

TOWN PLANNING BOARD

**TPB PAPER NO. 10089
FOR CONSIDERATION BY
THE TOWN PLANNING BOARD ON 1.4.2016**

**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

**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

This paper seeks Members' view on the three proposed development design schemes formulated under the "Planning and Design Study on the Redevelopment of Government Sites at Sai Yee Street and Mong Kok East Station – Feasibility Study" ("the Study").

BACKGROUND

2. Planning Department (PlanD) completed the study on "Area Improvement Plan for the Shopping Areas of Mong Kok" (the AIP Study) in 2009 and one of the long-term recommendations was to redevelop the government sites at Sai Yee Street (currently occupied by the facilities of the Food and Environmental Hygiene Department (FEHD) and Water Supplies Department (WSD) as well as a temporary carpark) for a comprehensive development with a public transport terminus to accommodate on-street public light buses (PLB) and cross-boundary (X-B) coaches in the surroundings of Mong Kok, with other development atop.

3. To implement the recommendation under the AIP Study, PlanD commissioned Ove Arup & Partners HK Ltd. to undertake the Study in March 2015. The Study aims to investigate the development potential of the government sites together with the adjoining Platform Area in front of the Mong Kok East Station (the East Station) concourse for a comprehensive development which includes residential, commercial/office/hotel, open space and/or government, institution or community (GIC) uses, and to make recommendations to enhance the public realm and public transport facilities in the area. Findings and recommendations of the Study will serve as a basis for subsequent Outline Zoning Plan (OZP) amendment and land disposal.

THE SITE AND SURROUNDING AREA

4. The government sites are located at the junction of Sai Yee Street and Argyle Street, currently occupied by the FEHD offices-cum-vehicle depot, WSD compound (including a Water Resources Education Centre and a Regional Office) and a temporary public car park (the Site) (**Plans 1 to 3**). The Site has an area of about

1.18 ha¹. The existing facilities of FEHD and WSD will be demolished and the demolition works is scheduled for completion in end 2020. According to the draft Mong Kok OZP No. S/K3/30 (the Mong Kok OZP), the Site is zoned “Government, Institution or Community” (“G/IC”) and “Other Specified Uses (OU) (Multi-storey Car/Lorry Park)” subject to a building height restriction of 6 storeys, and “OU (Railway Station Development)” subject to a building height restriction of 71mPD. A 30m-wide building gap above 23mPD is designated under the OZP running in the north of the Site to align with Mong Kok Road, creating an east-west air path for wind penetration in the area (**Plan 4**).

5. Areas to the east of the Site are Luen Wan Street and the land vested to the Kowloon-Canton Railway Corporation (KCRC) under the KCRC Ordinance (Cap. 372) for operational purposes of railways. On the vested land, the at-grade level (about 6mPD) is occupied by the KCRC freight yard² and decked over by a platform (at about 22mPD) on top of which are a public transport interchange (PTI), Mong Kok Government Offices (MKGO) (12-storey), MKGO’s open carpark and a vacant site (the Platform Area). Luen Wan Street is the only access to the Platform Area (**Plan 5**).

6. Area to the north, west and south (**Plan 6**) consists of high-density mixed developments of commercial, residential and GIC uses. Near the Site is a cluster of local attractions which are popular for both locals and tourists. They include “Goldfish Street” and “Ladies Market” on Tung Choi Street, “Sneakers Street” and the street market on Fa Yuen Street, and the “Flower Market and Bird Garden” on Prince Edward Road West/Flower Market Road.

7. The Site is also located at a transport hub well served by a wide variety of public transport. The East Station and the existing PTI are in its close proximity while Mong Kok and Prince Edward Mass Transit Railway (MTR) stations are within walking distance. There are a number of on-street public light bus (PLB) stands in the surroundings. X-B coach termini and stopping points also scatter near the Site.

OPPORTUNITIES & CONSTRAINTS

Opportunities

Mong Kok Identity

8. Mong Kok is one of the major shopping areas and entertainment destinations for locals and tourists. There is a traditional characteristics of vibrancy including array of markets, small shops and food stalls along street-fronts. The area is also a popular entertainment and social networking place for the youngsters, with cinemas, karaokes, billiard parlours and restaurants, etc. Redevelopment of the Site would provide opportunity to enhance the identity of Mong Kok as a tourist, shopping and entertainment destination.

¹ The original site area is about 1.3 ha. After the proposed set-back of the Site for road widening as mentioned in the later part of this Paper, the area for development is about 1.18 ha.

² The freight yard which was previously used by freight rail is currently used as a storage area for railway equipment and other railway related purposes.

Prime location for commercial development

9. Currently in shortfall, Grade A Office requires not only prime location well served by public transport but also relatively large site area. The Site which is located in the urban core has an area of about one hectare. With Grand Century Place (office and shopping mall) and Royal Plaza Hotel nearby, the development of Grade A office, hotel, shop and services and place of entertainment at the Site could enhance the identity of Mong Kok as a commercial node, as well as a tourist attraction and shopping centre creating synergy to form an icon at this prime location.

Improvement to Public Realm

10. Mong Kok is a transport hub well served by all kinds of public transport including the X-B transport. It is patronised by a large number of visitors and daily commuters. Roads are approaching their capacities and there is limited opportunity in this old urban area for road widening/improvement. Traffic congestion is usual and the situation is complicated by the on-street PLB stands and X-B coach termini cum stopping points. On the pedestrian linkage aspect, the existing Mong Kok Road footbridge provides connection between the East Station and the Mong Kok MTR Station. At present, no direct access from the East Station to Mong Kok Road thru the Site is available as the direct access is physically blocked by the FEHD depot and WSD compound. Pedestrian can only route through the footbridge at Bute Street (located to the north of the Site) to join the Mong Kok Road Footbridge which leads to Mong Kok MTR Station. Apart from longer walking distance, it makes the Bute Street footbridge which provides connection to the Prince Edward MTR Station very busy (**Plan 7**).

11. According to the population profile, there are more elderly people and low-income families in the area as compared with the territorial average, which gives rise to a need for more GIC facilities. According to the Hong Kong Planning Standards and Guidelines (HKPSG), there is a deficit of about 19 ha in total for the local open space and district open space in the Mong Kok area. The improvement to the public realm in terms of traffic condition, living environment and provision of GIC facilities in this well developed urban area requires new land. Redevelopment of the Site provides such an opportunity.

Landscaping Enhancement on Platform Area

12. While pursuing development involving the KCRC vested land would require the resolution of legal issues, it is stated in the KCRC Ordinance³ that the Government reserves the right to “use” exclusively and to permit other persons to use the Platform Area above the rail. The Platform Area can be explored for landscaping enhancement, public open space and provision of pedestrian connection to link up the East Station with other areas in Mong Kok.

³ Paragraph 10(b)(iii) of Part II of Schedule 2 of the KCRC Ordinance (Cap. 372) refers.

Constraints

Traffic Noise

13. Being bounded by the heavily trafficked Sai Yee Street and Argyle Street and with the existing PTI on the Platform Area and the uncovered part of East Rail in the vicinity, the Site is subject to noise impact arising from road traffic, rail and the PTI, as well as air quality impact from traffic emission. If the Site is proposed for air/noise sensitive users, in particular residential use or GIC facilities with open-window requirement, careful planning and design with adequate mitigation measures (such as set-back from the roads and single aspect buildings) are required.

Existing Road Capacity

14. According to the broad traffic assessment under the Study, even without any redevelopment at the Site, the critical junctions at Sai Yee Street/Mong Kok Road and Sai Yee Street/Argyle Street would reach their full capacity by 2027 due to the natural growth in the background traffic.

GUIDING PLANNING AND DESIGN PRINCIPLES

15. Guiding planning and design principles have been formulated for the Site before deriving the proposed development design schemes. They are summarised below:

(a) Development Need

- Optimise development potential according to site context and constraints
- Re-provisioning of the existing public facilities affected by the redevelopment⁴

(b) Connectivity

- Create a multi-level pedestrian network connecting the East Station, Mong Kok MTR Station and the nearby local/tourist attractions
- Enhance the walkability and connectivity of pedestrians

(c) Meeting Community Demand

- Provide the needed GIC and social welfare facilities to serve the local community
- Provide public transport facilities to improve traffic condition in the surrounding area

(d) Good Urban Design

- Promote visual and air permeability through provision of visual and air ventilation corridors at strategic locations

⁴ Based on the draft development design schemes to be discussed at the later part of this Paper, the affected facilities include the temporary car park adjoining WSD compound (70 parking spaces), the public toilet on Luen Wan Street and the ancillary car park to the MKGO (35 parking spaces).

- Reduce overshadowing the adjacent development around the Site especially the school to its immediate north
 - Foster a strong sense of place through building design and streetscape improvement
 - Respect the Sustainable Building Design Guidelines
 - Respect the “20% Building Free Zone” and views to the ridgeline of Beacon Hill and Lion Rock unless with sufficient justifications⁵
- (e) ***Provision of Open Space***
- Provide quality open space at convenient location with easy access for public enjoyment
- (f) ***Greening and Landscaping***
- Provide quality public realm and landscaped linkages with the surrounding open space and greenery
 - Preserve the Old & Valuable Trees (OVTs) and mature trees bearing the character of OVTs for integration with the public open space
 - Observe the requirement on site coverage of greenery
- (g) ***Mong Kok Identity***
- Development concept to take into account Mong Kok’s character and identity
 - Promote liveliness in terms of activities at street level
 - Create a landmark and focal point to foster Mong Kok’s identity as the shopping and entertainment destination for locals and tourists

COMMON COMPONENTS IN THE DEVELOPMENT DESIGN SCHEMES

16. Redevelopment of the Site presents an opportunity to enhance the public realm, by creating space for the necessary GIC, open space and transport facilities. The following common components are proposed for all the development design schemes (**Plan 8**):

- (a) ***Transport and Pedestrian Facilities***
- a two-storey PTI for provision of about 60 PLBs and 20 X-B coach spaces (gross floor area (GFA) of 8,000m²) mainly for relocating on-street PLB stands currently located on the sections of Fa Yuen Street and Tung Choi Street between Argyle Street and Mong Kok Road and the section of Fife Street between Fa Yuen Street and Sai Yee Street, and the X-B coach termini cum stopping points currently operating in Prince Edward and Mong Kok (**Plan 9**)
 - widening of carriageway for the respective sections of Sai Yee Street, Argyle Street and Luen Wan Street abutting the Site. In general, an additional lane will be provided for each of the afore-said road sections.

