

Appendix F Visual Impact Assessment

S16 Planning Application for Proposed  
Minor Relaxation of Plot Ratio (PR), Site  
Coverage (SC) and Building Height (BH)  
Restrictions for Permitted/Proposed  
Commercial Development, Public  
Transport Station and Underground  
Vehicle Tunnel at Kai Tak Area 4C Sites  
4 and 5 and Adjoining Road Portion of  
Shing King Street; and Minor Relaxation  
of PR and BH Restrictions for Permitted  
Private Housing Development with  
Proposed Eating Place, Shop and Services  
and Social Welfare Facilities at Kai Tak  
Area 3E Sites 1 and 2  
Visual Impact Assessment

| Mar 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

## Contents

---

<b>1</b>	<b>INTRODUCTION</b>	<b>3</b>
<b>2</b>	<b>VISUAL CONTEXT OF THE APPLICATION SITES AND SURROUNDING AREA</b>	<b>5</b>
2.1	Site Context and Existing Land Use	5
2.2	Surrounding Context	5
<b>3</b>	<b>THE PROPOSED DEVELOPMENT</b>	<b>7</b>
3.1	Introduction	7
3.2	Proposed Key Development Parameters	8
<b>4</b>	<b>ASSESSMENT AREA AND SELECTION OF VIEWING POINTS</b>	<b>10</b>
4.1	Identifying Visual Assessment Area	10
4.2	Visual Elements	10
4.3	Selection of Viewing Points	11
<b>5</b>	<b>ASSESSMENT OF VISUAL IMPACT</b>	<b>14</b>
<b>6</b>	<b>CONCLUSION</b>	<b>24</b>

### Figures

<b>Figure 1</b>	Location Plan
<b>Figure 2</b>	Assessment Area & Location of Viewing Points
<b>Figure 3</b>	Viewing Point 1: View from Quarry Bay Park
<b>Figure 4</b>	Viewing Point 2: View from North Point Pier
<b>Figure 5</b>	Viewing Point 3: View from Hoi Sham Park
<b>Figure 6</b>	Viewing Point 4: View from Kai Tak Cruise Terminal Park Landscape Deck
<b>Figure 7</b>	Viewing Point 5: View from Kai Tak Southwest Waterfront Promenade
<b>Figure 8</b>	Viewing Point 6: View from Kai Tak Promenade
<b>Figure 9</b>	Viewing Point 7: View from Kai Tak Bridge Road
<b>Figure 10</b>	Viewing Point 8a: View from Kwun Tong Promenade
<b>Figure 11</b>	Viewing Point 8b: View from Kwun Tong Promenade

### Tables

Table 3.1	Key Development Parameters of the Conforming Scheme and Proposed Scheme
Table 3.2	Proposed Key Development Parameters of the Proposed Scheme
Table 4.1	Classification of VPs
Table 5.1	Appraisal Aspects
Table 5.2	Classification of Overall Resultant Visual Impact
Table 5.3	Visual Impact Assessment Summary

# 1 INTRODUCTION

- 1.1.1 This Visual Impact Assessment (“VIA”) is prepared in support of the Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2.
- 1.1.2 The Application Sites fall within the Approved Kai Tak Outline Zoning Plan No. S/K22/8 (the “OZP”). The total site area of **Sites 4C4 & 4C5 and area shown as ‘Road’**(Application Site A refers) is about 22,550m<sup>2</sup>, and approximately half of the Application Sites (Site 4C4 about 10,694m<sup>2</sup>, about 47.4%) falls within the “C(7)” zone. Another almost half of the Application Sites, Site 4C5, is zoned as “C(5)” (about 9,480m<sup>2</sup>, about 42.0%). The remaining portion is an area shown as ‘Road’ (about 2,376m<sup>2</sup>, about 10.5%) on the Approved Kai Tak Outline Zoning Plan No. S/K22/8. The Application Sites total up to a site area of about 37,300m<sup>2</sup>. **Sites 3E1 and 3E2** (Application Site B refers) fall within the “R(B)2” zone (about 14,750m<sup>2</sup>), with Site 3E1 occupying 7,064m<sup>2</sup> and Site 3E2 covering 7,686m<sup>2</sup>.
- 1.1.3 The approach adopted in this VIA uses the maximum development restrictions as currently listed in the Approved Kai Tak Outline Zoning Plan No. S/K22/8 as the **Conforming Scheme**, to which visual impacts of the Proposed Development will be evaluated against, referred to as the **Proposed Scheme**.
- 1.1.4 For Application Site A, the Conforming Scheme is derived from MPC Paper 9/21, incorporating building massing and height restrictions outlined in the Baseline Scheme of the aforementioned MPC Paper. The Conforming Scheme for Application Site B is based on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/8, utilizing building massing from the Landscape Plan and assuming maximum building height in accordance with height restrictions.
- 1.1.5 Point (g) of paragraph 2.3 of the Town Planning Board Guidelines No. 41 (“TPB PG-No. 41”) states that a VIA is required when “*the proposal may affect existing visually sensitive areas, visual amenities and visual resources on-site or off-site enjoyed by the public due to its nature, scale, location, visual prominence, design, relationship to the site context, etc.*” Accordingly, this VIA is prepared to assess the visual impacts of the Proposed Changes on the Visually Sensitive Receivers (“VSRs”) relevant to the Application Sites according to the requirements listed under TPB PG-No. 41.
- 1.1.6 The outline for the VIA is set out below:
- **Section 2** outlines the visual context of the Application Sites and its Surrounding Area;
  - **Section 3** describes the main design principles for the Proposed Scheme;
  - **Section 4** identifies the Assessment Area and provides an analysis of the viewing points (“VPs”);

