

For Discussion

**Planning and Design Study on the Redevelopment of  
Government Sites at Sai Yee Street and Mong Kok East Station –  
Feasibility Study**

**Proposed Development Design Schemes**

**PURPOSE**

The “Planning and Design Study on the Redevelopment of Government Sites at Sai Yee Street and Mong Kok East Station – Feasibility Study” (“the Study”) has proposed the development design schemes for the government sites at Sai Yee Street. The purpose of this Paper is to seek Members’ views on the proposed schemes.

**BACKGROUND**

2. The Planning Department (PlanD) completed the study on “Area Improvement Plan for the Shopping Areas of Mong Kok” in 2009 which recommended the redevelopment of the government sites on Sai Yee Street, which is occupied by the Food and Environmental Hygiene Department (FEHD) office-cum-vehicle depot and Water Supplies Department (WSD) office compound as well as the adjoining temporary car park at Luen Wan Street. To implement this recommendation, PlanD commissioned Consultants to undertake the Study in early 2015 which aims to investigate the potential of the Site for comprehensive development and to make recommendations to enhance the public realm in the area which includes the provision of a new public transport interchange (PTI) and more government, institution or community (GIC) facilities and public open space. It is anticipated that demolition works of the existing FEHD and WSD facilities would be completed by late 2020 (**Plan 1 and Plan 2**).

**PROPOSED DEVELOPMENT DESIGN SCHEMES**

3. Mong Kok is a tourist and entertainment destination in Hong Kong. Famous attractions include “Ladies Market”, “Sneakers Street”, “Goldfish Street” and the street market on Fa Yuen Street. The Site is located at a transport hub in Mong Kok. To its east are the Mass Transit Railway (MTR) Mong Kok East Station and the existing PTI for buses, public light buses (PLB) and taxis. The Site is also near to the MTR Prince Edward Station and Mong Kok Station in the northwest and west respectively. There are also a number of on-street PLB and cross-boundary coach (X-B coach) termini cum stopping points within easy reach. To the immediate north of the Site is a large shopping mall as well as office and hotel. Use of the Site for commercial development will create synergy at this location. If the Site is used for residential development, the living environment will be affected by noise impacts arising from the busy roads and rail traffic.

4. The Study initially considers that the Site is more suitable for commercial uses such as Grade-A office, hotel, shop and restaurant, in addition to the public and community facilities to meet local needs. Based on this development concept, the Consultants have proposed three development design schemes (**Plan 3 and Plan 4**).

### *Common Elements among Schemes*

5. The proposed PTI, GIC facilities, road improvement measures and pedestrian connection are the same under the three schemes, which are:

- (a) PTI
  - a 2-storey PTI
  - ground level will be used by PLB with about 60 spaces to relocate the existing termini at the sections of (i) Tung Choi Street and Fa Yuen Street between Mong Kok Road and Argyle Street and; (2) Fife Street between Fa Yuen Street and Sai Yee Street
  - basement level will provide about 20 loading and unloading spaces for X-B coaches to relocate the existing termini cum stopping points in Prince Edward and Mong Kok area
- (b) GIC Facilities
  - one neighbourhood elderly centre, one day care centre for the elderly, one integrated children and youth services centre and one integrated community centre for the mental wellness
- (c) Public Car Park
  - sufficient car parking and loading/unloading spaces based on the requirements of the Hong Kong Planning Standards and Guidelines. The development will also provide an additional 80 public car parking spaces (including those to be relocated from the temporary car park at Luen Wan Street)
- (d) Wind Corridor
  - a 30m-wide wind corridor extending from Mong Kok Road towards the Mong Kok East Station
- (e) Widening of Carriage Way and Footpath
  - widening both carriageway and footpath for the respective sections of Sai Yee Street, Argyle Street and Luen Wan Street abutting the Site and implementation of junction improvement works at the respective streets
- (f) Pedestrian Connectivity
  - provision of direct pedestrian linkage between Mong Kok East Station and the existing footbridge along Mong Kok Road to enhance the connection between MTR Mong Kok East Station and Mong Kok Station. Moreover, pedestrian connection is also proposed to link up with the planned footbridge along Argyle Street for an effective