⁵ According to the HKPSG, there are a total of 8 Strategic Viewing Points (SVP). Two of which are with visual relationship with the Site, one from Central Pier No.7 in Central and the other from Sun Yat Sen Memorial Park in Sheung Wan. The “20% Building Free Zone” is bounded by 145mPD and 185mPD from the SVP at Central Pier No.7, and 185mPD and 205mPD from that at the Sun Yat Sen Memorial Park.

Footpaths along the three respective road sections will be widened to 4.5m (**Plan 10**)

- public carpark of 80 spaces (70 for reprovisioning the existing temporary carpark currently within the Site and 10 for commercial vehicles which include heavy goods vehicles and coaches)
- multi-levels pedestrian connection to the existing and planned footbridge systems

(b) GIC Facilities (total GFA about 5,000m²)

- a day care centre for the elderly
- a neighbourhood elderly centre
- an integrated children and youth services centre
- an integrated community centre for the mental wellness
- a public toilet (reprovisioning of existing one at Luen Wan Street (**Plan 1**))

(c) OVTs and Open Space

- the OVT in the temporary carpark and the two mature trees in the WSD compound, all of which are Ficus microcarpa (Chinese banyan), to be preserved in-situ (**Plan 5**)
- to provide public open space, in particular at-grade and at podium deck to integrate with the OVTs and the existing sitting-out area on Luen Wan Street
- on the Platform Area to provide a large public open space (3,200m²) at the southern part which is currently occupied by the ancillary carpark to MKGO and a vacant piece of land. Landscaping works are also proposed for general enhancement of the Platform Area

(d) Building Gap

- to maintain the building gap of 30m-wide above 23mPD as wind/view corridor (requirement on the current OZP) for better ventilation and visual permeability (**Plan 5**)

PROPOSED DEVELOPEMNT DESIGN SCHEMES

17. As one of the study objectives is to improve the public realm, all the proposed development design schemes share similar components on the provision of public facilities as the core part. The Study has examined whether the core part should mix with residential or commercial development. Residential development is compatible with the existing mixed-use of Mong Kok and provides a choice for people who enjoy city life. However, the Site, being surrounded by roads and railway, is subject to noise impact arising from road traffic, rail and the existing PTI, as well as air quality impact from traffic emission. Mitigation measures are required to mitigate the possible adverse impacts on residential development with open-window requirement.

18. Taking advantage of its location within a transport hub and the vibrant character of Mong Kok, commercial development including Grade A office, hotel, shop and services and place of entertainment at the Site could enhance the identity of

Mong Kok as a commercial and entertainment node, as well as a tourist attraction and shopping centre creating synergy to form an icon at this prime location. From the development intensity point of view, the maximum plot ratio (PR) for high-density residential development under the OZP is 9 while that for commercial development is 12. In terms of enhancing Mong Kok identity and maximising development potential of the Site, commercial use is recommended for the Site. Besides, sites suitable for residential use may be identified in other areas.

Common Elements Among All Schemes

19. The Study has proposed three development design options (Schemes A, B and C) with PR 12 for commercial development mixed with public facilities. The proposed GIC and transport facilities are similar under all schemes. Two levels of new PTIs with a total GFA of 8,000m² will be provided, with about 60 PLB spaces on the ground floor (G/F) and 20 X-B coach spaces on the first basement floor (B1/F). On the podium, the second and third levels will partly be for GIC uses⁶ and partly for retail shops. In the basement, the second to fourth basement levels will mainly be used for car parking purpose (**Plan 8**). The proposed ingress/egress for the G/F PTI is on Sai Yee Street while B/F facilities is on Luen Wan Street, a different street, for traffic diversion.

20. All the schemes share the same planning concept with a Piazza at the junction of Sai Yee Street and Argyle Street, integrating with the three valuable trees to be preserved in-situ as a focal point for event activities and a social gathering place (**Plan 11**).

21. On the pedestrian linkages, walkways will be provided with a view to allowing efficient, comfortable and barrier-free connection to link up the East Station with the Mong Kok MTR Station, and the planned footbridge along Argyle Street⁷ accessible to other local attractions including “Sneakers Street” and “Ladies Street” to the further south-west. Two landscaped walkways each with a minimum width of 15m across Luen Wan Street connecting the Platform Area with the Site will be proposed to enhance connectivity. In addition, the proposed open space on the Platform Area will be linked up with the proposed Piazza and the planned footbridge along Argyle Street (**Plan 11**).

22. The main differences among the schemes mainly lie in the building height, visual permeability and provision of open space (**Plan 12**).

Scheme A

23. The Scheme aims to explore the potential of distributing the GFA generated from a maximum PR 12 while preserving the “20% Building Free Zone” from the

⁶ Among the required GIC facilities, 3 of them have a location requirement to be provided within 24m from the ground level, namely day care centre of the elderly, neighborhood elderly centre and the integrated community centre for mental wellness.

⁷ The planned footbridge system along Argyle Street, which is being studied by Highways Department, will extend from Sai Yee Street south of the Site to Tong Mi Road in Tai Kok Tsui on the west.

ridgeline backdrop.

24. The proposed building under Scheme A will incorporate three commercial towers on top of the 3-storey podium and 4-level of basement, with the uniform height of 145mPD (including roof-top structures and about 30 storeys). About 7,000 m² will be proposed for open space use, including a publicly accessible Piazza at the junction of Sai Yee Street and Argyle Street and an open space on the podium deck at 23mPD which is at similar level to the Platform Area with pedestrian connection provided. A large open space will be provided at the southern part of the Platform Area.

25. The proposed building height preserves the “20% Building Free Zone” from the ridgeline (**Plans 13 and 14**). However, the uniform building height results in a monotonous building height profile and a relatively bulkier built-form with large footprints.

26. The building will form an almost continuous “wall” along Sai Yee Street blocking the Fife Street view (**Plan 18**) towards the greenery on Kadoorie Hill. The need for larger tower footprints also minimizes the potential for the podium level to host a large publicly accessible open space which would be located along the pedestrian route from the East Station to Mong Kok’s commercial areas. Furthermore, 145mPD tower at the northern part of the Site will overshadow the adjacent CCPAS School.

27. Overall, Scheme A is beneficial in terms of preserving the ridgeline backdrop when appreciated from the two strategic viewing points on Hong Kong Island. However, larger tower footprints are likely to have adverse impacts on the pedestrian level with both air ventilation performance and visual permeability affected.

Scheme B

28. Scheme B aims to explore development with a PR 12 that balances between the macro, city-scale consequences of the proposed commercial development on Kowloon’s urban form and the local impacts on the pedestrian environment of the district.

29. Under this Scheme, the building blocks are arranged to increase visual permeability and limit adverse impacts on pedestrian-level air ventilation. As such, two high-rise towers reaching 165mPD (35 storeys) and 230mPD (50 storeys) respectively are proposed. Instead of having a 3-storey podium extending all along Sai Yee Street as in Scheme A, the part of podium facing Fife Street will be single-storey. The taller 230mPD tower will only have a limited podium extent that is set back to minimize its impact on ground floor public open space. Above the podium, to the north edge of the Site and adjacent to the CCPAS School a lower block reaching about 35mPD (5 storeys) will house GIC facilities.

30. When viewed from the two strategic viewpoints on Hong Kong Island, the proposed 230mPD tower will extend beyond the “20% Building Free Zone” from the

ridgeline to reach a height similar to Langham Place. The second 165mPD tower will partially intrude into the “20% Building Free Zone” but will not breach the ridgeline (**Plans 13 and 14**). The smaller GIC block to the north will reach a height almost equal to the CCPAS School and will therefore avoid overshadowing the school building.

31. The podium along Sai Yee Street, decreasing from 3-storey to single-storey, can reduce the adverse impacts on the streetscape and the pedestrian experience. The lower podium height will also preserve views along Fife Street to the vegetated slopes of Kadoorie Hill and will also allow the creation of a large, publicly accessible open space of about 1,600m² on the podium level overlooking the Piazza at the junction of Sai Yee Street and Argyle Street. Together, the Piazza and podium-level open space will create a spatially unified public area and bring the total public open space under Scheme B to 8,800m².

32. In attempting to minimize adverse impacts on the pedestrian environment and local streetscape and to release lower floor areas for public open space, the proposed buildings under Scheme B intrudes into the “20% Building Free Zone”. It decreases the building volume along the relatively narrow Sai Yee Street to allow existing view corridors to be preserved and minimise adverse impacts of the new building on air ventilation.

Scheme C

33. Mong Kok is characterized by a large deficit in both district and local open space and a congested urban form with limited visual permeability. Scheme C therefore aims to explore development with a PR 12 that maximizes open space and the benefits on the local streetscape while creating a new commercial heart for the district that participates in the emerging iconic Kowloon skyline.

34. In Scheme C, most of the commercial GFA is concentrated in a single tower and a podium configuration that follows a similar massing as that under Scheme B. The single commercial tower reaches a height of about 350mPD (including roof-top structures, 75 storeys). The adopted building height will breach the ridgeline when viewed from Hong Kong Island’s strategic viewing points and is expected to create a new, highly visible centre to mark a new heart for the district’s commercial areas.

35. Both the northern and southern parts of the Site will host low-rise buildings of 4 to 6 storeys. The northern low-rise block will be located on the podium and will house GIC facilities while the southern block will provide the landing point for the proposed landscaped walkway across Luen Wan Street from the Platform Area and can be designed as an iconic building feature, compatible with the Piazza at the corner of Argyle Street and Sai Yee Street.

36. To improve visual permeability and air ventilation, the Scheme adopts a similar stepped podium as Scheme B that reduces in height towards the south and allows the Fife Street view towards Kadoorie Hill to be preserved. Through the concentration of the majority of GFA within the single 350mPD tower, the ground coverage will be further reduced as compared with Scheme B to release more open

area for public enjoyment. The proposed Piazza is extended further east, enveloping an area from Sai Yee Street to Luen Wan Road of approximately 3,200m². Furthermore, on the podium level and adjacent to the Piazza, a publicly accessible open space reaching 2,000m² will further enhance the sense of ground level openness, and limit the adverse impacts of the building bulk on pedestrians.

