

**For discussion
on 22 November 2011**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Redevelopment of
West Wing of Central Government Offices**

INTRODUCTION

Development Bureau (DEVB) and Planning Department (PlanD) jointly carried out the public consultation on the proposed redevelopment of the West Wing of Central Government Offices (CGO) from September to December 2010, based on a notional scheme (the “original scheme” - major development parameters at **Annex A**) to redevelop the West Wing site into a public open space (POS) and a commercial building comprising an office tower and a shopping centre. This paper briefs Members on the outcome of the public consultation and the revised redevelopment scheme.

THE PUBLIC CONSULTATION

2. During the public consultation, we consulted the Legislative Council (LegCo) Panel on Development (Paper CB(1)2867/09-10(01)), Town Planning Board (TPB), Central and Western District Council (C&WDC) and five relevant professional institutes. We attended a public hearing organized by the LegCo Panel on Development and a public forum organized by C&WDC. We organized two public exhibitions at the Hong Kong Planning and Infrastructure Exhibition Gallery and IFC Mall (the latter with the C&WDC). Members of the public were also invited to send in their comments and views. Details of the public consultation activities are set out at **Annex B**.

3. A total of 103 written submissions were received, with 24 from organizations (including the five professional institutes with which consultation sessions were held) and 79 from individuals.

OUTCOME OF PUBLIC CONSULTATION

4. A report on the public consultation is at **Annex C**. A summary of the views and the key issues raised in the public consultation are set out below.

Redevelopment of West Wing

5. Views of Members of the LegCo Panel on Development and C&WDC were diverse, with some expressing support for while some indicating objection against the redevelopment project. Town Planning Board Members generally supported the proposed redevelopment of the West Wing. 12 organizations, including the Hong Kong Institute of Surveyors (HKIS), Hong Kong Institution of Engineers, Hong Kong Institute of Planners, Hong Kong Institute of Landscape Architects, Hong Kong Institute of Urban Design, Royal Institute of Chartered of Surveyors (RICS) and Real Estate Developers Association (REDA), and some individuals supported or did not object to the redevelopment project. 11 organizations, including the Civic Party, Hong Kong Institute of Architects, Professional Commons, Central & Western Concern Group, Designing Hong Kong, Green Sense and Conservancy Association, and some individuals objected to the proposed redevelopment of the West Wing.

6. Those who were in support of the redevelopment of the West Wing considered that a new Grade A office building would help address the serious shortage of office space in Central and that the redevelopment would provide a sizeable Public Open Space (POS) for public enjoyment. There were views that the West Wing building did not have high architectural merits that should warrant preservation, and that the redevelopment proposal would strike a balance between the development and preservation needs of the Central District.

7. Those who were against the redevelopment project considered that it would adversely affect the integrity and preservation of the 'Government Hill', and that the proposal was not in line with the conclusions and recommendations of the historic and architectural appraisal of the CGO (the Appraisal) commissioned by the Antiquities and Monuments Office in 2009. Furthermore, the demolition of the existing building and excavation of the site would be against the principles of sustainable development. The redevelopment would aggravate traffic congestion in Central. Some suggested that the entire West Wing site should be redeveloped into a POS only.

Public Open Space

8. The proposed POS was generally welcomed. However, some Members of LegCo Panel on Development and C&WDC expressed concern over the future ownership and management of the POS. They considered that, if these were not well thought through, there could be problems that would adversely affect its enjoyment by the public. Some organizations were concerned that the POS would become just a podium garden to serve the users of the commercial building.

9. On the design of the POS, some suggested that while the POS should respect the ambience of the surrounding historic buildings like the French Mission Building and St. John's Cathedral, it should also have its own theme and identity. Others considered that the POS should link up with nearby parks in Central, Admiralty and Mid-levels to form a green open space network to serve people living and working in Central. There were suggestions that the POS should be directly and easily accessible by pedestrians and that members of the public should not be required to go through the future commercial building in order to visit the POS.

Commercial Building: Office Tower

10. Views of Members of the LegCo Panel on Development and C&WDC on the proposed Grade A office tower were diverse. Those against the redevelopment of the West Wing objected to the proposed office tower mainly on the grounds that there was no strong evidence to show the acute shortage of Grade A offices in Hong Kong, that the sale of the site for office use would preclude public use of the site, that the proposed development intensity and building height were excessive and not in line with the recommendations of the Appraisal, and that the office development would aggravate traffic congestion in the area.

11. TPB Members, HKIS, RICS and REDA generally supported the proposed Grade A office tower. They considered that there was a serious shortage of commercial office space in Central, making it one of the most expensive business districts to operate in the world. That would not be conducive to the continued development of Hong Kong as one of the world's leading international financial centres. The new office tower could help

alleviate the shortage.

12. There were some who suggested reducing the proposed development intensity, while others suggested that over 50% of the floor space of the commercial building should be designated for community uses. On the design, some suggested that the office tower should adopt an architectural style that would align with the surrounding buildings on the CGO site, and some suggested retaining part of or the whole existing façade and building orientation of the West Wing building as well as an existing stone wall further uphill along Ice House Street.

Commercial Building: Shopping Centre

13. Most of the views received during the public consultation did not support the proposed shopping centre, including those from organizations and individuals who expressed support for the redevelopment project. They considered that there were already too many shopping malls in Central. Besides, they were concerned that the required excavation could affect the disused underground tunnel network, tree roots as well as the surrounding slopes. Some considered that the new shopping centre would further aggravate traffic congestion in the area.

14. Some suggested that the floor space proposed for the shopping centre be allocated instead to international and local public organizations, such as European Commission, Equal Opportunities Commission and Privacy Commission for Personal Data, for office use, or for use by universities, as a place for heritage education, exhibition space (such as for promotion of international trade and culture), museums (such as for the history of CGO), facilities relating to Hong Kong's reunification with China and other community facilities.

THE REVISED REDEVELOPMENT SCHEME

15. We have carefully examined the views collected during the public consultation. We consider that retention of the Main and East Wings of CGO, which are of higher heritage value, for use as the new Headquarters of the Department of Justice (DoJ) and redevelopment of the West Wing, which is of

lower heritage value, would strike a reasonable balance between the conservation and development needs of Hong Kong in general and in respect of this particular site. According to the forecast made in the HK2030 Study, Grade A office space in the Central Business District has to be increased by 2.7 million m² from 4.1 million m² in 2003 to 6.8 million m² in 2030 in order to meet demand. Central continues to have strong appeal to Grade A office users because of its central location, prestigious status and agglomeration effects. The high rentals and low vacancy rate of Grade A offices in Central in recent years clearly reflect the keen demand for such in the area. New office supply in Central is, however, scarce in the coming years. In order to maintain Hong Kong's economic competitiveness and our status as a leading international financial centre, the Government has a responsibility to maintain a steady and adequate supply of land for offices, including Grade A offices for which there is heavy demand. As pointed out in the HK2030 Study, Hong Kong should adopt the dual approach of consolidating the CBD by making available sites including those remaining ones in Central and relocating existing Government offices and creating new business hubs through decentralization. The redevelopment of the West Wing to provide a new Grade A office tower is in line with that overall strategy.

16. In the light of the views and comments received during the public consultation, and taking full account of the concerns expressed, we have refined and improved the redevelopment scheme.

17. The major development parameters of the revised redevelopment scheme are at **Annex D**. The major changes are explained below.

Enlarged Public Open Space under Government's Ownership and Management

18. The new POS at Lower Albert Road is a key element of the redevelopment project aiming to restore a green Central. It will link up the greenery at Government House and the Zoological and Botanical Gardens to the south, and St. John's Cathedral and Hong Kong Park to the east. The location of the new office tower at the west end of the site will allow the POS to have a wider connection with Battery Path and, further down, Queen's Road Central. The POS will be at grade at the Lower Albert Road level with easy street access, and its accessibility would be further enhanced through a more direct pedestrian connection from Queen's Road Central in the revised scheme.

19. We have reduced the foyer area of the office tower at the Lower Albert Road level (paragraph 22 below), which has enabled us to increase the size of the POS from about 6 800 m² in the original scheme to about 7 600 m² in the revised scheme (an increase of about 11%). We have also responded to the shared aspiration revealed in the public consultation that the Government should ensure full public access to the new POS and better integration of the site with the future Headquarters of DoJ in the Main and East Wings, St. John's Cathedral and the former French Mission Building. Under the revised scheme, the Government will continue to own the POS and manage it. In this respect, we will require the future developer of the West Wing site to design and build this POS and upon completion, the POS would be handed over to the Government. As the other public parks, the Leisure and Cultural Services Department will manage and maintain the POS.

A Grade A Office Tower with a Financial Theme

20. As foreshadowed by the Chief Executive in his 2011-12 Policy Address, with a view to enhancing Central's status and image as a core financial district, we have invited the Securities and Futures Commission (SFC) and the Hong Kong Exchanges and Clearing Limited (HKEx) to consider becoming anchor tenants to be nominated by the Government for office space in the new office building. We will continue our discussion with the two institutions which have expressed initial interest and will consult their respective boards. We understand that both SFC and HKEx are assessing their specific requirements. From their preliminary feedback, we expect that SFC and HKEx will take up no less than two-thirds of the space of the office building and also some additional floor space at levels below Lower Albert Road level (paragraph 21 below). As anchor tenants, SFC and HKEx are expected to pay market rental for the floor space occupied.