- **Section 5** assesses the visual impacts; and
- **Section 6** concludes the VIA.

## 2 VISUAL CONTEXT OF THE APPLICATION SITES AND SURROUNDING AREA

### 2.1 Site Context and Existing Land Use

2.1.1 The total area of **Sites 4C4 and 4C5 and Area shown as 'Road' (Application Site A)** is about 22,550m<sup>2</sup>, of which about 10,694m<sup>2</sup> (Site 4C4) is zoned as the "Commercial (7)" ("C(7)"), about 9,480 m<sup>2</sup> is zoned as the "Commercial (5)" ("C(5)"), and about 2,376 m<sup>2</sup> as an area shown as 'Road'. The proposed Public Transport Station (PTS) for potential KTGTS's station and depot is located at Sites 4C4 and Site 4C5, which can form a single and regular site to meet the depot's operational requirements.

- Application Site A are located in the southern part of the KTD, within the Runway Precinct overlooking the waterfront to the southwest. They are bordered by Shing Fung Road to the northeast, adjacent to the Kai Tak Cruise Terminal to the southeast, and abutting a pedestrian street, Cullinan Harbour residential development to the northwest.
- Site 4C4 is currently used as open storage of construction materials. Site 4C5 is currently vacant and fenced by wire fence. Several temporary structures are found in the western portion of the Site 4C5.
- The 'Road' Area is currently used as Shing King Street connecting Shing Fung Road and Kai Tak Cruise Terminal with some roadside plantations.

2.1.2 **Sites 3E1 and 3E2 (Application Site B)** are in a total area of up to 14,750m<sup>2</sup>, all of which are zoned as "Residential (Group B) 2" ("R(B)2") under the OZP.

- Application Site B are located in the eastern part of the KTD, near Kowloon Bay. They are bordered by Cheung Yip Street to the northwest and southwest, and by Lam Chak Street to the northeast and Kai Hing Road to the southeast.
- For Site 3E1, the eastern section is currently occupied by Community Liaison Centre and the Lam Chak Street Substation for the Trunk Road T2 and the Cha Kwo Ling Tunnel Project (T2 Project), being used for open storage of construction materials and equipment, and is enclosed by noise barriers. Site 3E2 is currently mainly occupied by the Public Works Central Laboratory Building.

### 2.2 Surrounding Context

2.2.1 **Application Site A** are predominantly surrounded by residential buildings and the Kai Tak Cruise Terminal, a key landmark in the KTD (**Figure 1** refers):

- The **northeast** of Application Site A is primarily zoned "R(B)4" and "R(B)8" and currently serves as a construction site for the Pavillia Forest, and a site with temporary structures, open storage, and clusters of trees.
- The **northwest** of the Application Site A is largely zoned as "R(B)4", featuring high-rise residential buildings, including Cullinan Harbour, and Miami Quay.
- The **southeast** of Application Site A consist of areas zoned "OU(Tourism Related Uses to Include Commercial, Hotel and Entertainment)", "OU(Cruise Terminal to Include Commercial Development with Landscaped Deck above)", "O (2)" and "O". They

currently houses the planned Tourism Node (current Kai Tak Community Isolation Facility), Kai Tak Cruise Terminal, the Kai Tak Sky Garden and its Ground Plaza.