37. The proposed tower under Scheme C will intrude substantially above the ridgeline. This Scheme seeks to explore the enhancement of visual permeability and maximization of open space provision at ground level in one of the Hong Kong's most heavily populated and congested districts with a view to bringing an overall benefits to the local community. In addition to the local benefits, this Scheme will also generate a new visual marker to delineate the district's east edge while creating the opportunity for a new iconic skyline for Kowloon.

Major Development Parameters

38. Major development parameters for Schemes A, B and C are summarised in Table 1 below:

Table 1 – Major Planning Parameters

	Scheme A	Scheme B	Scheme C
Site Area	1.18 ha		
PR	12		
GFA (m²)			
Commercial	125,000		
GIC	5,000		
PTI & Public Carpark	11,000		
Total	141,000		
Open Space (m²)*	7,000 (2,500 for Piazza)	8,800 (2,700 for Piazza)	9,700 (3,200 for Piazza)
Building Height (mPD) (Roof-top)	three blocks in the same height of 145mPD	three blocks in the respective heights of 35mPD, 165mPD and 230mPD	three blocks in the respective heights of 30mPD, 40mPD and 350mPD
No. of Storeys	all 30	5, 35 and 50	4, 6 and 75

*The proposed open space includes those in the Site and that on the southern part of the Platform Area.

WAY FORWARD

39. In addition to the Town Planning Board, it is scheduled to consult Yau Tsim Mong District Council on 31.3.2016. Consultation will also be conducted with the related stakeholders such as KCRC and MTRC as well as the residents and users in the surroundings (for examples the schools and commercial buildings) in Q2 2016.

Taking into consideration the views from Members and the public, the proposed development design schemes will be refined as appropriate with a view to recommending a revised scheme for further technical assessments and to recommend the implementation strategy to guide future rezoning and land disposal. The Study findings will be reported back to the Board in due course.

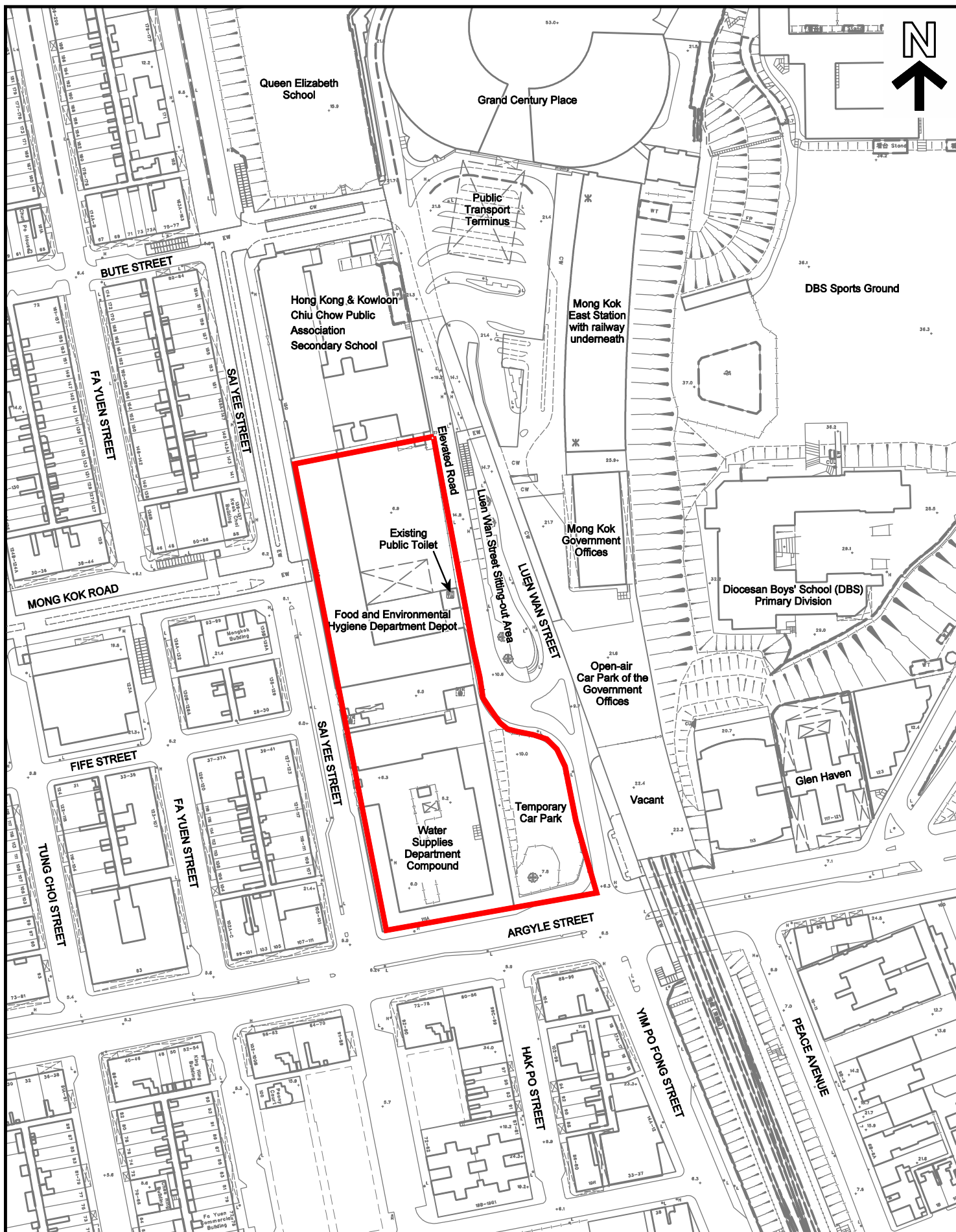
ADVICE SOUGHT

40. Members are invited to offer views on the three proposed development design schemes.

ATTACHMENTS

Plan 1	The Site
Plan 2	Aerial Photo
Plan 3	Site Photo
Plan 4	Zonings on the Mong Kok Outline Zoning Plan
Plan 5	The Site Conditions
Plan 6	The Site and Surrounding Areas
Plan 7	Existing and Planned Pedestrian Footbridge
Plan 8	Common Elements among All Schemes
Plan 9	Proposed Public Transport Interchange
Plan 10	Proposed Set-back for Road Widening
Plan 11	Proposed Pedestrian Connection
Plan 12	Proposed Development Design Schemes: Block Layout and 3-D Images
Plan 13	Visual Impact on Ridgeline- Photomontage Viewed from the Strategic Viewing Point at Pier 7 in Central
Plan 14	Visual Impact on Ridgeline- Photomontage Viewed from the Strategic Viewing Point at Sun Yat Sen Memorial Park in Sheung Wan
Plan 15	Visual Impact on Pedestrian - Photomontage Viewed from the junction of Sai Yee Street and Argyle Street
Plan 16	Visual Impact on Pedestrian - Photomontage Viewed from Existing Argyle Street Footbridge
Plan 17	Visual Impact on Pedestrian - Photomontage Viewed from Mong Kok East Station PTI
Plan 18	Visual Impact on Pedestrian - Photomontage Viewed from Fife Street

Planning Department
April 2016



The Site

THE SITE

EXTRACT PLAN PREPARED ON 21.3.2016
BASED ON SURVEY SHEETS No.
11-NW-14D AND 19B

METRES 40

SCALE 1 : 2 000

0

40

80 METRES

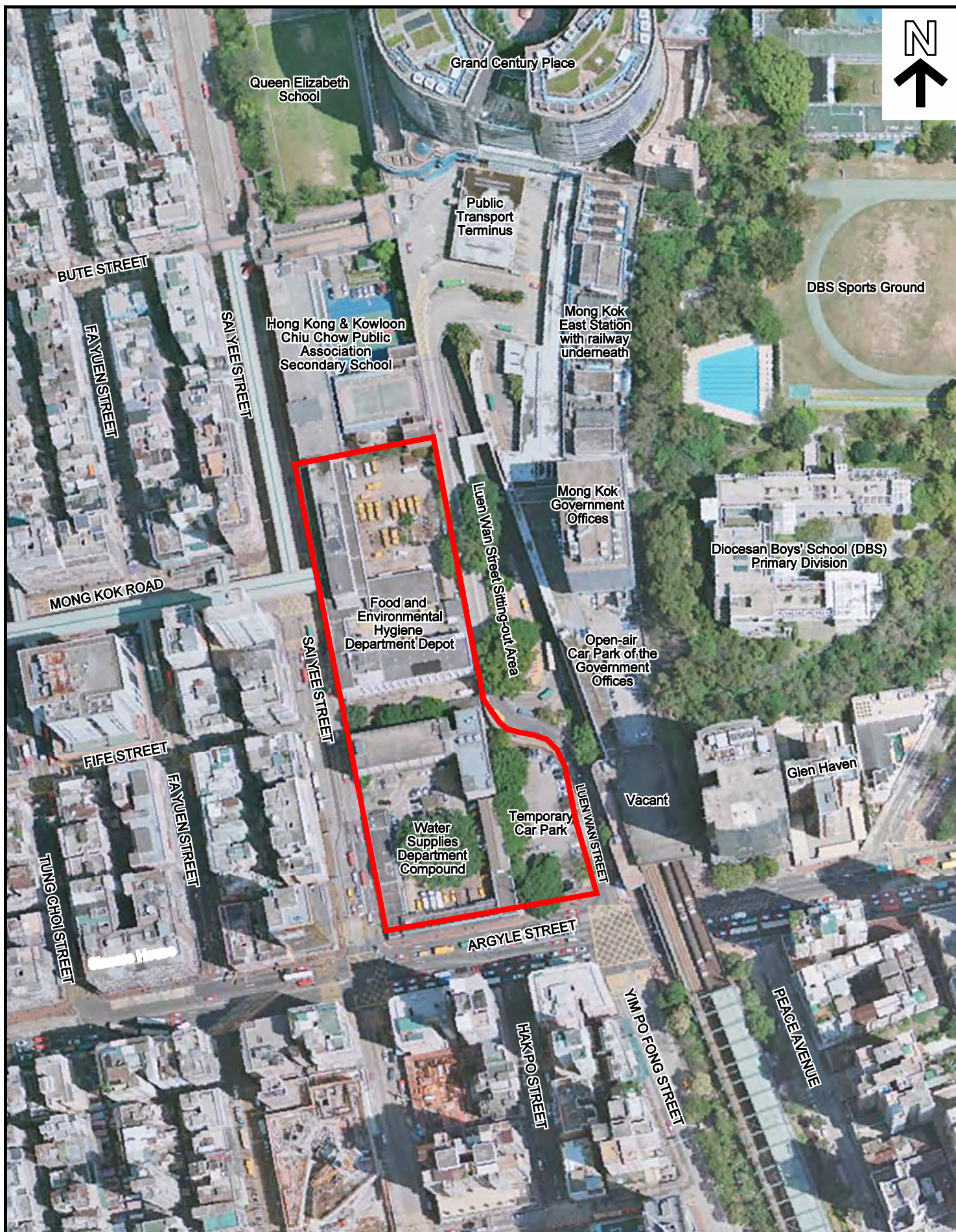
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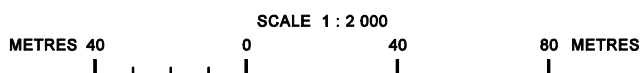
Plan 1