Replacing the Shopping Centre by GIC and Ancillary Office Uses

21. In the original scheme, we proposed to provide a shopping centre in the portion below Lower Albert Road level, partly because the lack of natural lighting and ventilation would constrain its use. We have carefully listened to the public views expressed during the public consultation which clearly do not favour another shopping centre in Central, especially one which is likely to be used for branded shops selling luxury goods. We have decided to reduce the total GFA in the portion below Lower Albert Road level and replace the

proposed shopping centre by Government, Institution and Community (GIC) and ancillary office uses such as conference/meeting room of the two anchor tenants, public education and HKEx trading-related facilities as well as F&B, convenience shops, etc. Within the estimated total GFA of about 11,800 m², we will earmark some 3 800 m² (or about 32% of the total floor space of this portion) for allocation to local, regional and/or international organizations which presence in Hong Kong, and in Central in particular, would complement the presence of DoJ in the Main and East Wings and SFC and HKEx in the office tower, and help to raise Hong Kong's image and status as an international financial and legal services hub. We will consider how these new tenants should be selected in conjunction with the relevant Policy Bureaux and Departments. Upon completion of the redevelopment, the private developers will be required to hand back the GIC accommodation to Government. In addition, to minimize the possible impact on the disused underground tunnel network¹ and the slopes nearby, we will reduce the number of levels in the eastern part of the portion below Lower Albert Road level from five to three. This will reduce the total floor space from 13 500 m² to 11 800 m². Discounting the above-mentioned GIC accommodation and space likely to be taken up by SFC and HKEx for their respective ancillary office facilities as well as common areas and public circulation areas, we expect that the commercial floor space in the portion below Lower Albert Road level will be substantially reduced to only around 2 000 m². The revised design concept for the portion below Lower Albert Road level is shown on **Plans 1 to 4**.

Other Refinements

Office Tower

22. The office tower will be located at the west end of the site against the backdrop of existing high-rise commercial buildings along Queen's Road Central and Ice House Street. This is in line with the recommendations of the Appraisal that the west end of the West Wing site could be considered for a higher-rise building. While we will retain the building height and GFA at 150mPD and 28 500 m² respectively proposed for the office tower as in the original scheme, we will aim for a better visual compatibility with the historic buildings in the surroundings by including a requirement in the Planning Brief that the external façade design should adopt a similar architectural style and

¹ According to best available information, the underground tunnels should have been back-filled. Nevertheless, we will require the future developer to commission an archaeological monitoring in the course of construction.

language of the Main Wing. This should achieve a coherent design with the preserved buildings within the CGO. As an illustration, a possible design is shown on **Plan 5**.

Green Features

23. The green façade at the junction of Queen’s Road Central and Ice House Street, as a key feature of the design theme of “Restoring Green Central”, was generally supported during the public consultation. Though, some pointed out that green terraces would better suit the area. With the revision to more varied uses in the portion below Lower Albert Road level, including offices related to GIC use, we have slightly modified the green façade using a green terrace design to provide natural light for office use. An illustration of a possible design concept is shown in the photomontage on **Plan 6**. Subject to detailed design, efforts would also be made to re-use part of the external façade in the lower part of the West Wing building in the future development.

Tree and Slope Preservation

24. A preliminary tree survey based on visual inspection has been conducted. Other than the nine Old and Valuable Trees (OVTs)² (including the Burmese Rosewood in the central courtyard in front of the Main Wing), 10 Significant Sized Trees (SSTs) (i.e. trees with trunk diameter at breast height of 700 mm or more) are found on and in the vicinity of the site as shown on **Plan 7**. Only one SST (i.e. a Chinese Banyan near Lower Albert Road (T22 on **Plan 7**)) is anticipated to be affected.

25. Tree Protection Zones would be determined for all OVTs and SSTs (except T22) on and in the vicinity of the site, taking into account findings of detailed tree and topographic surveys to be undertaken by the Administration. The future developer would be required to submit a Landscape Master Plan (including tree preservation/protection proposals) for the proposed “Comprehensive Development Area” (“CDA”) for consideration by the TPB at the planning application stage and may come up with innovative measures to protect the preserved trees.

26. To avoid affecting an existing vegetated slope with vegetation to the immediate east of the public toilet at Ice House Street, the proposed

² Two OVTs outside the development site along the slope of Battery Path, which had been infected with the disease Brown Rot, were removed on 28 May 2011.

redevelopment will be set back from the site boundary as shown on **Plan 4**.

Traffic Aspect

27. The traffic arising from the redevelopment should be less with the removal of the shopping centre. To minimize the scale of excavation below Lower Albert Road level, the number of car parking and loading/unloading spaces has been reduced. The Transport Department has undertaken an updated preliminary traffic assessment based on the revised redevelopment scheme (**Annex E**). It has affirmed that the revised redevelopment scheme would not have any significant traffic impacts on the major roads in the area, including Queen's Road Central, Ice House Street and Lower Albert Road.

Land disposal

28. The site will be sold by open tender. To ensure a new development with quality design compatible with the site's significance and compliance with requirements in the Planning Brief to be prepared for this "CDA" site, we would adopt a "two-envelope" approach for the tender whereby due weight will be accorded to the technical and design aspects other than cost in the tender assessment. The general planning and design requirements for the redevelopment, which will be further developed/elaborated upon preparation of the Planning Brief, are set out at **Annex F** for general reference. Subject to their agreements, SFC and HKEx would be specified in the land lease as anchor tenants for the development. Alienation would not be allowed except as a whole to ensure the quality of management of the development.

NEXT STEPS

29. The public consultation report and details of the revised redevelopment scheme are available at the websites of DEVB (www.devb.gov.hk) and PlanD (www.pland.gov.hk).

30. We will propose amendments to the Central District Outline Zoning Plan to TPB to rezone the site from "G/IC" to "CDA". The public can make representations and comments on the amendments in accordance with the Town Planning Ordinance. Under the proposed "CDA" zoning for the site, the design of the proposed POS would be subject to a Master Layout Plan submission (including Landscape Master Plan) to TPB for approval. Planning

Brief would be prepared for endorsement by the TPB to provide guidance on the planning and design of the future development. Other suggestions on the design aspects could be incorporated into the Planning Brief and/or the lease. The public can provide further comments at the planning application stage.

ATTACHMENTS

Plan 1	Revised Redevelopment Scheme - Master Layout Plan
Plan 2	Revised Redevelopment Scheme - Section Plan
Plan 3	Revised Redevelopment Scheme – Separate Entrance Lobbies at Queen’s Road Central Level (Indicative Design)
Plan 4	Revised Redevelopment Scheme - Typical Floor Plan for Portion below Lower Albert Road Level (Indicative Design)
Plan 5	Revised Redevelopment Scheme - Possible External Façade Design of Office Tower (Indicative Design)
Plan 6	Revised Redevelopment Scheme - Green Terrace Design of Portion below Lower Albert Road Level (Indicative Design)
Plan 7	Old and Valuable Trees and Significant Sized Trees on and in the Vicinity of the Site
Annex A	Major Development Parameters of the Original Scheme
Annex B	List of Public Consultation Activities
Annex C	Report on Public Consultation
Annex D	Major Development Parameters of the Revised Scheme
Annex E	Updated Preliminary Traffic Assessment on Redevelopment of CGO West Wing
Annex F	Planning and Design Requirements for Redevelopment of CGO West Wing

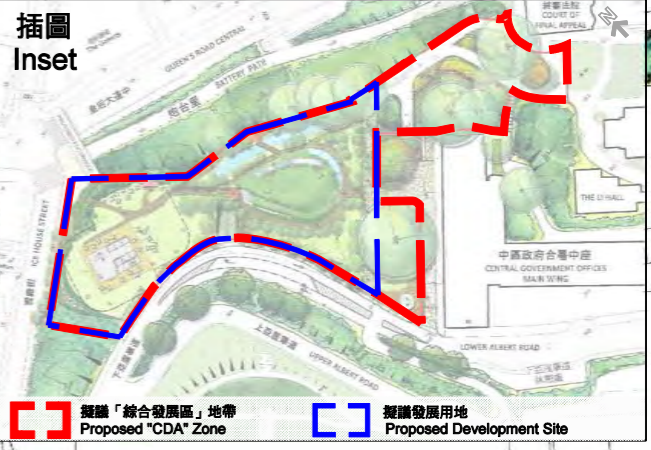
**Development Bureau
Planning Department
November 2011**