connection between the Mong Kok East Station and other parts of Mong Kok

(g) Public Open Space

- a piazza is proposed at the junction of Sai Yee Street and Argyle Street. The three *Ficus microcarpa* (Chinese banyan) inside and adjacent to the WSD office compound will be preserved in-situ and integrated into the proposed piazza. On the Platform Area outside the Mong Kok East Station, a public open space will be proposed at the southern part where is partly vacant and partly occupied by the car park of the Mong Kok Government Offices so as to utilise the land resources.

6. Development parameters of the three schemes are similar with the same plot ratio of 12 and a gross floor area of about 140,000m<sup>2</sup>, including the PTI, GIC facilities and public car park.

***Major Differences among Schemes***

7. Major differences among the three development design schemes are the size of the public open space, visual permeability at local pedestrian level and the building height (**Plans 4 to 9** and **Table 1**).

**Scheme 1** – About 7,000m<sup>2</sup> of open space and piazza is proposed under this Scheme. This provision is the smallest among the three schemes. Taking account of the urban design principle of protecting the ridgeline, the building height is about 30-storey (145mPD) which is the lowest among the three. However, the three towers will be in a uniform height and most of the public view at local pedestrian level will be blocked by the new buildings.

**Scheme 2** – The provision of about 8,800m<sup>2</sup> open space and piazza is larger than that under Scheme 1 but the overall building height is increased as a result. The three buildings are arranged in step-height profile with a respective building height of about 5, 35 and 50 storeys (35mPD, 165mPD and 230mPD). The visual permeability at local pedestrian level is higher than Scheme 1. Among the two tall buildings, one will breach the ridgelines of Beacon Hill and the Lion Rock.

**Scheme 3** – The provision of about 9,700m<sup>2</sup> open space and piazza is the largest among the three schemes. For a further enlarged open space and open layout, the building height would be further increased. The building at the centre of the Site would be about 75-storey (350mPD) which exceeds the above-mentioned ridgelines. Nevertheless, the buildings at the northern and southern sides will be reduced to only 4- to 6-storey (30 to 40mPD) and the visual permeability of this Scheme is the highest among all the three. This Scheme is a landmark design to complement the future character of the area as a transportation hub and commercial entertainment centre.

**Table 1 - Comparison of the Three Development Design Schemes**

	<b>Scheme 1</b>	<b>Scheme 2</b>	<b>Scheme 3</b>
<b>Site Area</b>	1.18 ha		
<b>Plot Ratio</b>	12		
<b>Gross Floor Area (m<sup>2</sup>)</b>			
<b>Commercial</b> (possible uses of Grade A office, hotel, shop and services, place of entertainment, etc.)	125,000		
<b>GIC</b>	5,000		
<b>PTI &amp; Public Car Park</b>	11,000		
<b>Total</b>	<b>141,000</b>		
<b>Building Height</b> (No. of Storey)	3 towers in uniform height of 30 storeys	3 towers of 5, 35 and 50 storeys	3 towers of 4, 6 and 75 storeys
mPD	Uniform height of 145mPD	35mPD, 165mPD and 230mPD respectively	30mPD, 40mPD and 350mPD respectively
<b>Open Space (m<sup>2</sup>)*</b>	7,000	8,800	9,700
<b>Layout</b>	- 3 buildings of uniform height - aligned in linear form from north to south	- low rise building in the north - high rise buildings in both the centre and the south - step-height design	- low rise buildings in both northern and southern parts - high rise in the centre - landmark design
<b>Ridgeline</b>	Not exceed	Exceed	Exceed
<b>Visual Permeability at Local Pedestrian Level</b>	Mostly blocked	Higher	The highest

\* The provision of open space included the proposed one on the Platform Area outside the Mong Kok East Station