The Site

AERIAL PHOTO

EXTRACT PLAN PREPARED ON 21.3.2016
 BASED ON AERIAL PHOTO No. CS58525
 TAKEN ON 14.4.2015 BY LANDS DEPARTMENT

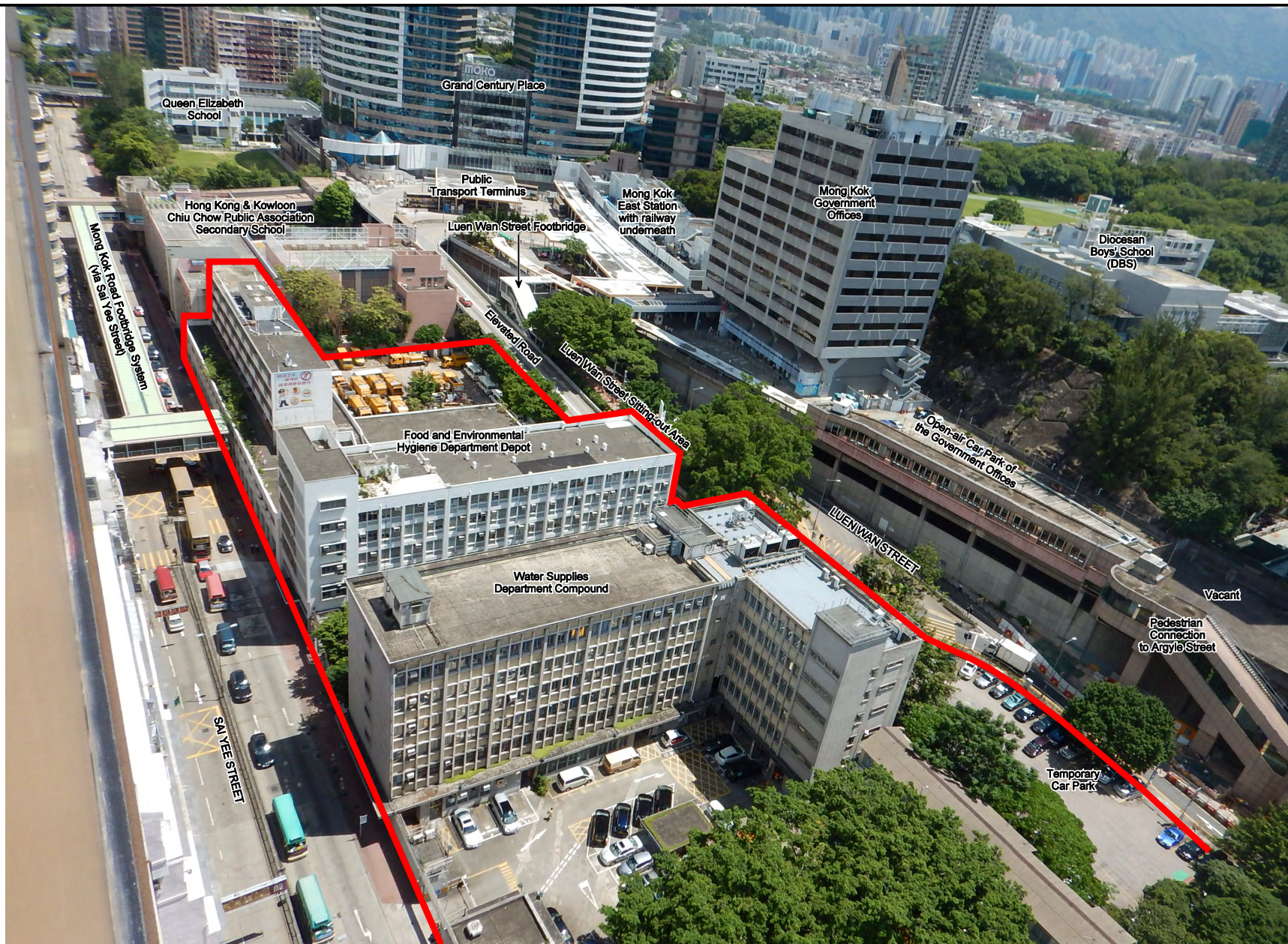


PLANNING
 DEPARTMENT



REFERENCE No.
 M/HOLS/16/27

Plan 2



The Site

SITE PHOTO

PLANNING DEPARTMENT



REFERENCE No.
M/HOLS/16/27

Plan 3

EXTRACT PLAN PREPARED ON 21.3.2016
BASED ON SITE PHOTOS TAKEN ON 3.8.2015



The Site

EXTRACT PLAN PREPARED ON 21.3.2016
BASED ON OUTLINE ZONING PLANS No.
S/K3/30 EXHIBITED ON 31.5.2013 AND
S/K7/24 APPROVED ON 8.9.2015

ZONINGS ON THE MONG KOK OUTLINE ZONING PLAN

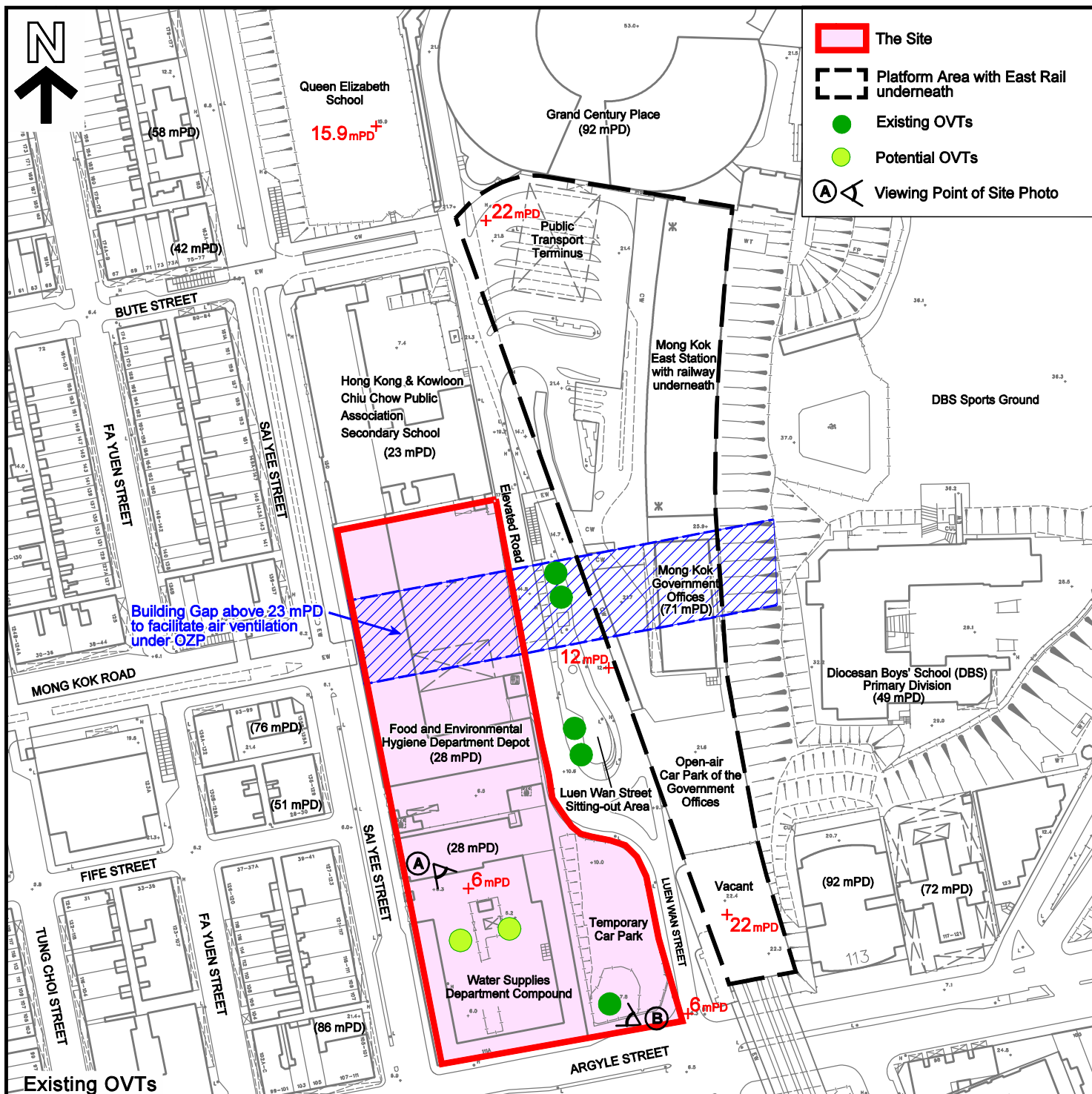
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PLANNING
DEPARTMENT