擬議「綜合發展區」地帶的界線
Proposed Boundary of
"Comprehensive Development Area" Zone

辦公大樓的覆蓋範圍
Footprint of Office Tower

公眾休憩用地
Public Open Space



修訂重建計劃 - 總綱發展藍圖
REVISED REDEVELOPMENT SCHEME - MASTER LAYOUT PLAN



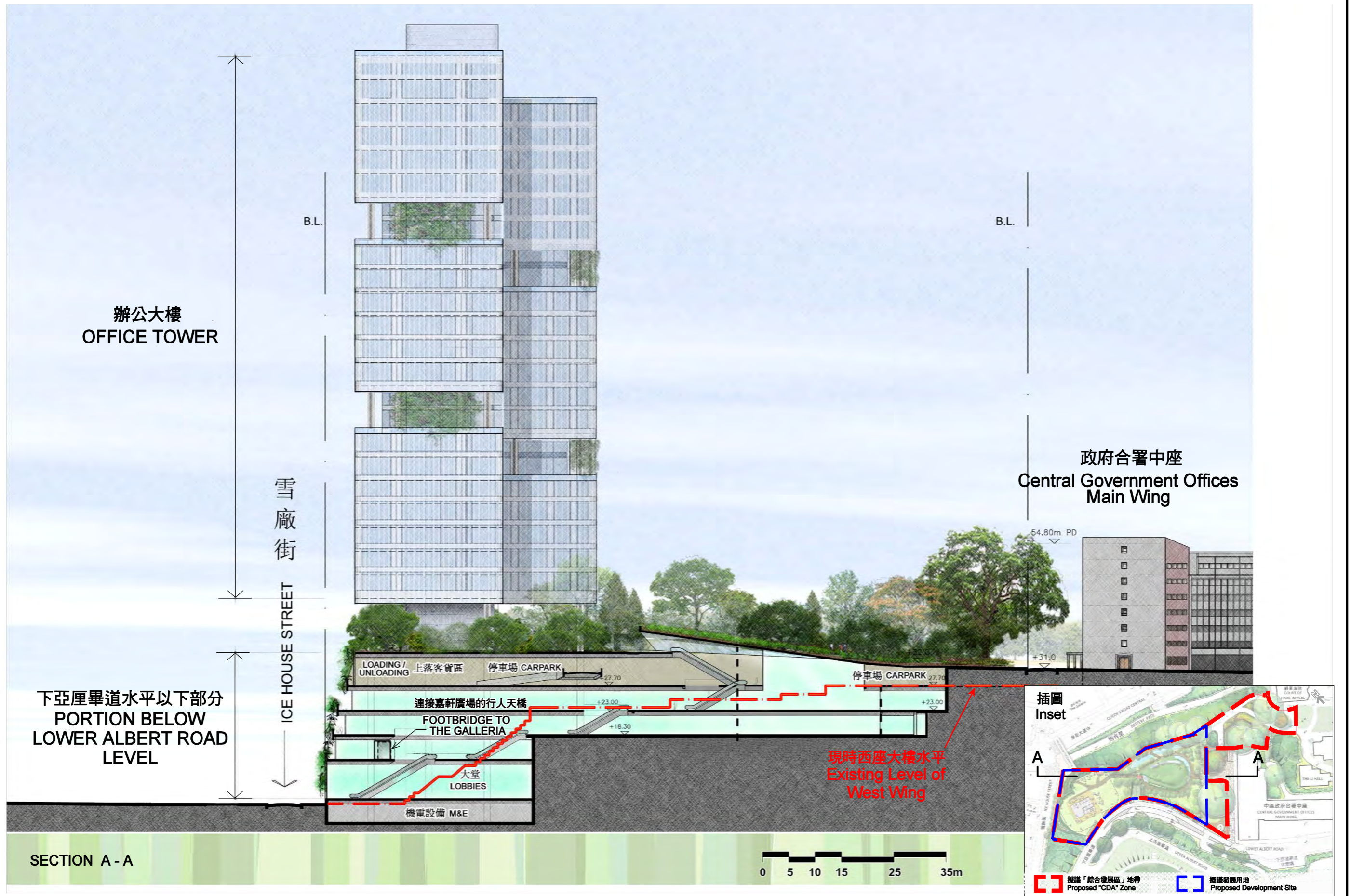
規劃署
PLANNING DEPARTMENT



M/SD/11/106

圖 Plan 1

本圖於2011年11月11日擬備
PLAN PREPARED ON 11.11.2011



本圖於2011年11月14日擬備
PLAN PREPARED ON 14.11.2011

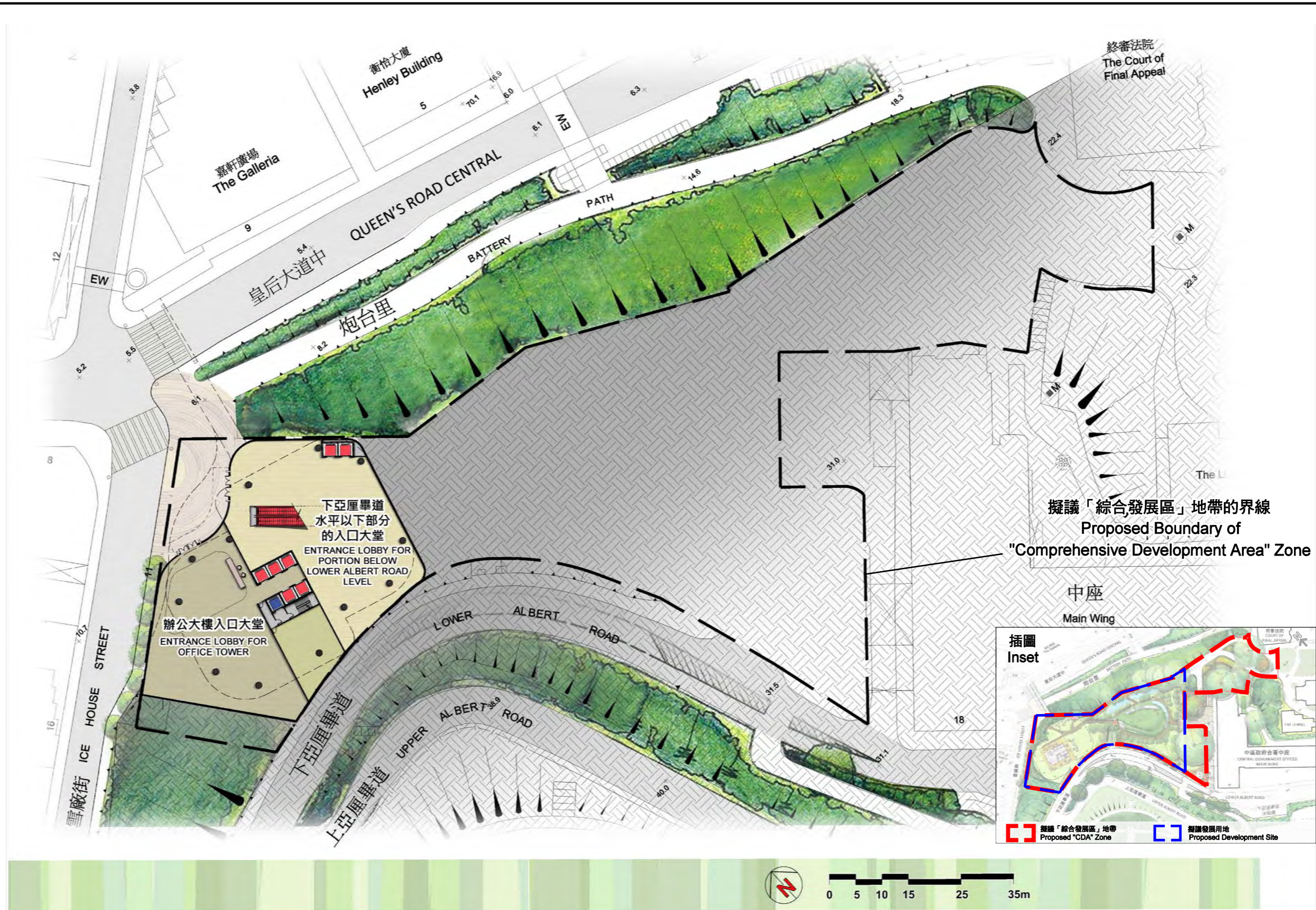
修訂重建計劃 - 剖面圖
REVISED REDEVELOPMENT SCHEME - SECTION PLAN

規劃署
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M/SD/11/106

圖 Plan 2



修訂重建計劃 - 在皇后大道中水平的獨立入口大堂 (概念設計)
 REVISED REDEVELOPMENT SCHEME -
 SEPARATE ENTRANCE LOBBIES AT QUEEN'S ROAD CENTRAL LEVEL (INDICATIVE DESIGN)

規劃署
 PLANNING DEPARTMENT



M/SD/11/106

圖 Plan 3



本圖於2011年11月14日擬備
PLAN PREPARED ON 14.11.2011

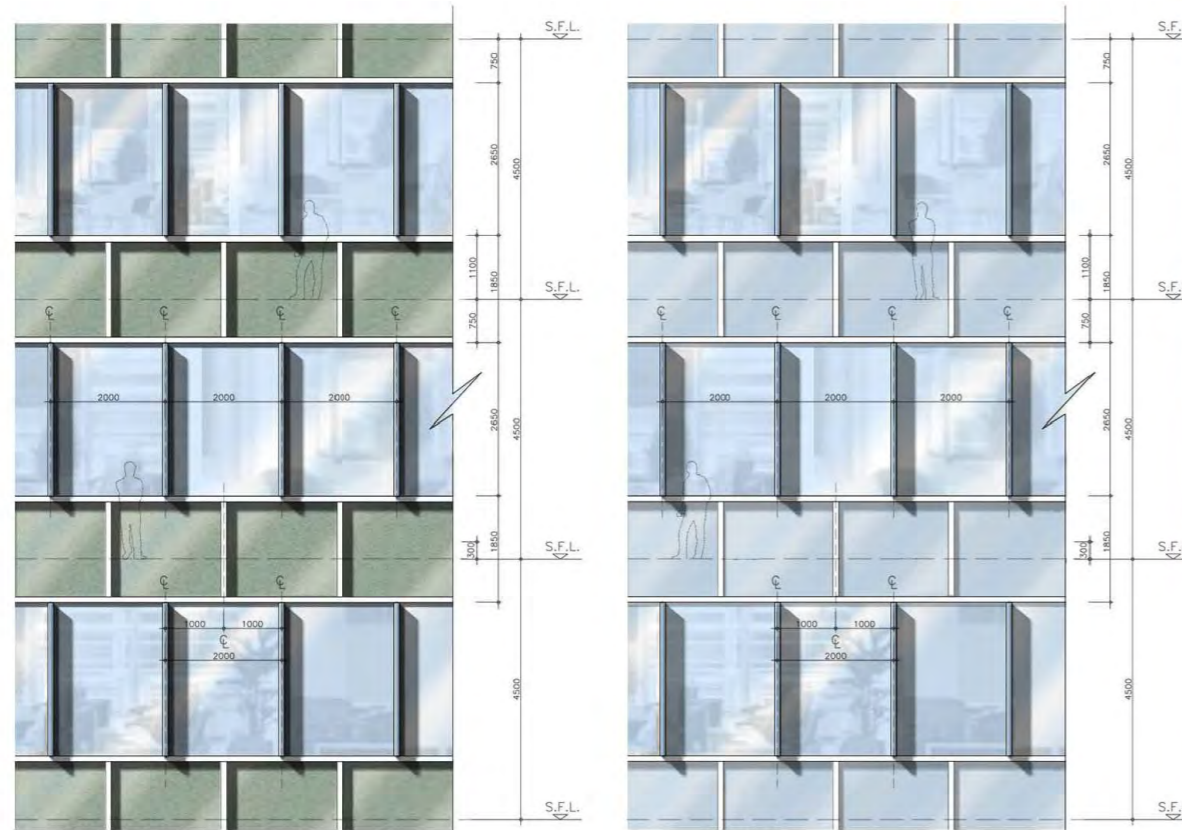
修訂重建計劃 - 下亞厘畢道水平以下部分的標準樓面圖 (概念設計)
REVISED REDEVELOPMENT SCHEME -
TYPICAL FLOOR PLAN FOR PORTION BELOW LOWER ALBERT ROAD LEVEL (INDICATIVE DESIGN)