## **NEXT STEP**

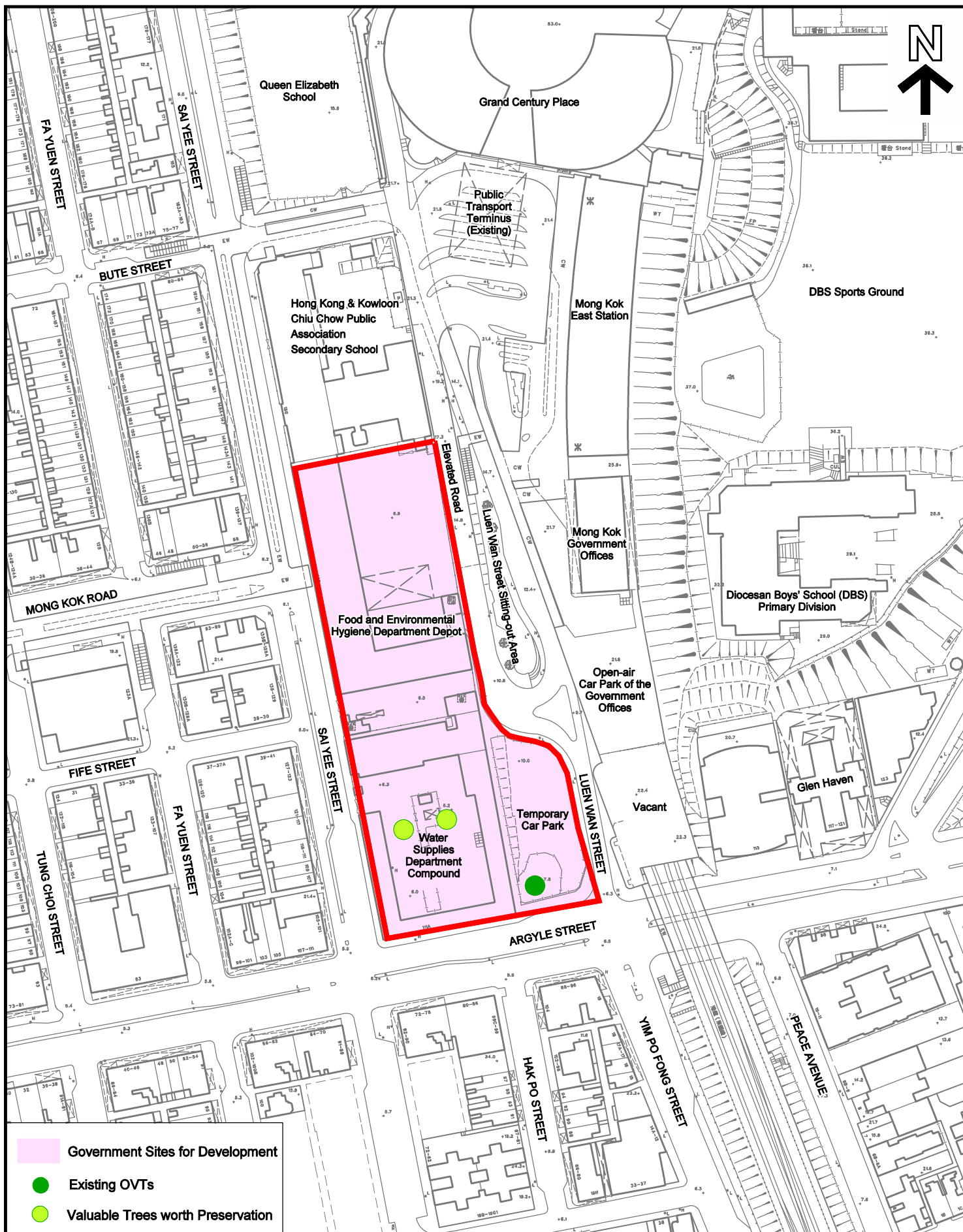
8. We will consider the views of Members and stakeholders and then suitably refine the development design scheme. Thereafter, we will carry out detailed technical assessments on the refined development design scheme and formulate an implementation programme on the proposal. The findings of the Study will serve as a basis for subsequent Outline Zoning Plan amendment and land disposal.