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M/HOLS/16/27

Plan 4



SITE PHOTOS TAKEN ON 27.10.2014
AND 8.3.2016

THE SITE CONDITIONS

EXTRACT PLAN PREPARED ON 21.3.2016
BASED ON SURVEY SHEETS No.
11-NW-14D AND 19B

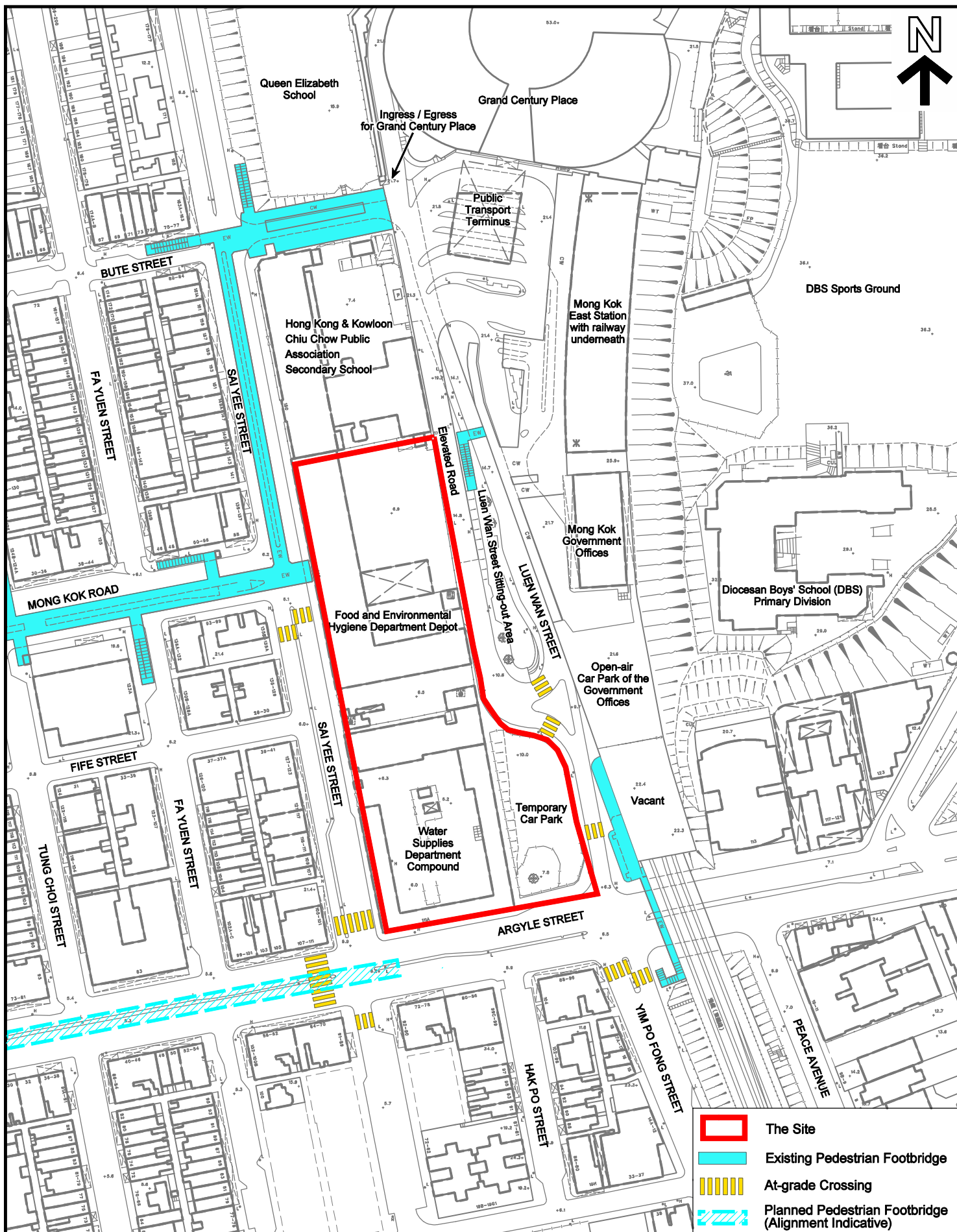
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PLANNING
DEPARTMENT



REFERENCE No.
M/HOLS/16/27

Plan 5