規劃署
PLANNING DEPARTMENT



M/SD/11/106

圖 Plan 4

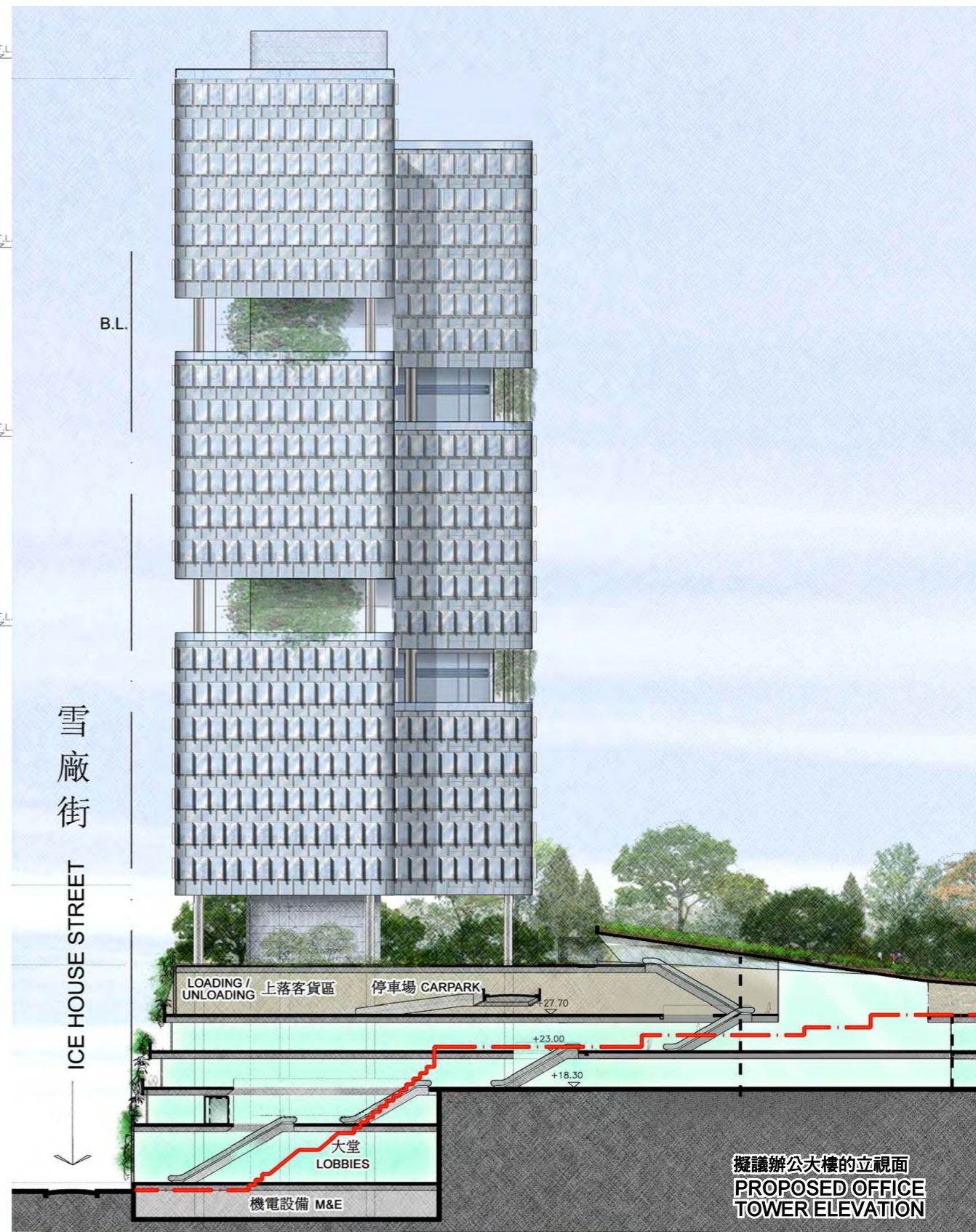


方案1 OPTION 1
可能的辦公大樓外牆設計 POSSIBLE OFFICE TOWER FACADE TREATMENT

方案2 OPTION 2



現時中區政府合署中座的外牆 EXISTING CGO MAIN WING FACADE



擬議辦公大樓的立視面
PROPOSED OFFICE TOWER ELEVATION

0 5 10 15 25 35m

修訂重建計劃 - 辦公大樓外牆的可能設計 (概念設計)
REVISED REDEVELOPMENT SCHEME -
POSSIBLE EXTERNAL FACADE DESIGN OF OFFICE TOWER (INDICATIVE DESIGN)

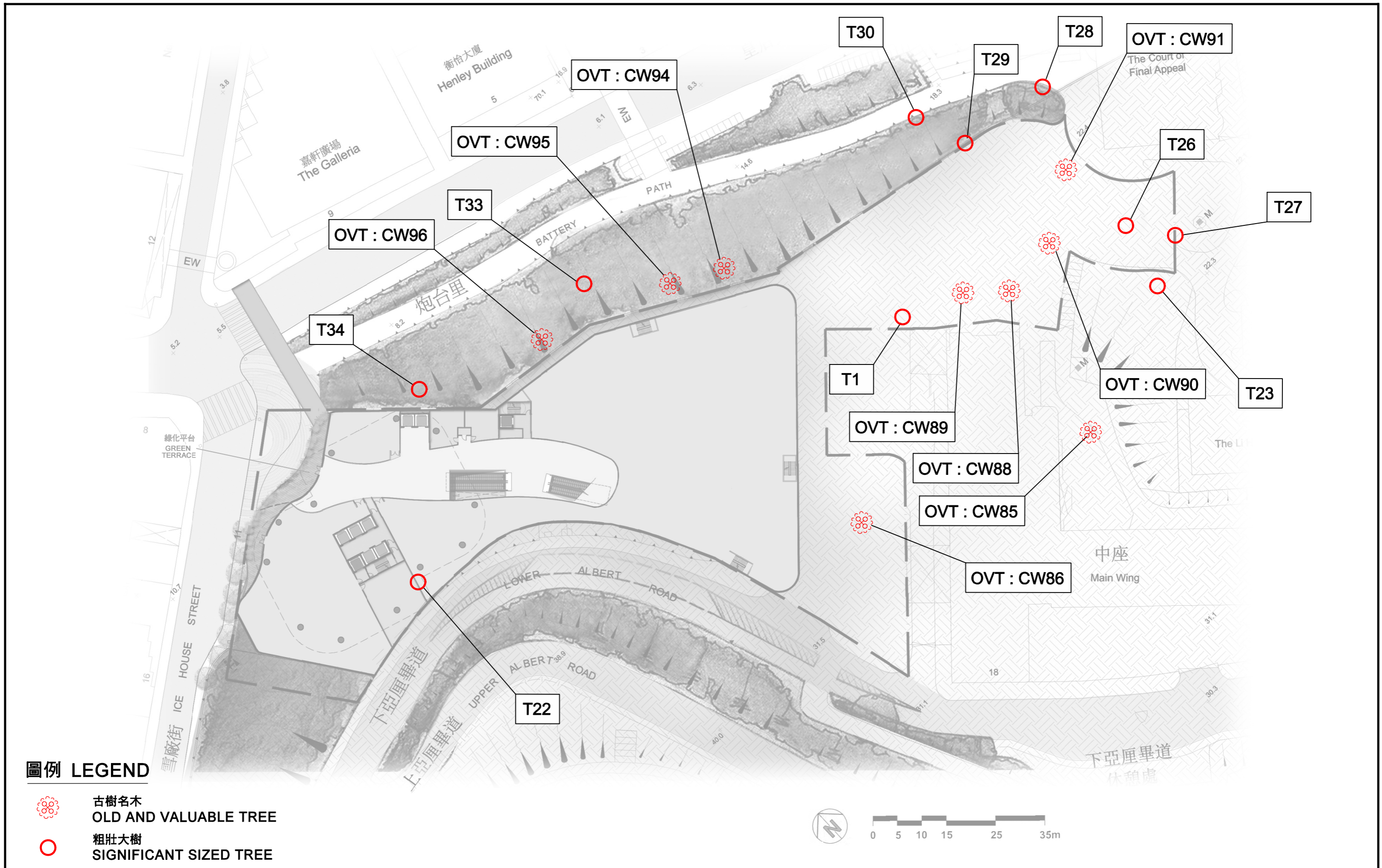
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M/SD/11/106

圖 Plan 5





圖例 LEGEND

-  古樹名木
OLD AND VALUABLE TREE
-  粗壯大樹
SIGNIFICANT SIZED TREE

本圖於2011年11月11日擬備
PLAN PREPARED ON 11.11.2011

用地內及附近的古樹名木及粗壯大樹
OLD AND VALUABLE TREES AND
SIGNIFICANT SIZED TREES ON AND IN THE VICINITY OF THE SITE

規劃署
PLANNING DEPARTMENT



M/SD/11/106

圖 Plan 7

Major Development Parameters of the Original Scheme

	Original Scheme
Site Area (approx.)	5,720m ²
GFA (approx.) Office <u>Shopping facilities</u> Total	28,500m ² (68%) <u>13,500m² (32%)</u> 42,000m ²
Plot Ratio (approx.)	7.34
Public Open Space (approx.)	6,800m ²
Parking Facilities Car parking spaces Loading/Unloading spaces	164 32
No. of storeys Office Tower Portion below Lower Albert Road Level Basement	26 5 <u>1</u> 32
Maximum Building Height	150mPD
Site Coverage (approx.)	23.6% (office tower only)

List of Public Consultation Activities**Consultation Sessions**

No.	Organizations	Date
1.	Central and Western District Council (C&WDC)	6.10.2010
2.	The Hong Kong Institute of Architects	20.10.2010
3.	Legislative Council (LegCo) Panel on Development	26.10.2010
4.	The Hong Kong Institution of Engineers	28.10.2010
5.	Town Planning Board	5.11.2010
6.	The Hong Kong Institute of Surveyors	9.11.2010
7.	The Hong Kong Institute of Planners	17.11.2010
8.	The Hong Kong Institute of Landscape Architects	18.11.2010
9.	Public hearing of LegCo Panel of Development	23.11.2010
10.	Public forum of C&WDC	11.12.2010

Public Exhibitions

No.	Location	Period
1.	Hong Kong Planning and Infrastructure Exhibition Gallery	20.9.2010 – 31.12.2010
2.	International Finance Centre Mall	10.11.2010 – 26.11.2010

**PROPOSED REDEVELOPMENT OF
WEST WING OF CENTRAL GOVERNMENT OFFICES**

Report on Public Consultation

BACKGROUND

1. The public consultation exercise on a notional redevelopment scheme of the West Wing of Central Government Offices (CGO) was jointly conducted by the Development Bureau (DEVB) and Planning Department (PlanD) from mid-September to end-December 2010. Public comments and suggestions were collected through various public consultation activities, and the public was invited to send in their written comments.