## **ADVICE SOUGHT**

9. Members are invited to comment on the three proposed development design schemes.

## **ATTACHMENTS**

- Plan 1 The Site
- Plan 2 Aerial Photo
- Plan 3 Layout Plans of Development Design Schemes
- Plan 4 3-D Images of Development Design Schemes
- Plan 5 Visual Impact on Pedestrian- Photomontage Viewed from Junction of Sai Yee Street and Argyle Street
- Plan 6 Visual Impact on Pedestrian – Photomontage viewed from Existing Argyle Street Footbridge
- Plan 7 Visual Impact on Pedestrian – Photomontage viewed from the PTI adjoining Mong Kok East Station
- Plan 8 Photomontage on Visual Impact on Ridgeline – View from the Pier 7 in Central
- Plan 9 Photomontage on Visual Impact on Ridgeline – View from Sun Yat Sen Memorial Park in Sheung Wan



- Government Sites for Development
- Existing OVTs
- Valuable Trees worth Preservation

The Site

## THE SITE

SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 METRES

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Plan 1





The Site

## AERIAL PHOTO

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Plan 2

EXTRACT PLAN PREPARED ON 24.3.2016

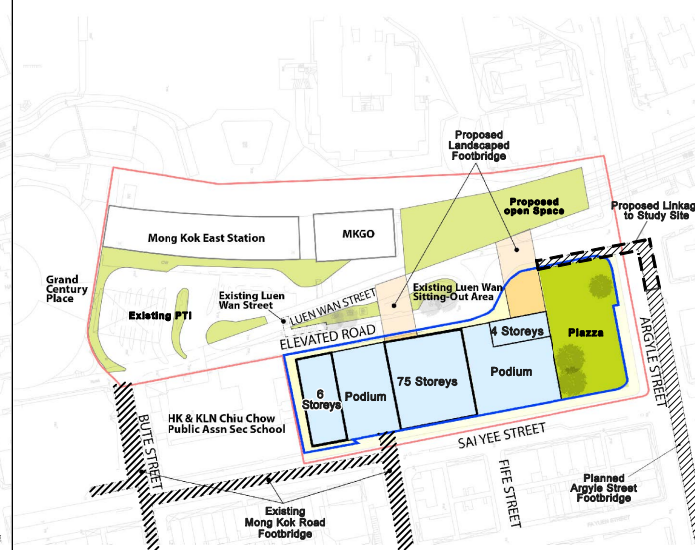
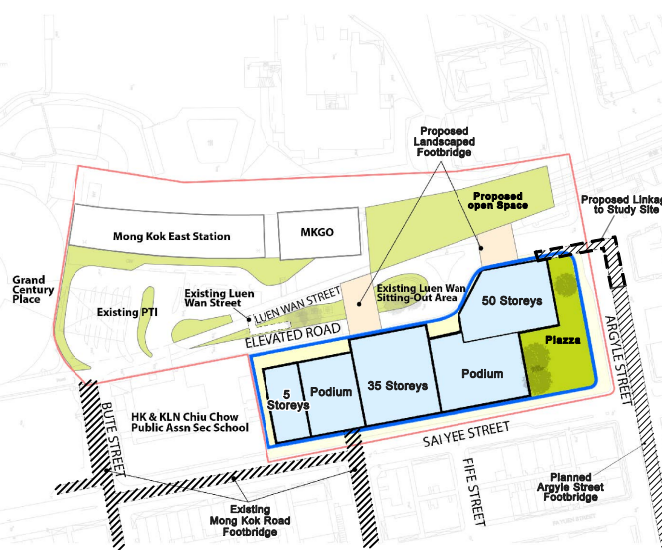
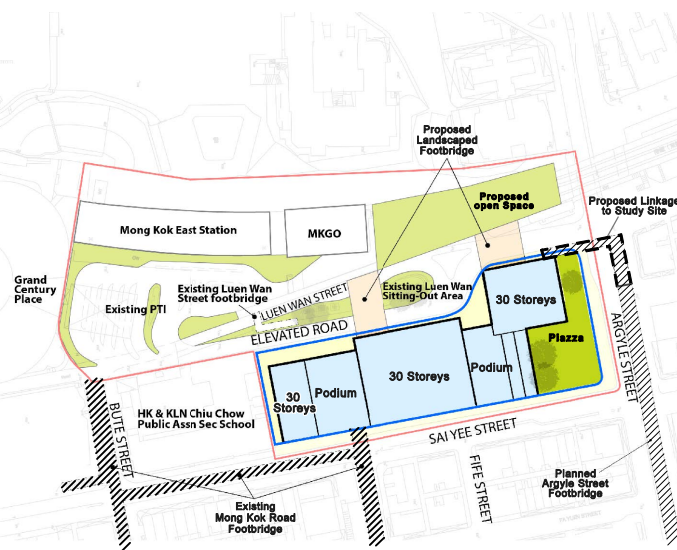
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## SCHEME 1