EXISTING AND PLANNED PEDESTRIAN FOOTBRIDGE

EXTRACT PLAN PREPARED ON 21.3.2016
BASED ON SURVEY SHEETS No.
11-NW-14D AND 19B

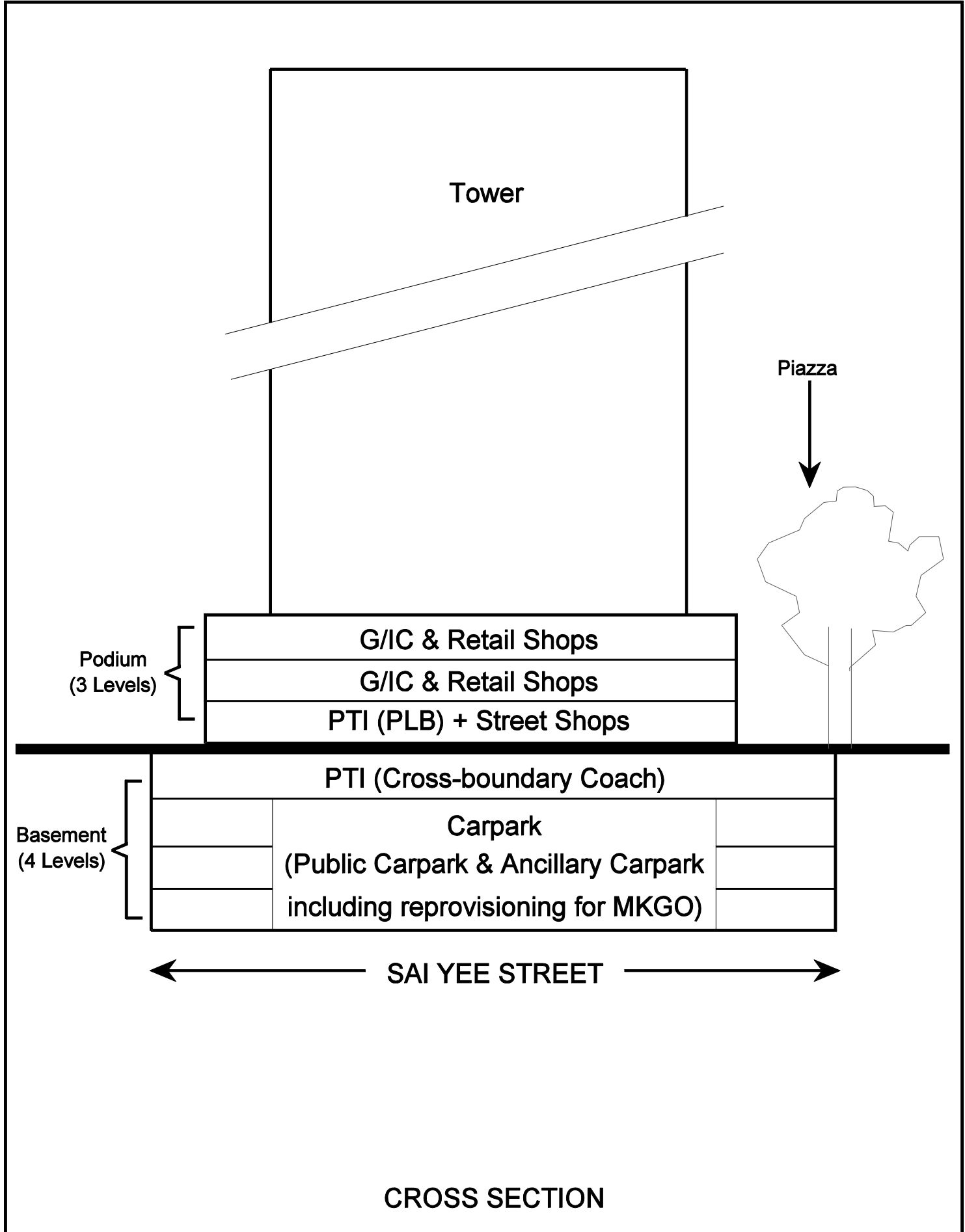
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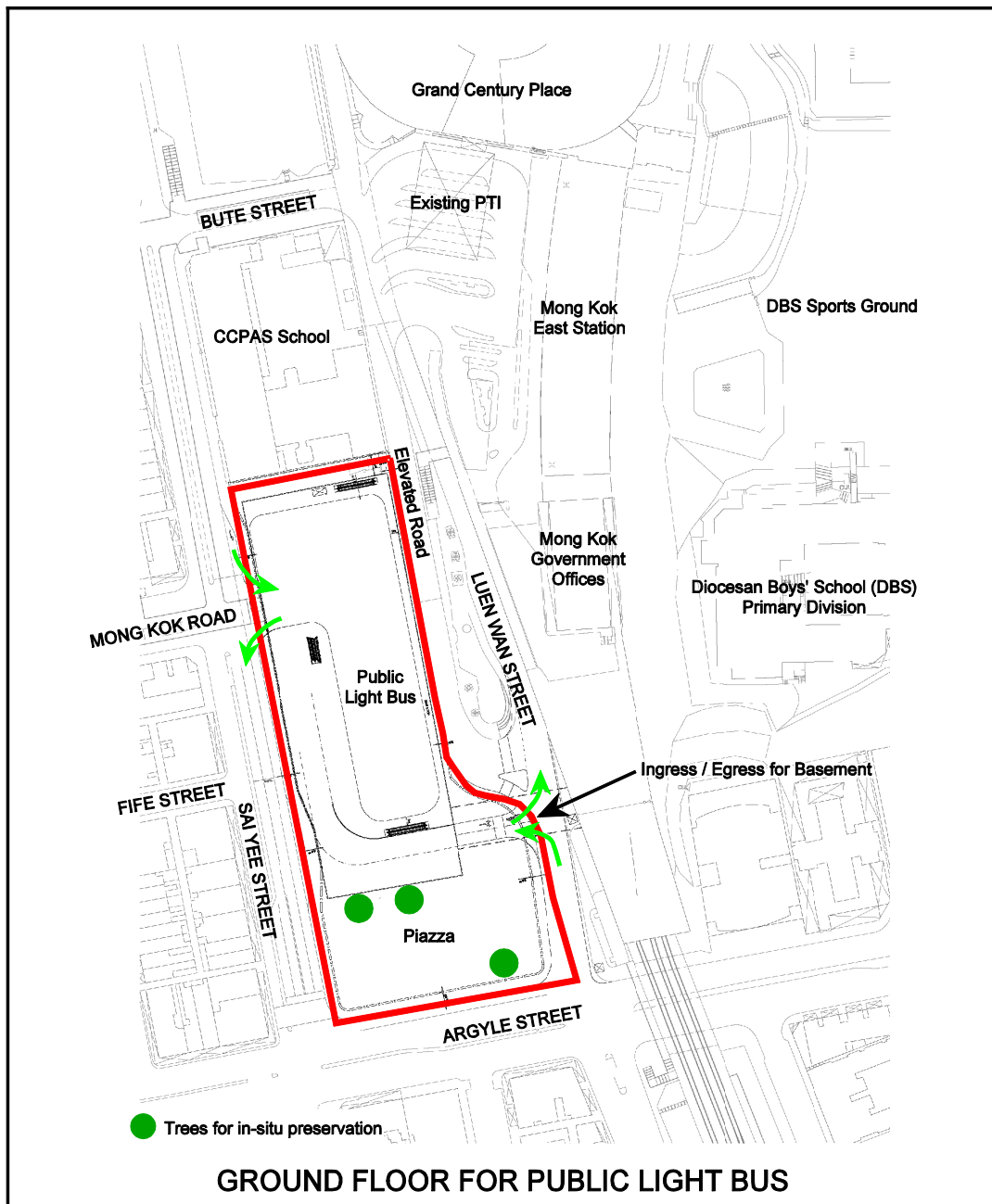
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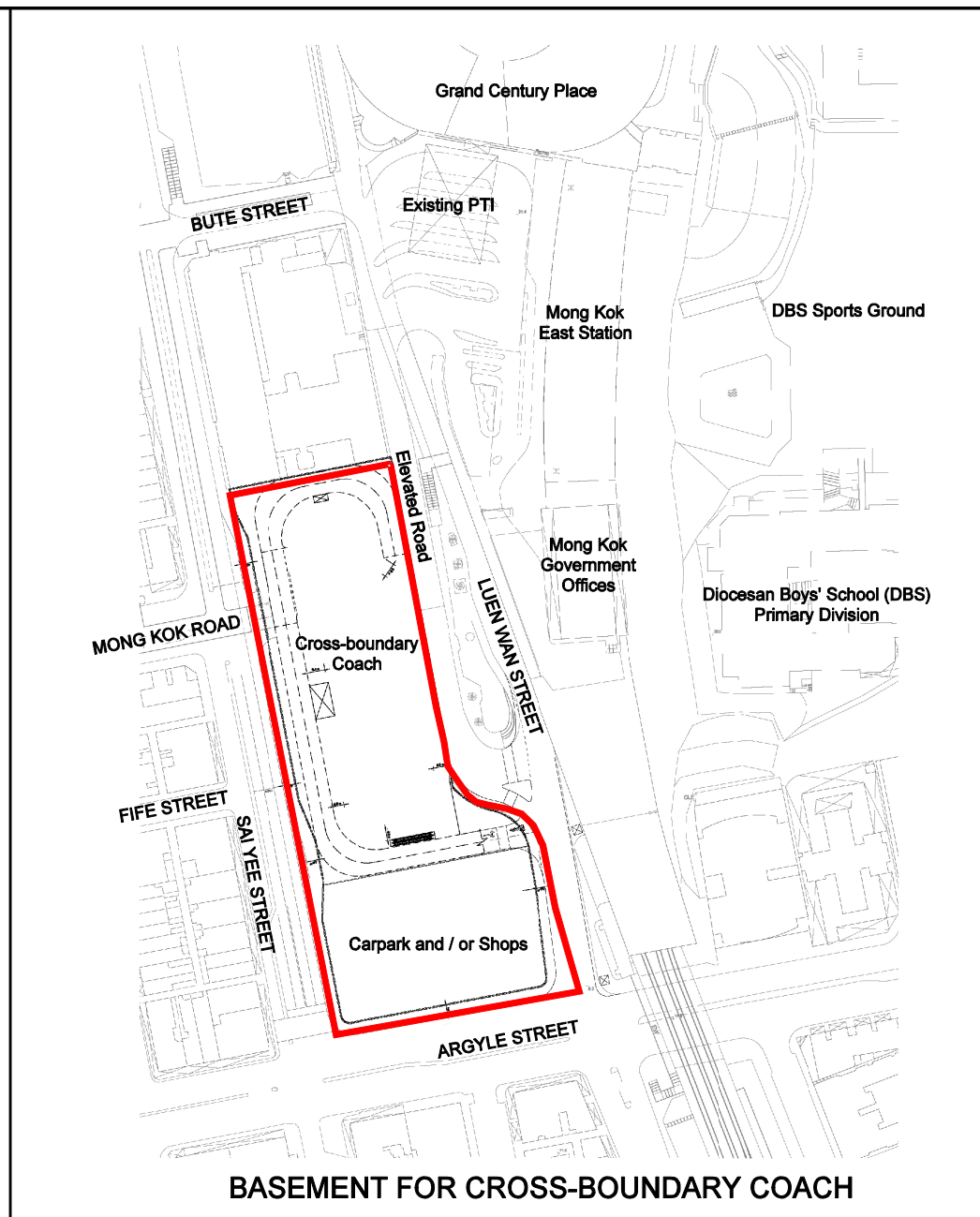
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Plan 7