PUBLIC CONSULTATION ACTIVITIES

2. The following public consultation activities were held:

- (a) press conference on 17.9.2010;
- (b) two public exhibitions at the Hong Kong Planning and Infrastructure Exhibition Gallery (20.9.2010 – 31.12.2010) and the IFC Mall¹ (10.11.2010 – 26.11.2010); and
- (c) consultation sessions with public bodies and professional institutes are :

Public bodies

- Legislative Council (LegCo) Panel on Development (26.10.2010);
- Central and Western District Council (C&WDC) (6.10.2010); and
- Town Planning Board (TPB) (5.11.2010).

¹ The public exhibition held at IFC Mall was jointly organised with the Central and Western District Council.

Professional institutes

- Hong Kong Institute of Architects (HKIA) (20.10.2010);
- Hong Kong Institution of Engineers (HKIE) (28.10.2010);
- Hong Kong Institute of Surveyors (HKIS) (9.11.2010);
- Hong Kong Institute of Planners (HKIP) (17.11.2010); and
- Hong Kong Institute of Landscape Architects (HKILA) (18.11.2010).

3. Subsequent to the briefing sessions, the LegCo Panel on Development and C&WDC organized a public hearing and a public forum on 23.11.2010 and 11.12.2010 respectively.

4. A total of 103 written submission were received, 24 from organizations (including the five professional institutes with consultation sessions arranged as mentioned in paragraph 2(c) above) and 79 from individuals. 18 of the individual submissions were in two groups of standard letters. A list of all these submissions is at **Appendix I**.

5. In overall terms, TPB members generally supported the proposed redevelopment scheme for the West Wing, while views of the LegCo Panel on Development and C&WDC members were diverse. Four of the five professional institutes consulted supported or did not raise objection to the redevelopment of the West Wing. In terms of written submissions, 12 organizations supported or did not raise objection to the redevelopment of the West Wing, while 11 organizations opposed. A large majority of written submissions from individuals were against the redevelopment of the West Wing. Details of the public views and comments received are summarized in the following parts of this report.

**SUMMARY OF CONSULTATION SESSIONS AND PUBLIC HEARING/
FORUM**

LegCo Panel on Development - Consultation Session on 26.10.2010

6. In the consultation session with the LegCo Panel, five LegCo Members had given their views. One member supported the construction of the office tower to provide more Grade A offices but had reservation on the proposed shopping centre, while the other four members were against the proposed redevelopment project. Their views are summarized as follows:

- (a) given that the ‘Government Hill’ was a place of political, religious and military significance, any move to “break it up” would adversely affect the completeness of an important landmark which had been in existence for over 150 years;
- (b) the redevelopment proposal would transfer the ownership of ‘Government Hill’ to private developer;
- (c) the proposed 32-storey commercial building on the site was said to deviate from the recommendations of the historic and architectural appraisal of the CGO (the Appraisal) commissioned by the Antiquities and Monuments Office;
- (d) the redevelopment scheme might cause further damage to the tunnel networks underneath the ‘Government Hill’;
- (e) it was not optimistic that the Government could effectively control private developments within the West Wing site as it had failed to learn a lesson from the bitter experiences in the “Comprehensive Development Area” (“CDA”) developments in Cheung Kong Centre and the Former Marine Police Headquarters;
- (f) the proposed multi-storey commercial building might create “wall effect” affecting air circulation and generate undue pressure to the busy traffic in Central; and
- (g) the proposal to widen Ice House Street could not relieve traffic congestion at Queen’s Road Central.

7. The following suggestions were made by some of the Members in the consultation session:

- (a) the Government should make all possible efforts to retain the ‘Government Hill’;
- (b) the West Wing could be preserved as an archive for the displays of Hong Kong’s past and future planning and infrastructure developments;

- (c) if the West Wing needed to be demolished, the whole site should be turned into public open area with no commercial building on it;
- (d) whether the West Wing should be demolished or preserved should be left for the Hong Kong people to decide through public consultation;
- (e) more environment-friendly facilities (such as cycle tracks and parking facilities for bicycles and environmental vehicles) should be brought in the 'Government Hill' and Central through the redevelopment scheme; and
- (f) the possibility of providing stalls and related facilities on the redeveloped site for social enterprises to operate should be explored.

8. The Panel on Development held a special meeting on 23.11.2010 to receive views from deputations on the redevelopment of CGO West Wing.

LegCo Panel on Development – Public Hearing on 23.11.2010

9. A total of 20 deputations (17 organizations² and three individuals³) attended the public hearing. The views of the LegCo Members were divided with four supporting the redevelopment of the West Wing or the Government's approach to conservation, and three indicating their opposing views. The views of the LegCo Members are summarized as follows:

Supporting views

- (a) the Administration should be selective in choosing the sites and buildings for conservation. The retention of the East and Main Wings would be good enough for serving the conservation purpose;

² The 17 organizations are Lung Fu Shan Environmental Concern Group, Professional Commons, Civic Party, Green Sense, HKILA, Central and Western Concern Group, HKIA, Hong Kong Institute of Urban Design, Designing Hong Kong, CW Power, HKIE, Action Group on Presentation of Heritage in Central and Western District, United Social Service Centre, Heritage Guard, Central and Western District Council, Hong Kong Construction Industry Employees General Union in Hong Kong and Community Development Initiative.

³ The three individuals are Ms. Annelise Connell, Mr. Chan Hok-fung and Ms. Cheng Lai-king.

Objecting views

- (b) the Government should consider excluding the CGO from the ‘Conserving Central’ package, since its proposal was to redevelop the West Wing rather than preserve it;
- (c) the Government’s promotion leaflet was misleading since there was no guarantee that the redeveloped site would in the future appear in the same way as what had been printed on the leaflet; and
- (d) even without the redevelopment scheme, the intended purposes of having more greenery and better pedestrian connection could still be achievable.

10. Other suggestions made by LegCo Members at the public hearing were as follows:

- (a) the Government should, after listening to all the views, come up with a revised proposal for further discussion;
- (b) the intended “CDA” should be put to diverse uses, for instance, the provision of communal facilities;
- (c) the Government should continue to own the public open space (POS) to prevent abusive use and mismanagement by the private developer;
- (d) the Government should consider leasing out the portion proposed for the shopping centre to statutory bodies (such as Equal Opportunities Commission or Office of the Privacy Commissioner for Personal Data); and
- (e) given the concern on traffic congestion, the Government should launch an in-depth study on the traffic impact likely to be caused by the redevelopment scheme.

Town Planning Board - Consultation Session on 5.11.2010

11. The TPB members generally supported the proposed redevelopment of the

West Wing and some members considered that the development scheme had struck a proper balance between conservation and development. Their major views and suggestions are summarized as follows:

- (a) the design of the POS should be more pedestrian friendly to serve the general public as well as office workers;
- (b) jogging trails and more seating should be provided in the POS while food and beverage uses and kiosks should be allowed;
- (c) space should be provided in the POS for music concerts, and other art and cultural activities in weekends;
- (d) pedestrian routes to and within the POS should be designed to make the POS easily accessible and pedestrian friendly;
- (e) there was concern on traffic impact arising from the proposed commercial building on the already congested roads in the area;
- (f) if the redevelopment scheme was to be implemented by the private sector, the requirements on the future development would need to be cautiously defined and specified so that the vision of the project could be realized;
- (g) public access between Queen's Road Central and the POS through the commercial building needed to be carefully specified and monitored;
- (h) a footbridge connection between the commercial building and the Club Lusitano building across Ice House Street should be explored;
- (i) there should be requirements for the commercial building to be built as a green building (with low carbon emissions);
- (j) other attractions in the surrounding might be integrated into the design concept to expand its scope of attraction (e.g. the historic gas lamps and steps at Duddell Street and the chiming clock at The Galleria); and
- (k) the design of the entrance of the commercial development at Queen's

Road Central could be improved, and one option was to design the green facade as terraced open space.

Central and Western District Council – Consultation Session on 6.10.2010

12. The views of the DC members at this consultation session were diverse, and are summarized as follows:

Supporting views

- (a) the proposed redevelopment of the West Wing was supported in view of its low heritage value and that there are many sites proposed for conservation under the ‘Conserving Central’ initiative and an overall view should be taken;
- (b) the redevelopment of the West Wing could facilitate commercial development in Central;
- (c) the preservation of the West Wing, which was of low heritage value, would affect Hong Kong’s commercial development and Government’s revenue;
- (d) the redevelopment scheme has achieved the conservation of the historical site. Demolition of the West Wing to increase greenery is supported;

Objecting views

- (e) the proposed rezoning of the West Wing site to “CDA” and sale of the site to developers would affect the integrity of the ‘Government Hill’;
- (f) the proposed commercial building was too high which would affect the solemnity of the ‘Government Hill’;
- (g) based on the lesson learnt from Cheung Kong Park, the public would find it difficult to enjoy the proposed POS to be designed by private developer and the Government would move step by step to rezone the site for commercial use; and

- (h) the proposal to widen Ice House Street could not alleviate the traffic problem of Queen's Road Central, and the proposed commercial building would worsen the traffic condition at Hollywood Road.