## SCHEME 2

## SCHEME 3



### LAYOUT PLANS OF DEVELOPMENT DESIGN SCHEMES

PLANNING DEPARTMENT



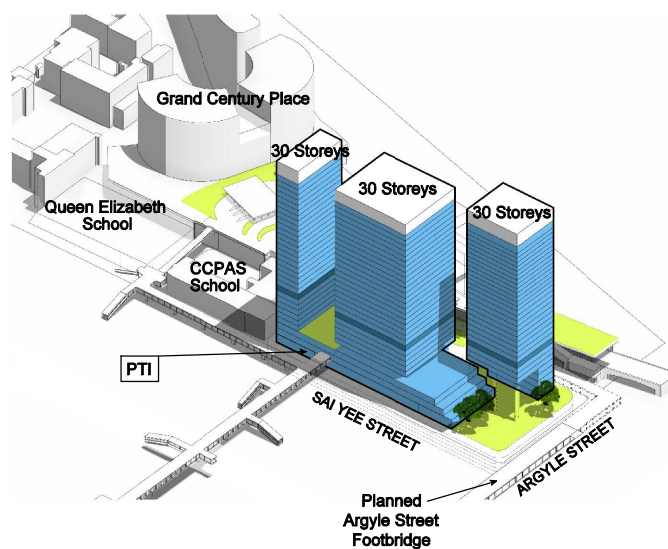
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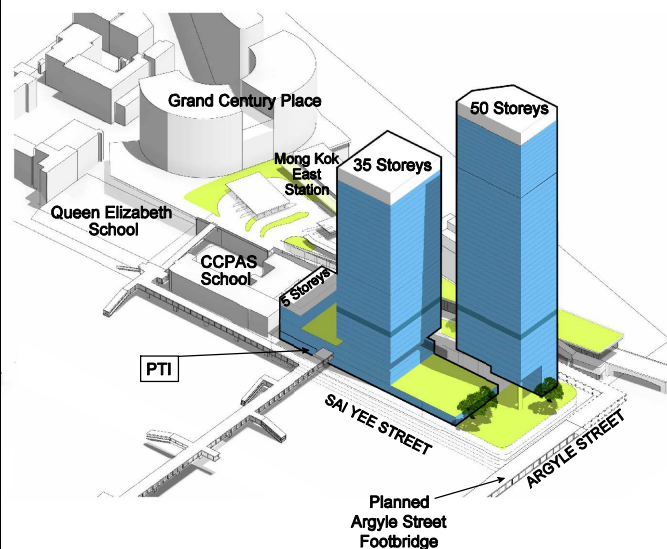
Plan 3



