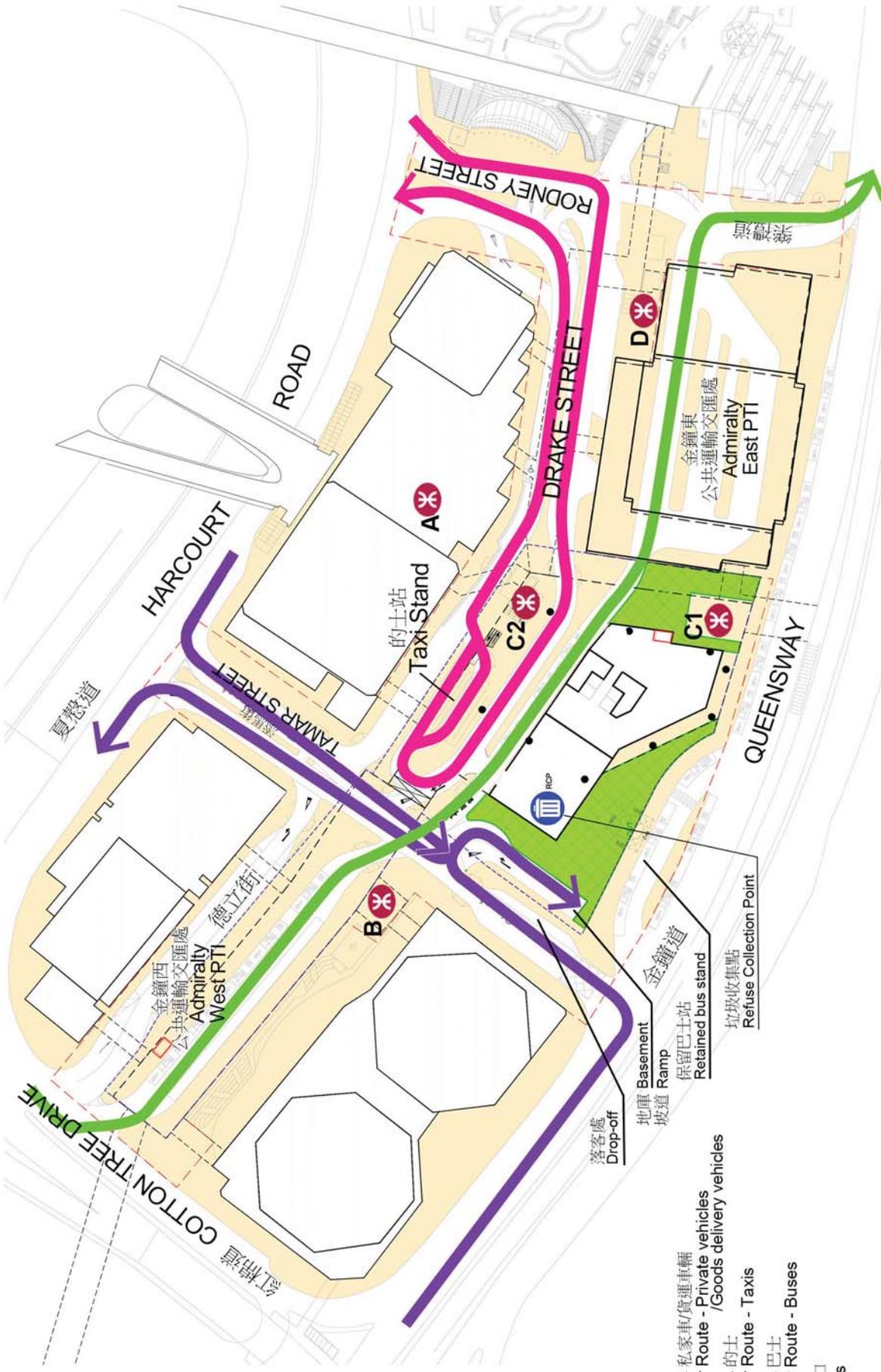
建議發展計劃
街景及園景設計改善措施
RECOMMENDED DEVELOPMENT SCHEME
STREETSCAPE AND LANDSCAPE
ENHANCEMENT MEASURES

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圖 PLAN

9c



-  車輛路線 - 私家車/貨運車輛
Vehicular Route - Private vehicles
-  車輛路線 - 的士
Vehicular Route - Taxis
-  車輛路線 - 巴士
Vehicular Route - Buses
-  港鐵站出口
MTR Exits

參考 REFERENCE

建議發展計劃
地面層車輛走線
RECOMMENDED DEVELOPMENT SCHEME
VEHICLE ROUTING ON GROUND FLOOR

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圖 PLAN

9d

日期 Date : 22-12-2014

Development Parameters of Option A and Option B

	Option A: Commercial Beacon	Option B: Contextual Synergy
Site Area (m²)	6,220	6,220
Plot Ratio	15	15
Non-domestic GFA (m²)	93,300	93,300
Building Height <i>(Storeys)</i> <i>(mPD)</i>	50 storeys 203mPD	45 storeys 185mPD
Land Uses <i>(Tower)</i>	Grade A office, hotel	Grade A office
<i>(Podium Floors)</i>	Retail/dining facilities, terraced gardens, RCP (G/F), tower lobby	Retail/dining facilities, terraced gardens, elevated plaza, RCP (G/F), tower lobby
<i>(Basements)</i>	Retail/ dining facilities, L/U, car park	Retail/dining facilities, taxi stand, L/U, car park
Tower Floorplate (m²)	2,579	3,033
POS (m²)	2,820	2,290
Car Parking Spaces	In line with the requirements under the HKPSG	
Building Height Profile	Respect the ridgeline as viewed from Tsim Sha Tsui	Respect the stepped building height profile in the area
Treatment of OVT	OVT retained in-situ	OVT transplanted within the Study Site
Treatment of Taxi Stand	At-grade taxi stand retained in-situ	Taxi stand relocated to basement connecting to MTR concourse level
Integration with MTR Admiralty Station	One connection with existing MTR passageway	Two connections with existing MTR passageway and concourse