13. Other major suggestions made by the C&WDC members at the consultation session are summarized as follows:

- (a) the whole 'Government Hill' should be rezoned to "Special Protected Area" to preserve its existing character;
- (b) Government departments currently located in private buildings could be moved to the West Wing for better utilisation of land resources;
- (c) the proposed POS should be implemented by the Government under the existing "G/IC" zoning with the inclusion of museum and community facilities in the West Wing site;
- (d) the redevelopment scheme should be compatible with adjacent environment with sufficient provision of greening and a clear boundary with the site to be occupied by the Department of Justice;
- (e) the redevelopment scheme should bring the 'Government Hill' and Queen's Road Central closer so that the POS would not become a private garden of the new commercial building;
- (f) the ownership of the POS should be clarified;
- (g) the POS should be completely accessible by the public with entrances and escalator facilities in the shopping centre and at Queen's Road Central; and
- (h) the number of loading/unloading spaces in the proposed redevelopment scheme should be reduced.

14. A motion and an amended motion against the demolition of the West Wing for commercial development with office and shopping facilities were rejected at the C&WDC meeting.

Central and Western District Council – Public Forum on 11.12.2010

15. About 30 persons, including C&WDC members, Area Committees members and members of the public, attended the public forum. The conclusion drawn by the C&WDC Secretariat was that different questions and views had been expressed in the public forum (e.g. preservation of the CGO as a whole, consideration of various development options, support for the demolition of West Wing and its redevelopment proposal, concern on the design of the commercial development, and request for an extension of the consultation period).

16. Attendees who did not support the proposed redevelopment mainly stated the following reasons:

- (a) any proposal to partially preserve the CGO site was a disrespect to the history of the site;
- (b) the redevelopment scheme was not in line with the Appraisal which suggested that the Government should only consider redeveloping the West Wing when under financial pressures;
- (c) the Government had insufficient market research findings to justify the proposed Grade A office use and shopping facilities in the redevelopment scheme;
- (d) since new Grade A office supply would be gradually available at the harbourfront in the future, the CGO could be retained for relocation of those Government offices still renting commercial premises;
- (e) the proposed commercial building was not compatible with the surrounding environment from architectural point of view;
- (f) consideration might be given to reducing the height of the proposed development by enlarging the building footprint;
- (g) using the lower part of the site for constructing the proposed five-storey shopping centre with car park would be equivalent to a complete removal of the ‘Government Hill’;

- (h) the proposed POS was unlikely to be freely used by the public as it would only be a roof garden on top of a shopping centre. Access to the POS would be blocked when the shopping centre was closed at night;
- (i) much information in the consultation documents was misleading, including the missing traffic lights in the photomontages and the insufficient soil depth for plant growth on the proposed green façade;
- (j) the widening of Ice House Street would only make the vehicles concentrate at Queen's Road Central, aggravating the traffic congestion problem in the area;
- (k) there was no guarantee that the future developer would redevelop the site according to Government's scheme;
- (l) there was a concern on whether many existing trees would need to be felled for the redevelopment, like the project of the Former Marine Police Headquarters in Tsim Sha Tsui;
- (m) the public was not consulted on the future use(s) of the site, but was only presented with a redevelopment scheme in the public consultation; and
- (n) the consultation period was too short.

Professional Institutes

17. All the five professional institutes consulted had made written submissions to the Government. In overall terms, HKIS, HKIE, HKIP and HKILA supported or did not raise objection to the redevelopment of the West Wing, while HKIA did not support the demolition of the West Wing. Their views are analysed with the other written submissions in the section below.

SUMMARY OF WRITTEN SUBMISSIONS

Demolition of West Wing for Redevelopment

18. A total of 25 written submissions (including 12 from organizations⁴ and a number of individuals) supported or did not raise objection to the demolition of the West Wing for redevelopment. The main reasons are summarized as follows:

- (a) the demolition of the West Wing would allow the provision of a POS, thereby giving an opportunity to rebuild the area into a “city green lung” which would also serve as a buffer between the highly dense commercial area and the historic building cluster on the ‘Government Hill’;
- (b) the demolition of the West Wing could allow office development, thereby helping to alleviate the serious shortage of office space in Central and bolster the general competitiveness of Hong Kong in relation to other world cities;
- (c) the CGO West Wing building did not have architectural merits that warrant preservation; and
- (d) the proposal showed the Government’s efforts in balancing the development and preservation needs of the Central District.

19. 11 written submissions from organizations⁵ and a majority of submissions from individuals were against the demolition of the West Wing for redevelopment. The main reasons are summarized as follows:

- (a) the ‘Government Hill’ was of high historical and heritage value and was part of Hong Kong’s history. It had been the seat of the Government since the colonial period. The site and its related history should be of higher significance than the buildings. Being a part of the ‘Government Hill’, the CGO was the result of excellent site planning with the three building blocks well positioned in relationship to each

⁴ The 12 organizations are Democratic Party, HKIS, HKIE, HKIP, HKILA, Hong Kong Institute of Urban Design, Royal Institute of Chartered Surveyors, Professional Property Services Group, St. John’s Cathedral, Hong Kong Construction Association, The Real Estate Developers Association of Hong Kong and Hongkong Land.

⁵ The 11 opposing organizations are Civic Party, six Democratic Party members in C&WDC and their advisors, HKIA, Society for Protection of the Harbour, Professional Commons, Green Sense, Conservancy Association, Designing Hong Kong, Central and Western Concern Group, Ghost Pine Organization and Community Cultural Concern.

other and the natural landscape around them. The demolition of the West Wing would not only destroy the integrity of the ‘Government Hill’, but also affect the preservation value of the entire area;

- (b) the West Wing was a fine example of buildings in early days of Hong Kong, with the buildings actually climbing up a natural sloping terrain with varying plan size and shape;
- (c) the proposed demolition of the West Wing for redevelopment was not in line with the following conclusions and recommendations of the Appraisal:-
 - (i) the Appraisal had more than once suggested and recommended the preservation of all the buildings on the site. For example, it was stated in paragraph 5.1.1 that “[c]onsideration should be given to creating a ‘Special Protected Area’ to acknowledge the well wooded spaces and low rise buildings in” and it is also stated on page 135 that “..... there might be a case for making all the low rise and well planted area into a ‘Special Protected Area’ where the presumption would be against any significant redevelopment work”;
 - (ii) “[t]he site itself is arguably of higher significance than the buildings” on page 135 implied that consideration should not be given only to the heritage value of the buildings, but also to the setting and disposition of the existing buildings; and
 - (iii) it was stated in paragraph 5.5.2 that “..... financial pressures mean that part of the west end of the site will need to be development” while the Government had more than 2 trillion Hong Kong dollars of fiscal and foreign exchange reserves;
- (d) the West Wing was still structurally sound and reasonably well-maintained. Its demolition was not in line with the principles of sustainable development. A total of 9,600m³ of construction wastes was expected from the demolition works, equivalent to about 2.5 standard swimming pools;

- (e) the redevelopment after the demolition of the West Wing would further aggravate the existing traffic congestion problem in Central; and
- (f) the construction works for the redevelopment scheme would cause nuisances in various aspects, including dust, noise, muddy drainage, increased traffic volume, etc..

20. The following alternative uses for the preserved West Wing were proposed:

- (a) Government offices (particularly for relocation of those still renting commercial offices);
- (b) boutique hotel;
- (c) eating places (including affordable food centre);
- (d) cultural centre (such as Joint-University Institute on Culture and Creativity);
- (e) art performance venue;
- (f) museums (such as Hong Kong Plant and Animal Museum);
- (g) place of entertainment; and
- (h) Government, institution or community (GIC) uses like Consumer Council, Office of the Privacy Commissioner for Personal Data, Equal Opportunities Commission and district council offices.

Proposed Public Open Space

21. Most written submissions welcomed the proposed POS. HKIA, Professional Commons and a number of individuals however commented that the POS would only be a podium garden with limited soil depth for planting, and it would only serve the commercial complex and might not be genuinely for public use and easily accessible by the general public. Some individuals requested the whole West Wing site be redeveloped for POS only.

22. The following views on the design of the POS were also received:

- (a) the POS should be designed to mainly serve the needs of the people who live or work in Central as their recreation space;
- (b) the POS should have a theme/identity different from the surrounding green space;

- (c) the POS should be designed to link up nearby parks in Central, Admiralty and Mid-levels to form a green open space network in Central;
- (d) the pedestrian routes to and within the POS should be designed to be easily accessible and pedestrian-friendly, without routing through the shopping mall;
- (e) the POS should provide sufficient seating areas;
- (f) food and beverage uses and kiosks should be allowed;
- (g) space could be provided for music concerts and cultural activities on weekends; and
- (h) some stalls and related facilities should be allowed.

Proposed Grade A Office

23. All the 12 organizations mentioned in paragraph 18 above and some individuals supported or did not raise objection to the proposed office tower. The main reasons cited were that there was a serious shortage of commercial office spaces in Central, making it one of the most expensive office markets in the world. There was not enough land supply for commercial property development, and the proposed office development could help address the acute shortage of Grade A office in Central.