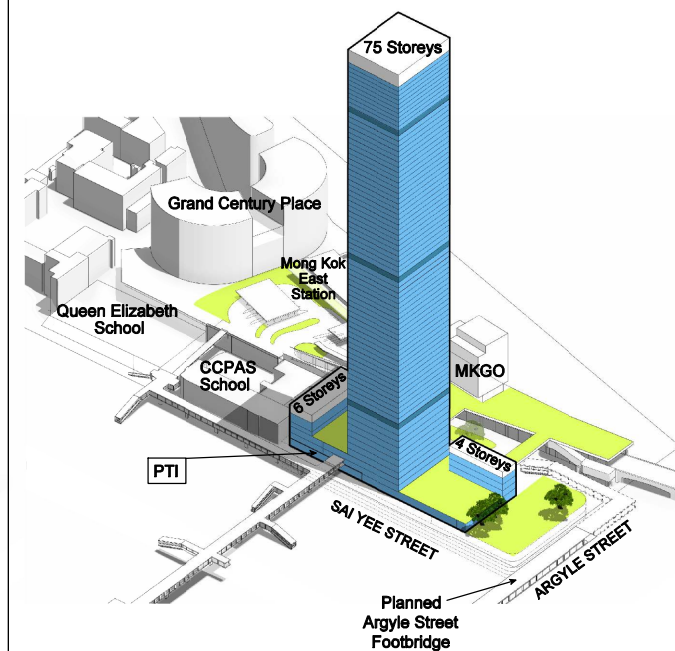
## SCHEME 1



## SCHEME 2



## SCHEME 3



### 3-D IMAGES OF DEVELOPMENT DESIGN SCHEMES

EXTRACT PLAN PREPARED ON 24.3.2016

PLANNING DEPARTMENT



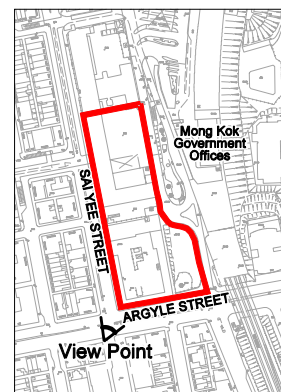
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Plan 4

**EXISTING**



**SCHEME 1**



**SCHEME 2**



**SCHEME 3**

**VISUAL IMPACT ON PEDESTRIAN -  
PHOTOMONTAGE VIEWED FROM  
JUNCTION OF SAI YEE STREET  
AND ARGYLE STREET**

**PLANNING  
DEPARTMENT**



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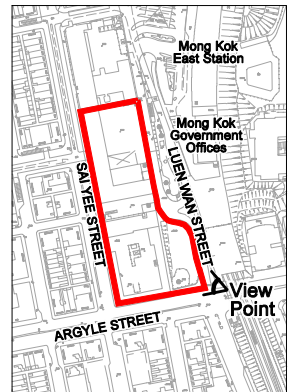
**Plan 5**



EXISTING



SCHEME 1



SCHEME 2



SCHEME 3

VISUAL IMPACT ON PEDESTRIAN -  
PHOTOMONTAGE VIEWED FROM  
EXISTING ARGYLE STREET FOOTBRIDGE

PLANNING  
DEPARTMENT



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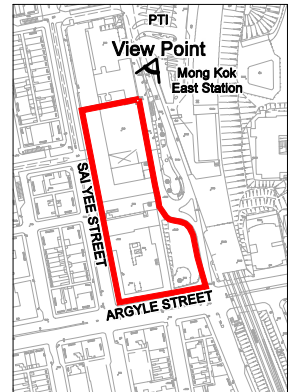
Plan 6