- To the **southwest**, the area is zoned "O" and serves as the Kai Tak Promenade.

2.2.2 **Application Site B** are located within a mixed-use area that includes open space, commercial buildings, government, institutional and community facilities, and other uses, situated near the Kwun Tong Typhoon Shelter (**Figure 1** refers):

- The **northeast** of Application Site B is primarily zoned "C(2)," adjacent to Kai Hing Road and Lam Chak Street, and is currently occupied by Harbourside HQ and the Pacific Trade Centre.
- The **northwest** of Application Site B is mostly zoned "Government, Institution or Community" ("G/IC") along both sides of Shing Cheong Road, where the Hong Kong Children's Hospital, Kai Tak Fire Station, and the construction site of the proposed New Acute Hospital are located.
- The **southeast** of Application Site B features a mix of "C(2)" and "O" zones. The "C(2)" zone contains only the low-rise Kerry D.G. Warehouse, with the rest of the area vacant. The "O" zone is currently used for open storage of construction materials and is surrounded by noise barriers.
- To the **southwest**, the area is zoned "O" and serves as the Kai Tak Promenade (Hong Kong Children's Hospital Section), with the Kwun Tong Typhoon Shelter located further southwest.

2.2.3 Please refer to **Figure 1** for the surrounding context of the Application Sites.

## 3 THE PROPOSED DEVELOPMENT

### 3.1 Introduction

3.1.1 The Proposed Scheme has been carefully designed having due regard to various technical considerations.

- For **Application Site A**, the Proposed Scheme comprises 3 office towers and 2 hotel towers, with a 3-4 storey podium providing floor spaces for the proposed Public Transport Station and some commercial spaces. Excluding the transfer plate, Office Tower 1 is 18 storeys, Towers 2 and 3 are 12 storeys above podium. Hotel Tower 1 is 20 storeys and Tower 2 is 17 storeys above podium.
- For **Application Site B**, the proposed scheme includes four residential towers. Excluding the transfer plate, Blocks A1 and B1 consist of 27 storeys, while Blocks A2 and B2 feature 29 storeys, reaching a maximum height of +107mPD for Site 3E2, and +101mPD for Site 3E1, including the rooftop structure. The development will also include clubhouses and facilities for retail and social welfare.

3.1.2 The visual impact assessment will take into account the proposed minor relaxation in BH restrictions and the rooftop structures assuming 4m in height with respect to the conservation of Kowloon ridgeline without intruding the 20% Building Free Zone according to Hong Kong Planning and Standard Guideline. Overall, the proposed changes in proposed Building Height (BH) and Plot Ratio (PR) for each site are shown in **Table 3.1** below.

**Table 3.1 Key Development Parameter of the Conforming Scheme and Proposed Scheme**

Site No.	Zoning	Site Area (m <sup>2</sup> )	Conforming Scheme		Proposed Scheme			
			BHR at main roof level (mPD)	Max. PR	Proposed BH at main roof level (mPD)	Proposed BH incl. rooftop structure(s) (mPD)	Max. PR	
A	Site 4C4	C(7)	10,694	+95	7.5	+111	+115	8.16
	Site 4C5	C(5)	9,480	+95	6.0	+95	+99	
	'Road' Area	Road	2,376	-	-	+30 (at the main roof level)		
B	Site 3E1	R(B)2	7,064	+100	4.5	+97	+101	7
	Site 3E2	R(B)2	7,686	+80	4.5	+103	+107	