24. 11 written submissions from organizations mentioned in paragraph 19 above and a majority of submissions from individuals were against the proposed office use. The main reasons are summarized as follows:

- (a) there was no strong evidence of acute shortage of Grade A commercial offices in Hong Kong, given that 9.60 million square feet of Grade A office space would be supplied to the market in the future and only about 280,000 square feet could be provided from the West Wing site;
- (b) the proposed office use would deprive the right of the public to use the site;

- (c) the proposed development intensity was too high;
- (d) the proposed building height of 150mPD of the office tower was more than two times higher than the existing West Wing, resulting in wall effect and affecting air ventilation. It would destroy the sense of place and setting of the low-rise heritage precinct as well as the tranquil beauty of Lower Albert Road;
- (e) the proposed building height was not in line with the conclusions and recommendations of the Appraisal as it was stated in paragraph 5.4.6 that “[a]ny new building on the site should take the height of the existing CGO as a maximum height”;
- (f) the proposed office use would aggravate the traffic load and congestion in Central;
- (g) air quality in the district would be deteriorated in view of the worsened traffic condition and canyon effect to be created by the high-rise office tower;
- (h) though the setback of the office tower would allow for one more traffic lane in part of Ice House Street downhill, the part to the further north could not be widened, and hence there would not be any real improvement to the traffic in the area. The road widening proposal might however affect a historic masonry retaining wall along Ice House Street. The physical model for the notional redevelopment scheme showed that the Ice House Street and Queen’s Road Centre was designed as a piazza, which was false. The junction would remain a grid-locked traffic intersection even after redevelopment;
- (i) another road widening proposal at Lower Albert Road for vehicular entry/exit for the office tower would destroy the tranquility and natural setting of Lower Albert Road;
- (j) the proposed office tower would be an enclosed structure that required air-conditioning and in summer a large amount of hot air would be emitted, aggravating the urban heat island effect in Central; and

- (k) the proposed office tower would overlook Government House in a short distance and high angle, and hence the security of the Government House would have to be compromised.

25. Major suggestions relating to the design of the proposed office tower are summarized as follows:

- (a) the proposed development intensity (including the plot ratio and building height) was too high and needed to be reduced;
- (b) procedures should be in place to ensure that the design of the tower would be of the highest quality rather than another glass slump in Central. Since the building would be visible from Government House and other historic buildings, it should better reflect the architectural style of Government House, Former French Mission Building or the Main and East Wings that would be preserved;
- (c) an innovative conservation approach was recommended by retaining part or all of the existing façade and building orientation of the West Wing in the future development;
- (d) consideration should be given to following the approach of the HSBC Main Building by setting aside the ground level of the office tower as public space or access in order to provide more green area for enjoyment;
- (e) the tower should have better air ventilation, green features and energy performance. A 'Green Building Labeling' assessment or similar methodology should be adopted to ensure and promote the green standards and environmental friendliness of the development;
- (f) the developer should open the rooftop of the tower to allow the public to enjoy the full view of 'Government Hill' and the bustling scenes of Central; and
- (g) the proposed use should be compatible with the adaptive reuses of the Main and East Wings, and over 50% of the proposed tower should be for

civic-related uses such as offices for international civic and NGO/government-related organizations.

Proposed Shopping Facilities

26. Most written submissions raised objection to the proposed shopping facilities. The main reasons are summarized as follows:

- (a) there were already too many shopping malls in Central;
- (b) there were doubts on the desirability and viability of the proposed large shopping facilities in this location as they would be out of character with the rest of the site;
- (c) the excavation required for the construction of the proposed shopping facilities would affect the disused tunnel network underground, and might also pose risks to the roots of the trees and vegetation as well as slopes surrounding the site;
- (d) approximately 114,400m³ of soil would need to be excavated for the construction of the proposed shopping facilities while the debris dug out could fill up 30 standard swimming pools; and
- (e) the proposed shopping facilities would further aggravate the traffic congestion problem in the area.

27. HKIP suggested replacing the shopping facilities with exhibition and public use/gathering/heritage education purposes while Hong Kong Institute of Urban Design (HKIUD) proposed using the floor spaces as exhibition spaces to promote trade and culture, a museum of legacy of the CGO, other museum(s) of some sort with related community facilities or of Hong Kong's return to China.

Tree Preservation and Landscape

28. Three written submissions (including Green Sense and Conservancy Association) raised concerns on whether the Old and Valuable Trees (OVTs) and other trees on and in the vicinity the CGO site could be preserved if the West Wing site is to be sold to a private developer for redevelopment, quoting the lesson learnt from the

redevelopment of the Former Marine Police Headquarters in Tsim Sha Tsui.

29. Suggestions on tree preservation and landscape were received in the written submissions from HKILA, HKIUD; HKIP, HKIE, Professional Property Services Group, TFP Farrells and The Real Estate Developers Association of Hong Kong (REDA), which include:

- (a) conservation of existing trees (including OVTs) and vegetation should be the priority under the redevelopment;
- (b) a comprehensive study on the site profile and tree ecology should be conducted before demarcation of the redevelopment boundary to ensure all mature trees are properly preserved;
- (c) the existing vegetated slopes, mature trees and mellow historical character of Battery Path should be preserved;
- (d) landscaping for Battery Path and for the Cathedral site should be undertaken as a coherent whole;
- (e) landscaping for the future development should be as natural as possible so as to retain the existing milieu of the sites;
- (f) vertical greening should be adopted as much as possible in the new building;
- (g) it would be better to have a natural landscape elevation rather than an artificial green façade attached to the enclosed shopping centre;
- (h) a terraced garden approach was preferred over the proposed vertical green façade in reducing ‘canyon effect’ of the proposed building along Ice House Street and Queen’s Road Central, noting that the green façade, which had high maintenance costs, might not work well in shaded areas like this part of Central; and
- (i) the proposed green façade made the proposed shopping centre difficult to succeed as neither activated window street frontage nor visual connection to higher levels would be created.

Pedestrian Connectivity

30. HKIE suggested exploring the feasibility of using the underground space of the site as a transportation hub to further enhance the accessibility of the site. Both HKIP and TFP Farrells requested further improvements to pedestrian connectivity of the site to Murray Building and St. John's Building (Peak Tram Terminus). HKIUD proposed that a comprehensive pedestrian network urban design study for the area should be undertaken and the public spaces should be accessible by the public without having to enter the building. HKIA considered that the footbridge to The Galleria could still be constructed even if the West Wing was to be preserved. On the contrary, the Professional Property Services Group and REDA considered the footbridge not necessary as there was already one connecting between Battery Path and Standard Chartered Bank Building.

Implementation and Land Disposal

31. Those supported or did not raise objection to the redevelopment scheme generally agreed with the proposed "CDA" zoning for the site while those objected considered that the "G/IC" zoning should be retained and the site should continue to be under Government ownership so as to maintain the integrity of the whole 'Government Hill'.

32. Both HKIP and HKIUD and some individual submissions supported adopting a tendering process requiring submissions of design proposals to be publicly evaluated. HKIUD further suggested disposing the site through a "Private-Public Collaboration" arrangement. The Democratic Party requested that all the proposed public passageways within the private development be clearly specified in the lease. The Society for Protection of the Harbour considered that it was in principle wrong to surrender public land and buildings of unique history and environmental values to private developers for profit. Some submissions opined that the Government had a large reserve and did not have financial pressure to sell the site. There was also a suggestion that the Government could implement the redevelopment scheme itself and rent out the completed floor space to the private sector.

Central South Station of Shatin to Central Link

33. Noting that the CGO site is the only suitable site identified for the Central

South Station of the Shatin to Central Link, HKIP and a number of individual submissions considered that the redevelopment scheme should allow for the incorporation of this new station.

Public Consultation

34. The Central and Western Concern Group considered that the public had been presented a *fait accompli* as there had been no public consultation on alternative options. It requested the Government to further extend the consultation period to 12 months. A similar request for extension of consultation period was also made by Professional Commons and some individual submissions.

35. Some submissions (including the Central and Western Concern Group) considered that the sale of the CGO site, thereby bypassing Government funding requirement for the construction of a new building and POS, meant that public scrutiny by the LegCo would be precluded.

RESPONSE TO COMMENTS IN THE WRITTEN SUBMISSIONS

36. A more detailed summary of the written submissions and the Administration's response to the comments have been prepared and are available at the websites of DEVB (www.devb.gov.hk) and PlanD (www.pland.gov.hk).

PLANNING DEPARTMENT
NOVEMBER 2011

List of Written Submissions**Organisations**

No.	Name of Organisation	Date of Submission
1	Democratic Party	4.10.2010
2	A group of six C&WDC members and others	5.10.2010
3	Society for Protection of the Harbour	17.11.2010 & 3.1.2011
4	The Hong Kong Institute of Landscape Architects	22.11.2010
5	The Real Estate Developers Association of Hong Kong	29.11.2010
6	The Hong Kong Institute of Planners	30.11.2010
7	Civic Party	1.12.2010
8	Professional Property Services Group	6.12.2010
9	The Hong Kong Institute of Urban Design	23.12.2010
10	The Hong Kong Institute of Surveyors	23.12.2010
11	Royal Institute of Chartered Surveyors Hong Kong	24.12.2010
12	Green Sense	28.12.2010
13	St. John's Cathedral	28.12.2010
14	Hong Kong Construction Association	29.12.2010
15	Hongkong Land Limited	29.12.2010
16	Community Cultural Concern	31.12.2010
17	Central and Western Concern Group	31.12.2010
18	The Conservancy Association	31.12.2010
19	Ghost Pine Organization	31.12.2010
20	The Hong Kong Institute of Architects	31.12.2010
21	The Hong Kong Institution of Engineers	31.12.2010
22	TFP Farrells	31.12.2010
23	The Professional Commons	31.12.2010
24	Designing Hong Kong	2.1.2010

Individuals

No.	Date of Submission
1	22.9.2010
2	3.10.2010
3	7.10.2010
4	17.10.2010
5	21.10.2010
6	25.10.2010
7	26.10.2010
8	28.10.2010
9	28.10.2010
10	29.10.2010
11	5.11.2010
12	10.11.2010
13	10.11.2010

No.	Date of Submission
14	10.11.2010
15	11.11.2010
16	15.11.2010
17	15.11.2010
18	15.11.2010
19	15.11.2010
20	15.11.2010
21	15.11.2010
22	15.11.2010
23	16.11.2010
24	16.11.2010
25	17.11.2010
26	19.11.2010
27	19.11.2010
28	20.11.2010
29	24.11.2010
30	28.11.2010
31	29.11.2010
32	29.11.2010
33	10.12.2010
34	11.12.2010
35	15.12.2010
36	20.12.2010
37	20.12.2010
38	21.12.2010
39	21.12.2010
40	21.12.2010
41	22.12.2010
42	23.12.2010
43	24.12.2010
44	24.12.2010
45	26.12.2010
46	27.12.2010
47	27.12.2010
48	28.12.2010
49	28.12.2010
50	28.12.2010
51	28.12.2010
52	29.12.2010
53	29.12.2010
54	29.12.2010
55	29.12.2010
56	29.12.2010
57	29.12.2010
58	30.12.2010
59	30.12.2010
60	30.12.2010
61	30.12.2010
62	30.12.2010

No.	Date of Submission
63	30.12.2010
64	30.12.2010
65	30.12.2010
66	31.12.2010
67	31.12.2010
68	31.12.2010
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72	31.12.2010
73	31.12.2010
74	31.12.2010
75	31.12.2010
76	31.12.2010
77	31.12.2010
78	6.1.2011
79*	8.1.2011

* The individual requested not to disclose his written submission.