# EXISTING



SCHEME 1



SCHEME 2



SCHEME 3

VISUAL IMPACT ON PEDESTRIAN -  
PHOTOMONTAGE VIEWED FROM  
THE PTI ADJOINING  
MONG KOK EAST STATION

PLANNING  
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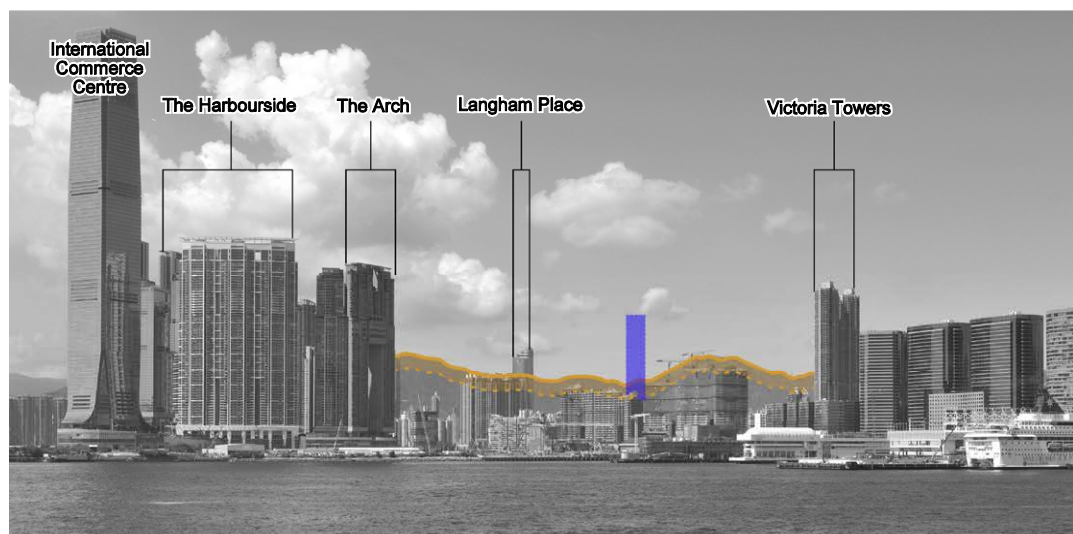
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Plan 7





## SCHEME 2

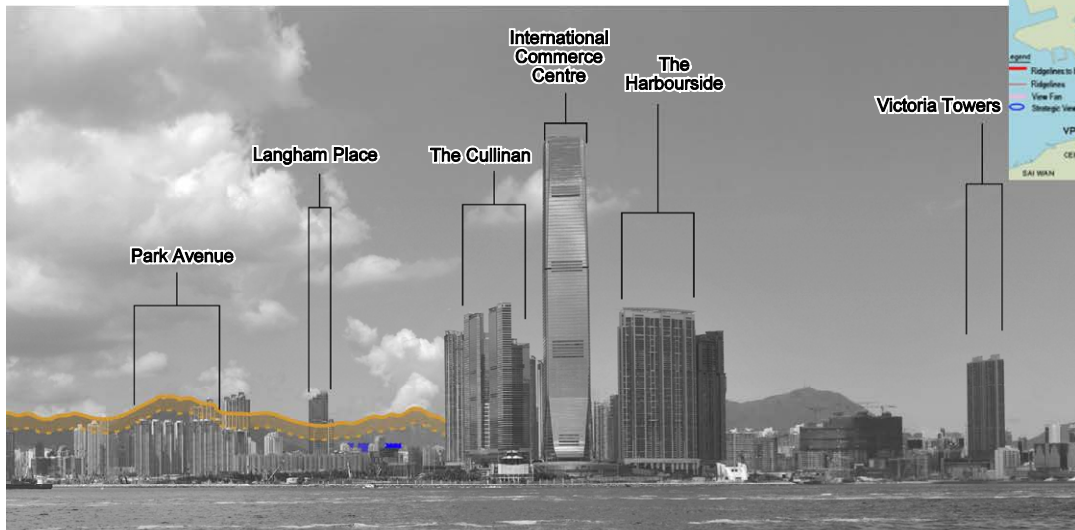
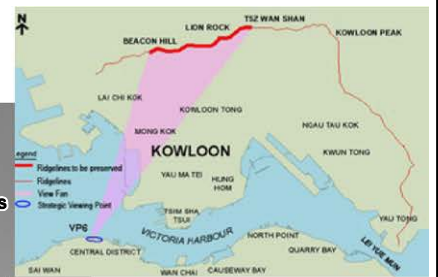