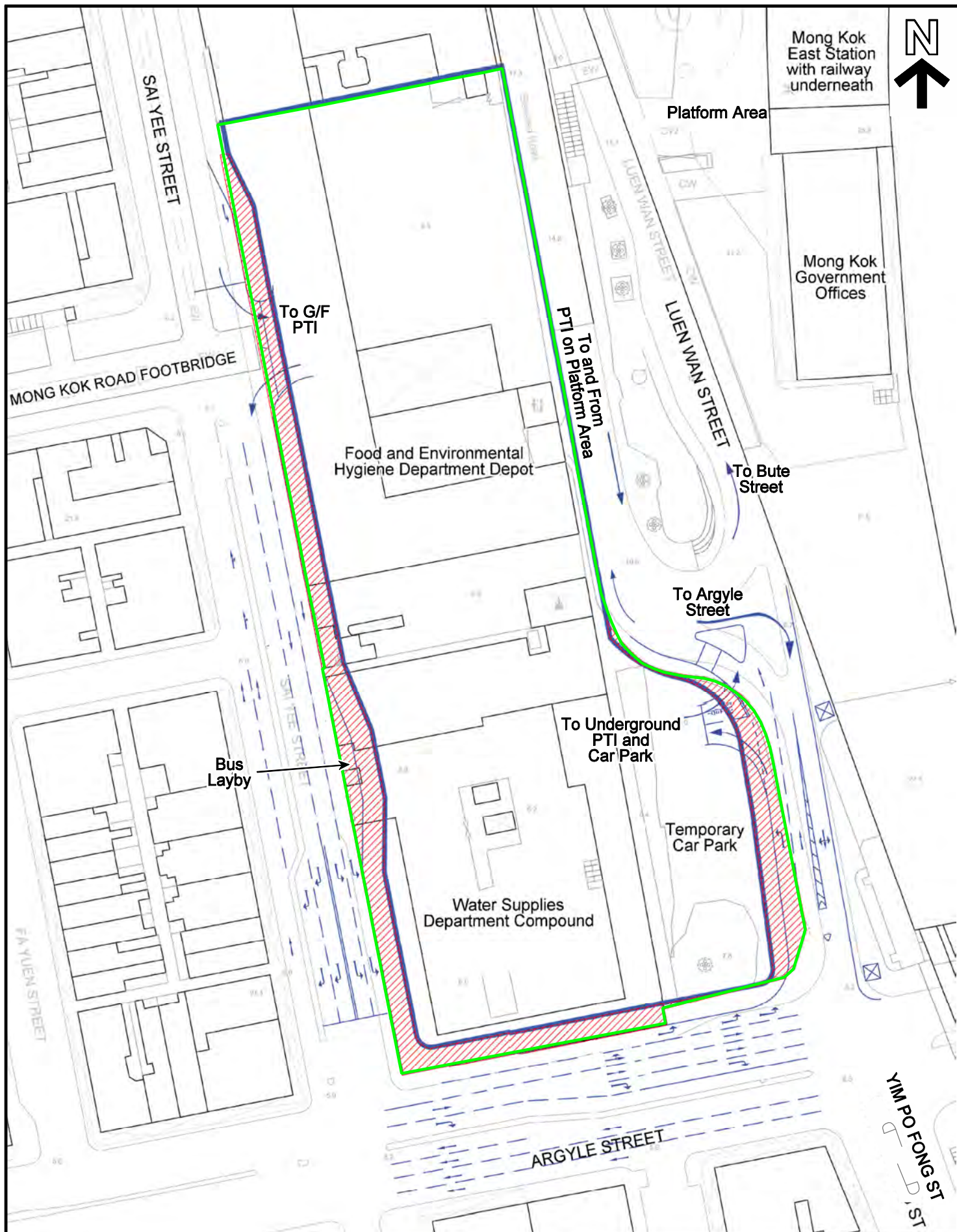




GROUND FLOOR FOR PUBLIC LIGHT BUS



BASEMENT FOR CROSS-BOUNDARY COACH



- ORIGINAL SITE BOUNDARY
- PROPOSED SITE BOUNDARY AFTER SET-BACK
- PROPOSED SET-BACK

EXTRACT PLAN PREPARED ON 18.3.2016

PROPOSED SET-BACK FOR ROAD WIDENING

**PLANNING
DEPARTMENT**



REFERENCE No.
M/HOLS/16/27

Plan 10



PROPOSED PEDESTRIAN CONNECTION

PLANNING
DEPARTMENT



REFERENCE No.
M/HOLS/16/27

Plan 11

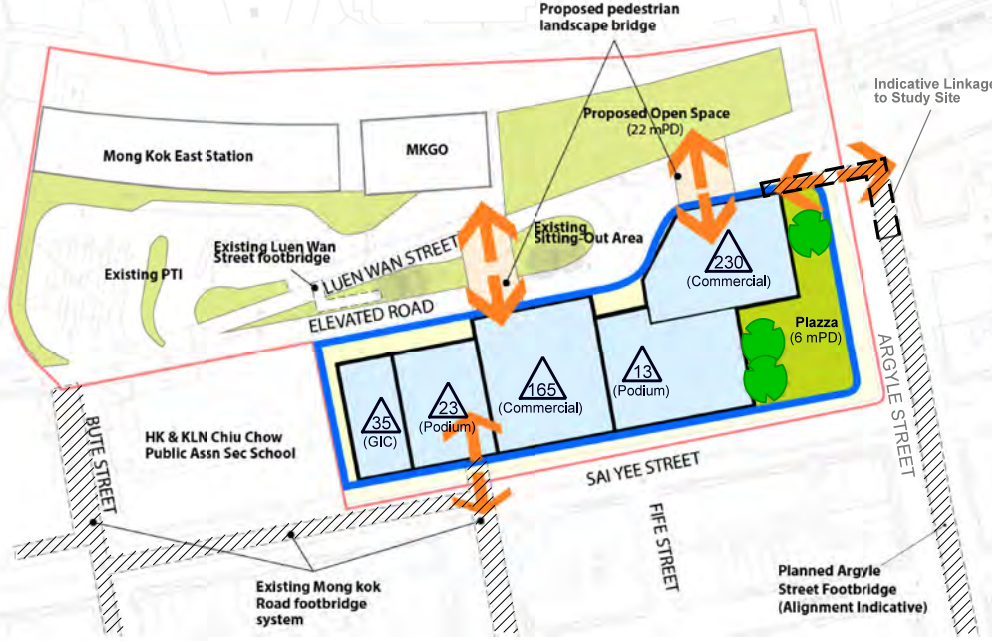
SCHEME A

- Legend
- ↔ Pedestrian Connection
 - Tree to be preserved in-situ



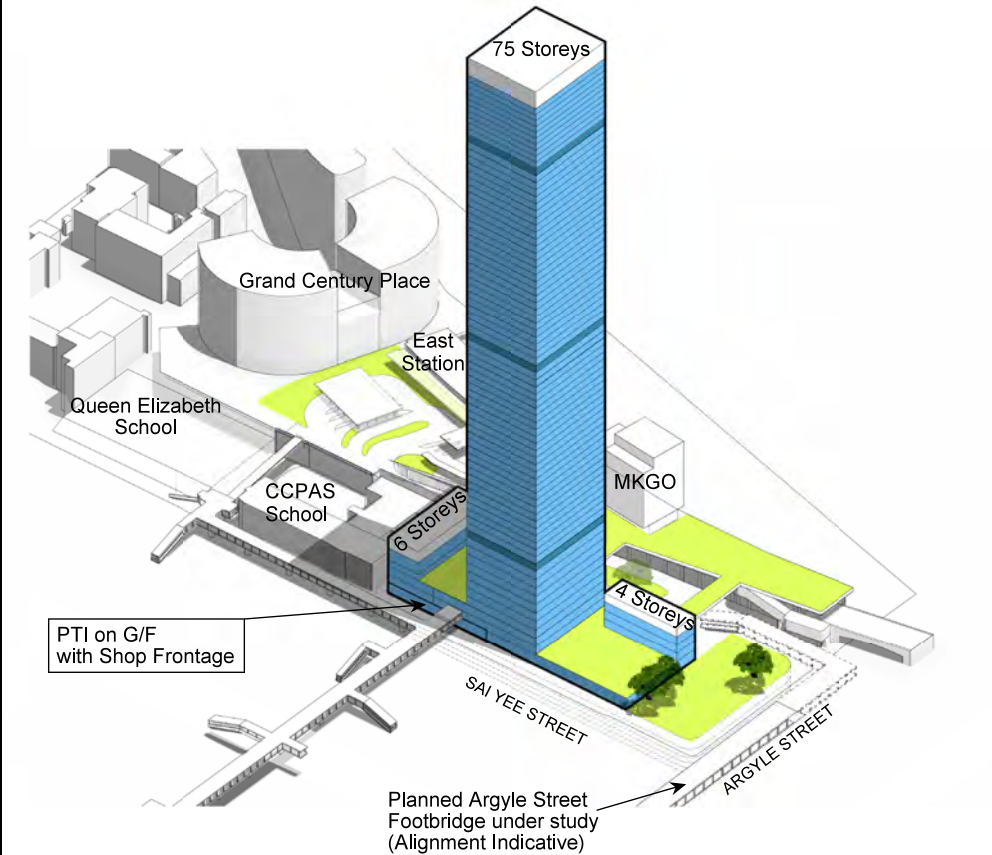
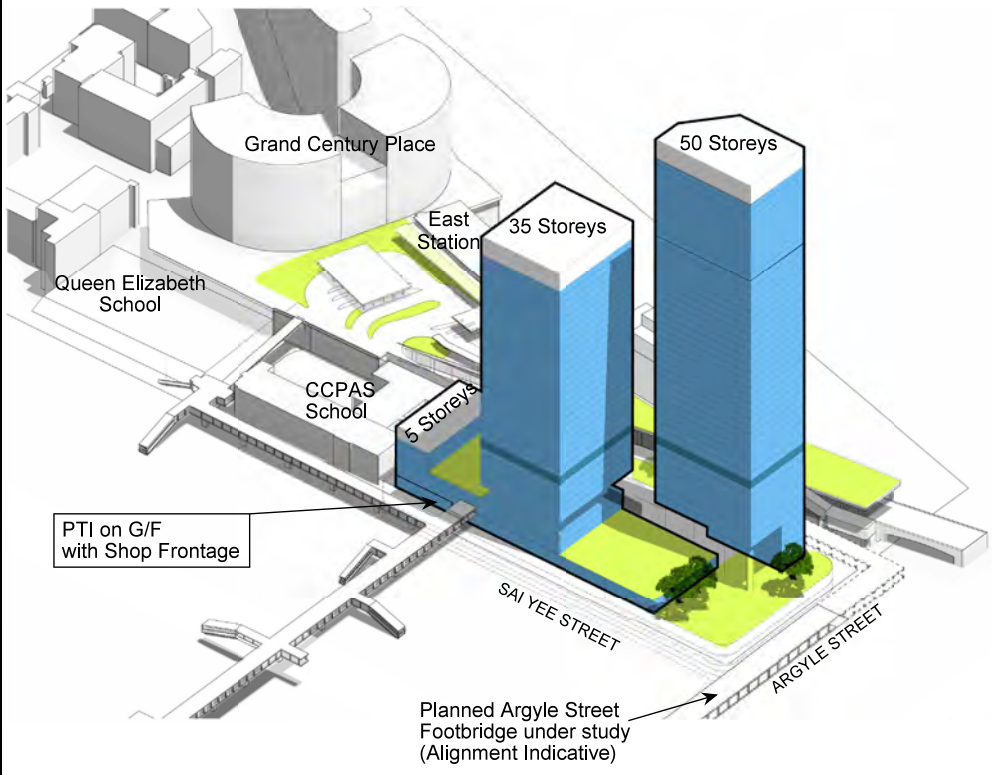
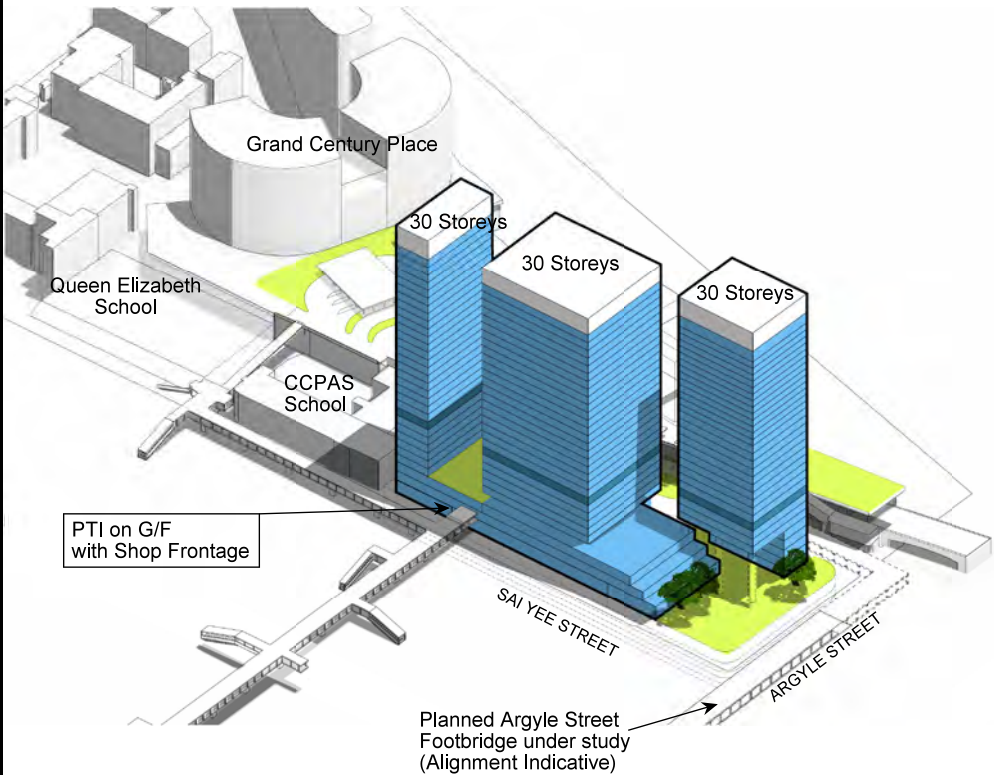
SCHEME B