Major Development Parameters of the Revised Scheme

	Revised Scheme
Site Area (approx.)	5,720m ²
GFA (approx.) Office <u>GIC cum ancillary office uses</u> Total	28,500m ² (71%) <u>11,800m² (29%)</u> 40,300m ²
Plot Ratio (approx.)	7.05
Public Open Space (approx.)	7,600m ²
Parking Facilities Car parking spaces Loading/Unloading spaces	93 13 <i>(subject to the detailed mix in provision for the office and GIC uses and the traffic impact assessment by the future developer)</i>
No. of storeys Office Tower Portion below Lower Albert Road Level Basement	26 5 <u>1</u> 32
Maximum Building Height	150mPD
Site Coverage (approx.)	23.6% (office tower only)

Updated Preliminary Traffic Assessment on the Redevelopment of Central Government Offices West Wing

Purpose

This paper presents the preliminary assessment of the additional traffic impact generated by a revised redevelopment scheme of the West Wing of the Central Government Offices (CGO) and outlines possible measures to enhance the redevelopment in traffic terms.

Background

2. In the 2009-10 Policy Address, it was proposed that the East Wing and the Main Wing of the CGO would be preserved for use by the Department of Justice while the West Wing would be redeveloped into a public open space and office/commercial development.

3. The Planning Department prepared a notional redevelopment scheme for the West Wing site for public consultation last year. Taking into account the public views collected, the scheme has been revised. A comparison of the use and GFA of the original and revised redevelopment schemes is shown below:-

West Wing	Use	GFA (m²)	Change in GFA (m²)
Existing	Office	22,360	--
Original Scheme	Office	28,500	+6,140
	Commercial	13,500	+13,500
Revised Scheme	Office	28,500	+6,140
	GIC and other facilities*	11,800	+11,800

* According to the Planning Department, these other facilities would be mainly office-related facilities to be mostly used by the Securities and Futures Commission and the Hong Kong Exchanges and Clearing Limited.

4. Based on the average traffic generation rates of relevant mix of uses, the additional traffic generated/attracted during peak hours by the proposed redevelopment would be: –

Land Use	Unit	AM Generation Rate	AM Attraction Rate	PM Generation Rate	PM Attraction Rate
Commercial	pcu/hr/100 sqm GFA	0.2296	0.2434	0.3100	0.3563
Office	pcu/hr/100 sqm GFA	0.1703	0.2452	0.1573	0.1175
Additional traffic (original scheme)	pcu/hr	41	48	52	55
Additional traffic (revised scheme)	pcu/hr	31	44	28	21

Review of Traffic Situation

5. Under the revised proposal, the redevelopment is expected to generate and attract about 75 pcu/hr in total during morning peak period. With the proposed access to the redevelopment to be located at Lower Albert Road, it is estimated that the majority of traffic (70% or 53 pcu/hr) would access to the Site from the east, i.e. through the junction of Garden Road/Lower Albert Road, and 30% or 23 pcu/hr would be via the junction of Lower Albert Road/Ice House Street to the west. As the additional traffic is relatively small, the impact to the nearby junctions is marginal.

6. Based on a conservative 1% annual growth rate on the adjoining road network and the anticipated traffic generated from the redevelopment, an assessment on the change in the road links v/c ratios of adjoining roads is summarised below:-

Road links v/c ratio

	Lane Capacity	V/C ratio ¹			
		Existing	2016	2016 + original scheme	2016 + revised scheme
Queen's Road Central	2700 ²	0.54	0.57	0.59	0.59
Ice House Street	1900 ³	0.37	0.39	0.42	0.41
Lower Albert Road	1700 ⁴	0.44	0.47	0.49	0.49

1 The maximum v/c ratio has been selected.

2 Queen's Road Central (3-lane one way traffic, design flow is 2700 veh/hour).

3 Ice House Street (2-lane one way traffic, design flow is 1900 veh/hour).

4 Lower Albert Road (2-lane 2-way traffic, design flow is 1700 veh/hour).

7. The above indicates that the roads surrounding the Site would be subject to minimal traffic impact under the proposed redevelopment and the roads still have adequate reserve capacity to cope with the future development.

8. Ample and efficient public transport system including MTR and buses is also available in close walking distance to the Site. No particular additional public transport requirement will be arisen from the redevelopment.

Site Specific Traffic Management

9. The existing Lower Albert Road is single 2-lane 2-way carriageway. With the additional ingress /egress point located at Lower Albert Road, it is necessary to provide a turning lane on the westbound carriageway to cater for the increase in turning traffic and minimize the traffic disruption thereat.

10. The junction of Ice House Street and Queen's Road Central is one of the busy junctions in Central. The setback of the proposed redevelopment provides an opportunity to widening the Ice House Street approach by providing a dedicated straight ahead lane to improve junction performance.

11. The pedestrian access to the site would be improved with the provision of a footbridge connecting to The Galleria at No. 9 Queen's Road Central and this will form part of the pedestrian walkway system in the Central Business District, thus improving the pedestrian accessibility and relieving pressure at ground level.

12. Adequate internal loading/unloading facilities and car parking spaces with reference to the Hong Kong Planning Standards and Guidelines should be provided at the basement below the Lower Albert Road level to cater for the needs of the redevelopment. Given the potential reduction in the scale of excavation below the Lower Albert Road, a detailed traffic assessment is required to ascertain that the loading/unloading facilities and car parking provision is sustainable in traffic terms.

Traffic management of downstream road networks in Central

13. A traffic review has been carried out with a view to easing the traffic congestion caused by the loading/unloading activities and taxi operation along Queen's Road Central and Pedder Street. Having consulted the Central and Western

District Council in early 2011, these improvement proposals would be implemented progressively.

Conclusion and Recommendation

14. Based on the above preliminary study, it is concluded that the redevelopment of West Wing would have no significant impact on the existing traffic condition in the vicinity.

15. The above preliminary study is based on the existing road layout and planned parameters. The future developer of the Site is required to submit formal traffic impact assessment based on the latest situation and their development proposal to substantiate that the traffic impact is sustainable when seeking planning approval from the Town Planning Board.

**Traffic Engineering / Hong Kong Division
Transport Department
November 2011**

**Planning and Design Requirements
for Redevelopment of West Wing, CGO**

Public Open Space (POS) and Tree Preservation

- A POS of about 7,600m² (including an adjoining piece of Government land of about 2,650 m² in the east) should be provided at the Lower Albert Road level.
- Green terrace design should be provided at the external façade of the portion below Lower Albert Road level to extend the existing greenery of Battery Path while allowing penetration of natural light. Sky-rise greenery should also be provided in the Office Tower.
- All nine existing Old and Valuable Trees on and in the vicinity of the site should be preserved. Significant Sized Trees (i.e. trees with trunk diameter at breast height of 700mm or more) should also be preserved as far as possible. The Tree Protection Zones to be delineated by the Administration should be respected.
- The proposed development should be setback from the southwestern boundary of the site to preserve an existing vegetated slope.

Heritage preservation

- To minimize possible impact on the disused underground tunnel network, the eastern portion of the portion below Lower Albert Road level should not be more than three storeys with the lowest excavation level not exceeding +18mPD. The future developer should commission an archaeological expert in the detailed design and the monitoring of the construction.
- Architectural style and language of the Office Tower should echo that of the preserved Main and East Wings with a view to achieving a coherent design.
- Part of the external façade in the lower part of West Wing should be reused in the future development as far as possible.

Pedestrian and vehicular connectivity

- A direct pedestrian connection should be provided within the portion below Lower Albert Road level to link up Queen's Road Central and the POS at the Lower Albert Road level. A landscaped footbridge should be provided to connect the portion below Lower Albert Road level to The Galleria across Queen's Road Central.
- The proposed development should be set back by at least 5m and 15m from Ice House Street and Queen's Road Central respectively to provide an entrance plaza and allow widening of Ice House Street and footpaths.
- Vehicular access to the Office Tower should be provided at Lower Albert Road which may be widened near the site to facilitate the ingress/egress. Vehicular access to St. John's Cathedral should be provided via the underground car park within the GIC Block. The emergency vehicular access for the POS should also serve as the vehicular access to the former French Mission Building.

Compatible Building Design

- The Office Tower should be located at the west end of the site with a maximum building height of 150mPD. It should be meticulously oriented to avoid creating canyon effect on Ice House Street.
- The Office Tower and the portion below Lower Albert Road level should have a maximum GFA of about 28,500m² and 11,800m² respectively. At least 3,800m² of the GFA within the latter should be for GIC uses.
- Separate entrance lobbies should be provided for the Office Tower and the portion below Lower Albert Road level at the Queen's Road Central level to facilitate the access of different users.