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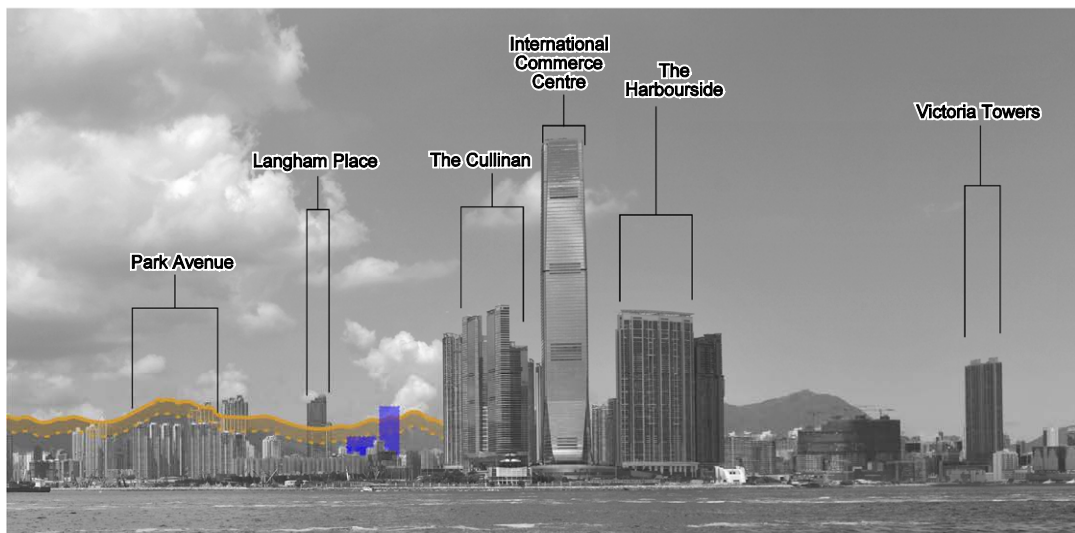
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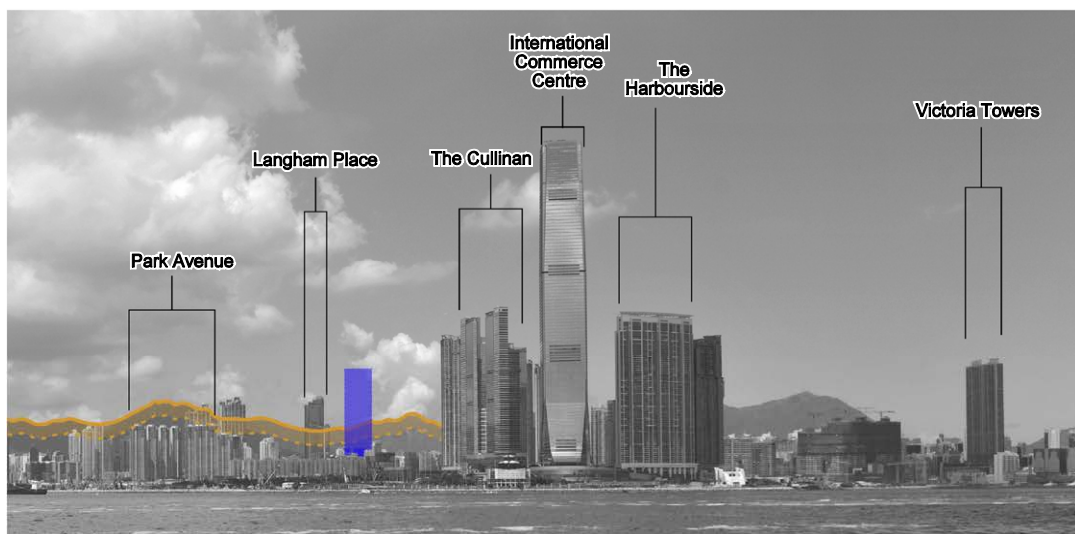
## Plan 8



**SCHEME 1**



**SCHEME 2**



**SCHEME 3**

**VISUAL IMPACT ON RIDGELINE -  
PHOTOMONTAGE VIEWED FROM  
THE STRATEGIC VIEWING POINT  
AT SUN YAT SEN MEMORIAL PARK  
IN SHEUNG WAN**

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DEPARTMENT**



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Plan 9