## 3.2 Proposed Key Development Parameters

3.2.1 The proposed key development parameters of the Proposed Scheme are summarised in **Table 3.2** below.

**Table 3.2 Proposed Key Development Parameters of the Proposed Scheme**

Site No.	Key Development Parameters	Proposed Scheme			
<b>Sites 3E1 &amp; 3E2</b>	Site Area	About 14,750m <sup>2</sup>			
	GFA and PR	Domestic	GFA		PR
			95,875m <sup>2</sup>		6.5
		Non-domestic	7,375m <sup>2</sup>		0.5
			Retail	6,248m <sup>2</sup>	
	Social Welfare Facilities <sup>1</sup>	1,127m <sup>2</sup>			
	Proposed Building Height (at main roof level)	Site 3E1: +97mPD Site 3E2: +103mPD			
	Proposed Building Height (incl. rooftop structures)	Site 3E1: +101mPD Site 3E2: +107mPD			
	Floor-to-Floor height	GF		6m	
		1F&2F		4.2m	
		Typical Floor		3.15m	
		Rooftop Structure		4m	
	Flat Production (about) <sup>3</sup>	1,928			
Design Population (about) <sup>4</sup>	5,206				
Open Space	Not less than 5,206 m <sup>2</sup>				
Site Coverage of Greenery (about)	Not less than 30%				
Site Coverage (about)	Site 3E1: Not more than 40% Site 3E2: Not more than 40%				
<b>Sites 4C4 &amp; 4C5 and area shown as 'Road'<sup>15</sup></b>	Site Area	About 22,550m <sup>2</sup>			
	GFA and PR	Domestic	GFA		PR
			Nil		Nil
		Non-domestic	183,942 m <sup>2</sup>		8.16
			Hotel	45,386m <sup>2</sup>	
			Office	86,550m <sup>2</sup>	
			Retail	28,466m <sup>2</sup>	
	Public Transport Station	23,540m <sup>2</sup>			
	Proposed Building Height (at main roof level)	Site 4C4: +111mPD Site 4C5: +95mPD			
	Proposed Building Height (incl. rooftop structures)	Site 4C4: +115mPD Site 4C5: +99mPD			
	Floor-to-Floor Height	Retail	GF	5m	
			1F&2F	4m	
		PTS Ramp / Plantroom		6.5m	
Public Transport Station (PTS)		10m			
UG/F		5m			
Office Typical Floor		4.2m			
Hotel Typical Floor		3.5m			
Rooftop Structure		4m			

<b>Site No.</b>	<b>Key Development Parameters</b>	<b>Proposed Scheme</b>
	No. of Hotel Rooms (about) <sup>6</sup>	1,081
	Site Coverage of Greenery (about)	Not less than 30%
	Site Coverage (about) <sup>7</sup>	Site 4C4: Not more than 90% for commercial uses at +30mPD or below Site 4C5: Not more than 80%

Notes:

[1] 2 numbers of social welfare facilities are proposed at Site 3E1, including one Child Care Centre (CCC), one Sub-base of Integrated Children and Youth Services Centre (ICYSC sub-base). The facilities would be subject to further review by relevant departments at detailed design stage. Total NOFA = 626m<sup>2</sup>, with NOFA:GFA ratio at 1:1.8.

[2] GFA excluded for recreational facilities for residential developments, refer to OZP and PNAP-APP-104.

[3] Assuming an average flat size of 50sqm for residential developments in Sites 3E1 & 3E2.

[4] Assuming an average household size of 2.7 based on the Average Domestic Household Size of Kowloon City District in the 2021 Census result.

[5] For the "Road" portion, the public road at grade will remain operational, as the Proposed Scheme will only utilize the airspace (PTS spanning Shing King Street) and the underground area (vehicle tunnel connecting the underground car parks).

[6] Assuming an average guest room size of 42sqm for hotel developments in Sites 4C4 & 4C5.

[7] Referring to the First Schedule in B(P)R, full site coverage for podium portion of building up to 15 m above ground is always permitted, therefore the site coverage of GF to 2F at podium level was complied. The site coverage of podium with PTS level and its slab (from 13m to 25m) in Site 4C4 is larger than 80% for potential KTGTS's station and depot.

# 4 ASSESSMENT AREA AND SELECTION OF VIEWING POINTS

## 4.1 Identifying Visual Assessment Area

4.1.1 The Visual Assessment Area (VAA) follows the Guidelines of TPB PG-No. 41. The VAA is subdivided into two components - Primary Zone of Visual Assessment Area (PZVAA) and Secondary Zone of Visual Assessment Area (SZVAA):

4.1.2 The PZVAA has been set up as the local viewpoint assessment area to envelop the likely visible area of the Proposed Development from a short to medium distance. According to the TPB PG-No. 41, the PZVAA is defined by approximately three times of overall maximum BH of the subject development. Thus, the PZVAA is defined as follows (Figure 2 refers):

- For **Application Site A**, which comprise a single cohesive Public Transport Station (PTS), the PZVAA is defined by approximately three times of overall maximum height of building (110m (derived from the proposed building height of 115 mPD including rooftop structures for this Application Site, with a ground level of 5 mPD). This results in an area with a radius of about 330 meters. Thus, a radius of 330m from the boundary of the Application Site A defines the boundary of the Assessment Area.
- For **Application Site B**, the PZVAA is defined by approximately three times of overall maximum height of building (102.9m) of the subject development including rooftop structures, i.e. about 308.7m (107mPD proposed building height level with 4.1mPD at ground level). Thus, a radius of 308.7m from the boundary of the Application Site B defines the boundary of the Assessment Area.