- Legend
- ↔ Pedestrian Connection
 - Tree to be preserved in-situ



SCHEME C

- Legend
- ↔ Pedestrian Connection
 - Tree to be preserved in-situ



PROPOSED DEVELOPMENT DESIGN SCHEMES BLOCK LAYOUT AND 3-D IMAGES

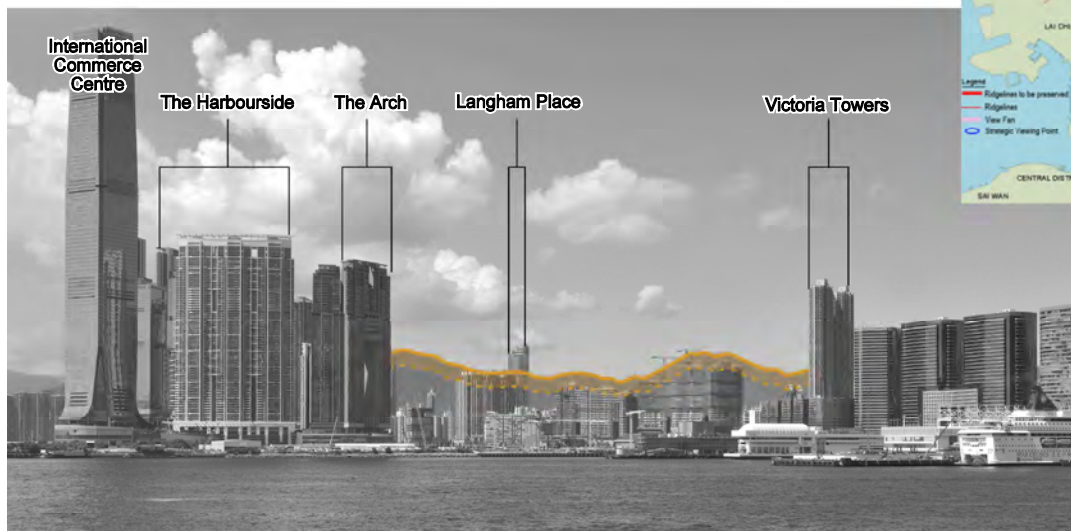
PLANNING DEPARTMENT



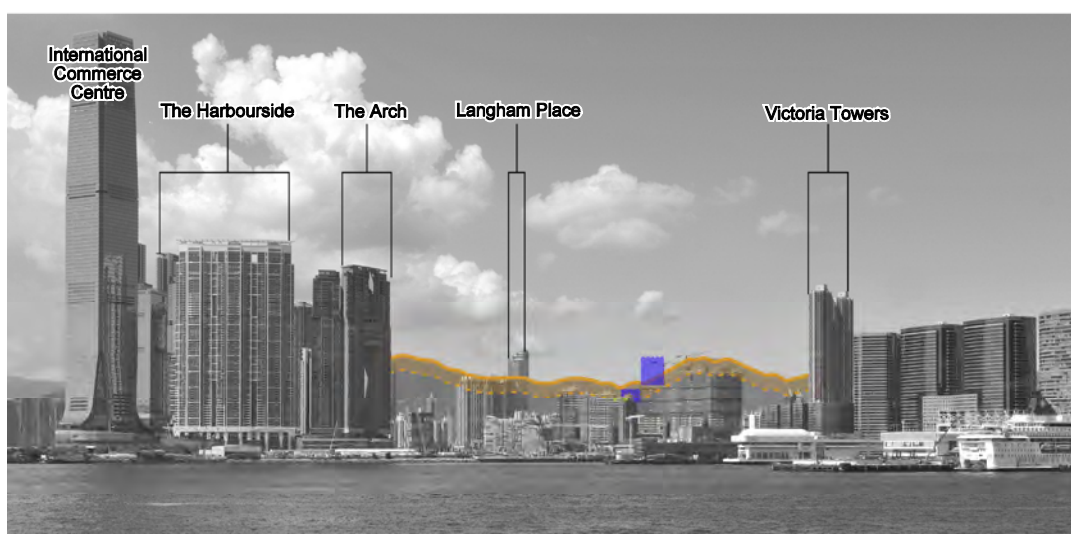
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M/HOLS/16/27

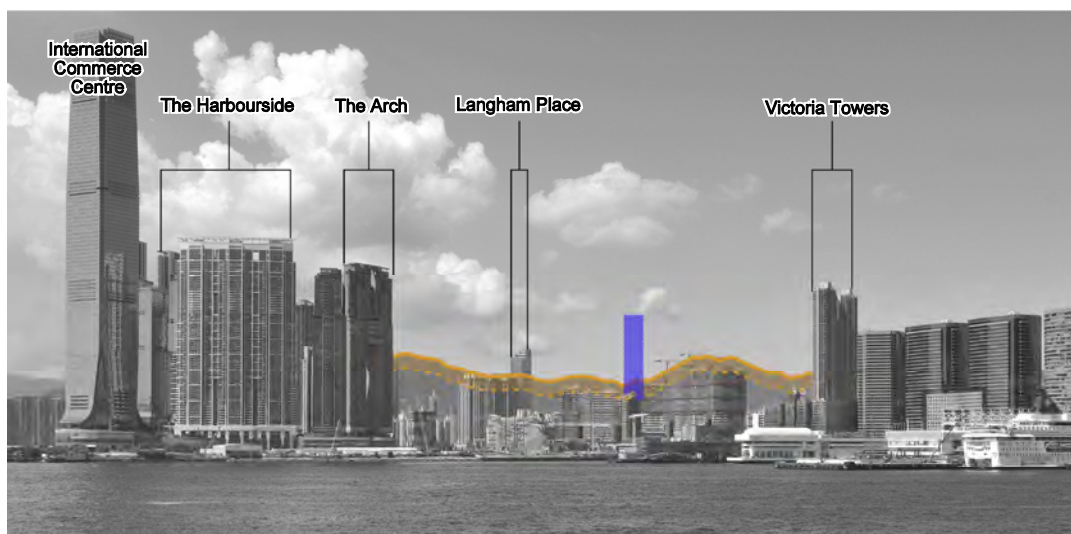
Plan 12



SCHEME A



SCHEME B



SCHEME C

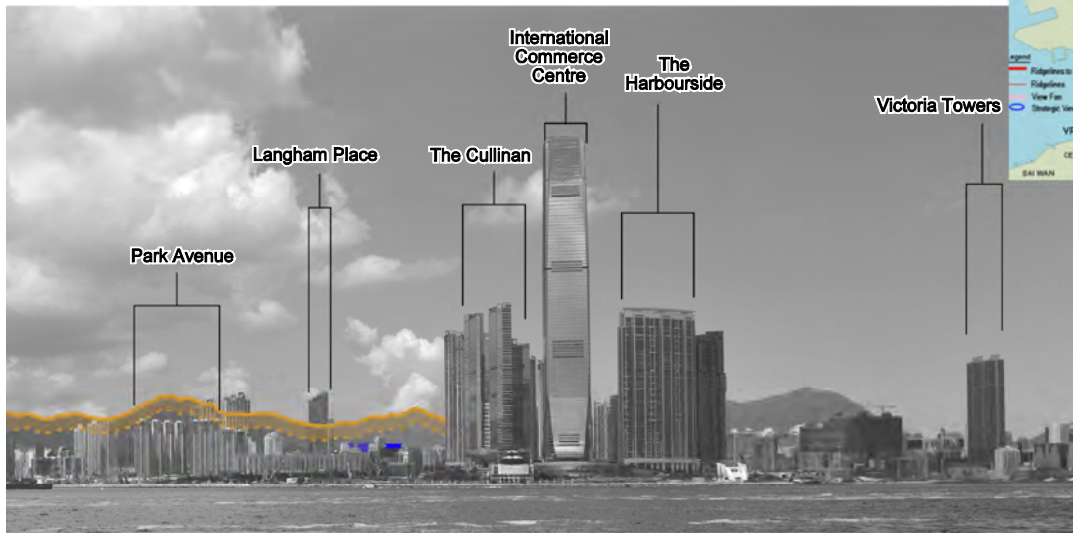
**VISUAL IMPACT ON RIDGELINE -
PHOTOMONTAGE VIEWED FROM
THE STRATEGIC VIEWING POINT
AT PIER 7 IN CENTRAL**

**PLANNING
DEPARTMENT**



REFERENCE No.
M/HOLS/16/27

Plan 13



A grayscale photograph of the Hong Kong skyline, viewed from across the water. Several prominent skyscrapers are highlighted with black rectangular boxes. Labels with leader lines identify these buildings: Park Avenue, Langham Place, The Cullinan, International Commerce Centre, The Harbourside, and Victoria Towers. A yellow dashed line traces the skyline, and a blue rectangle highlights a specific building.

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

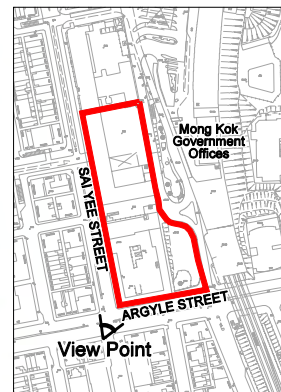


Plan 14

EXISTING



SCHEME A



SCHEME B



SCHEME C

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

**PLANNING
DEPARTMENT**



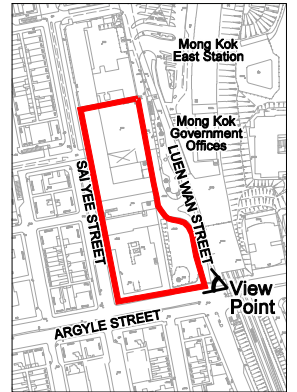
REFERENCE No.
M/HOLS/16/27

Plan 15

EXISTING



SCHEME A



SCHEME B



SCHEME C

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

PLANNING
DEPARTMENT



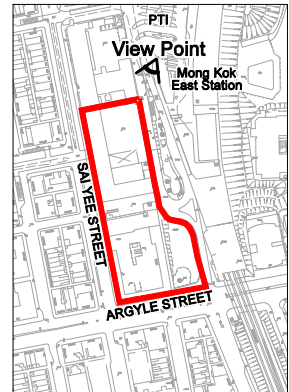
REFERENCE No.
M/HOLS/16/27

Plan 16

EXISTING



SCHEME A



SCHEME B



SCHEME C

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

PLANNING
DEPARTMENT



REFERENCE No.
M/HOLS/16/27

Plan 17

EXISTING



SCHEME A



SCHEME B



SCHEME C

VISUAL IMPACT ON PEDESTRIAN - PHOTOMONTAGE VIEWED FROM FIFE STREET

PLANNING
DEPARTMENT



REFERENCE No.
M/HOLS/16/27

Plan 18