4.1.3 Given the Application Sites are located in the KTD, one of the most significant areas around Victoria Harbour on Kowloon side, the SZVAA is expected to extend to the opposite side of the harbour and include the ridgelines in the visual backdrop of the Proposed Development. Accordingly, the SZVAA has been set up to envelop the tops of intervening urban areas and from longer distances, forming by natural/ manmade features such as ridgelines, built form and main transportation corridor (**Figure 2** refers):

- The SZVAA for proposed development extends along the waterfront areas in Kwun Tong, KTD, the waterfront areas in To Kwa Wan and Hung Hom, to the waterfront on the northern side of Hong Kong Island. The SZVAA provides the opportunity for long distance views from other waterfront locations around the Victoria Harbour.

## 4.2 Visual Elements

4.2.1 The visual outlook is shaped by the combined composition of all the visual elements which come into sight of the viewers. On review of the current condition, the Application Sites are dominated by five major visual elements:

- The southern extent of the SZVAA is largely dominated by the open water of Victoria Harbour, Kowloon Bay and Kwun Tong Typhoon Shelter. The water body and its

associated shoreline will form the visual foreground to the viewers facing to the Proposed Development from the south and west. It is anticipated that the water body and its coastline will provide an aesthetic effect to the viewers.

- Another visually dominant feature is the mountains and their associated ridgelines in Kowloon East, including Lion Rock, Tsz Wan Shan, Kowloon Peak, Black Hill, and Devil’s Peak. These elements significantly enhance the visual experience for the public.
- Several existing high-rise and mid-rise residential estates in the Runway Precinct of the KTD negatively impact the visual permeability and amenity of the assessment area.
- Some parts of northern and eastern SZVAA are also occupied by several high-rise commercial buildings and landmarks. These include but not limited to, the existing Harbourside HQ and Kai Tak Cruise Terminal. The proposed developments are expected to be compatible with these existing features.

### 4.3 Selection of Viewing Points

4.3.1 Based on the above findings of the PZVAA, five VPs within the area have been identified as the most affected, providing direct views of the proposed developments from a short-range to medium-range distance. This includes five VPs for Application Site.

4.3.2 Based on the above findings of the SZVAA, three VPs within the area have been identified as the most affected VPs that provide broader views of the urban context and surrounding landscape elements, including the vista of Victoria Harbour and the mountain backdrop from a long-range distance. This includes one official key strategic vantage point from Chapter 11 of the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG), specifically VP1 at Quarry Bay Park in the following assessment.

4.3.3 Hence, a total of eight VPs are considered to be mostly impacted by the Proposed Developments at the Application Sites (Figure 2 refers).

4.3.4 When assessing the potential visual impacts of the Proposed Scheme, the classification of VPs is categorised as follows:

**Table 4.1 Classification of VPs**

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Sites while engaging in recreational activities	High
Travellers	Those viewers who would view the Application Sites from vehicles or on foot	Medium

- 4.3.5 The evaluated short-range, medium-range and long-range VPs include:
- 4.3.6 **VP1: Quarry Bay Park** – This VP is located at about 2.3km to the southeast of the Site 4C4 and 4C5 of Application Sites. Identified as Strategic Viewing Point No. 4 by the Planning Department, it offers a long-range view to Application Sites A and B, featuring an open harbour view in the foreground and an uninterrupted vista of the ridgelines from Lion Rock to Kowloon Peak in the background. This VP represents the views of recreational users within the surrounding park area. From this location, viewers will have a broad and direct view towards Kowloon Island and the ridgeline of Lion Rock. Therefore, the visual sensitivity of this VP is considered **High**.
- 4.3.7 **VP2: North Point Pier** – This VP is situated at North Point Pier, approximately 1.8 km southwest of Application Sites 4C4 and 4C5. As a major hub for water transportation, it attracts a significant number of visitors, representing the perspectives of travellers who enjoy the stunning panoramic views of Victoria Harbour and the continuous ridgeline of the Kowloon Peninsula. Given the public's generally positive perception of harbourfront views, the visual sensitivity of this VP is considered **High**.
- 4.3.8 **VP3 Hoi Sham Park** – This VP is located at about 1.8km to the northwest of the Application Sites 4C4 and 4C5. As an essential waterfront public space in To Kwa Wan, this VP attracts a large number of visitors engaging in recreational activities. It offers a long-range view to Application Sites 3E1, 3E2, 4C4 and 4C5, featuring an open harbour view of To Kwa Wan Typhoon Shelter in the foreground and a view of the ridgelines from Kowloon Peak, Ng Kwai Shan to Devel's Peak in the backdrop. Therefore, the visual sensitivity of this VP is considered **High**.
- 4.3.9 **VP4: Kai Tak Cruise Terminal Park Landscape Deck** – This elevated short-range VP is located at about 100m to the southeast of the Application Sites 4C4 and 4C5 on the landscape deck of Kai Tak Cruise Terminal Park from 31mPD. Given that it mainly represents views of tourists from Kai Tak Cruise Terminal, the visual sensitivity of this VP is considered **High**.
- 4.3.10 **VP5: Kai Tak Southwest Waterfront Promenade** – This VP, positioned at southwest waterfront promenade within the Kai Tak Runway Precinct, provides a 250-meter view to the northeast of Application Sites 4C4 and 4C5. Given its unobstructed view of Victoria Harbour, this location is likely to attract a significant number of local and international visitors. As a popular recreational and leisure destination, the visual sensitivity of this VP is considered **High**.
- 4.3.11 **VP6: Kai Tak Promenade** – This short-range VP is located at Kai Tak Promenade, providing a 140-meter northeast view of Site 4C4 and 4C5. The promenade comprises of a continuous traffic-free pedestrian green walkway and sitting-out areas which attracts a great number of citizens and visitors. This VP represents the view of the receivers walking along the promenade, enjoying an unobstructed view of waterfront with an alternative view towards Sites 4C4 and 4C5 at a close distance. Hence, the visual sensitivity of this VP is deemed **High**.

- 4.3.12 **VP7: Kai Tak Bridge Road** – This short-range VP is located on Kai Tak Bridge Road, providing a 400-meter west view of Application Sites 3E1 and 3E2, as well as a 500-meter northwest view of Application Sites 4C4 and 4C5. This VP mainly represents the drivers, passengers and pedestrians. Being a VP of highly transient in nature, the users will be focusing on activities like driving and walking, so they will be relatively oblivious to the change in surrounding. Therefore, the visual sensitivity of this VP is considered **Medium**.
- 4.3.13 **VP8a&b: Kwun Tong Promenade** – This medium-range VP is located at the Kwun Tong promenade, approximately 350m southeast of Application Sites 3E1 and 3E2 (VP8a), and approximately 700m northeast of Application Sites 4C4 and 4C5 (VP8b). Considering this VP is identified a crucial public space of the Kwun Tong district, it represents views recreational users who are sensitive to surrounding visual change. Thus, the visual sensitivity of this VP is considered **High**.

## 5 ASSESSMENT OF VISUAL IMPACT

5.1.1 This Section examines the visual impact of the Proposed Scheme by comparing it with the Conforming Scheme. Reference is made to TPB PG No. 41 and the following Table (Table 5.1) summarises the relevant appraisal aspects. The visual appraisal for the Proposed Scheme is carried out on the basis of ‘visual composition’, ‘visual obstruction’, ‘effect on public viewers’ and ‘effect on visual resources’.

**Table 5.1 Appraisal Aspects**

Appraisal Aspects	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

5.1.2 TPB PG No. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated below to appraise the Overall Visual Resultant Impact of the Proposed development on the Visual Sensitive Receivers (Para. 4.11 of the HKPSG refers). This Section evaluates the visual impact of the Proposed development as compared with the Conforming Scheme with the existing and planned developments in the surroundings.

**Table 5.2 Classification of Overall Resultant Visual Impact**

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the proposed development will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the proposed development will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

VP1: Quarry Bay Park (Figure 3 refers)

- 5.1.3 This long-range VP is located at the southeast of the Application Sites and it represents views of recreational users walking along the waterfront promenade of Quarry Bay Park on Hong Kong Island. This VP is identified as one of the official strategic vantage points for protecting the views to major ridgelines and Victoria Harbour by “HKPSG”.
- 5.1.4 **Effects on Visual Composition** – The visual composition from this VP under the existing condition comprises Victoria Harbour view in the foreground, new developments in the KTD and Kwun Tong Business Area (KTBA) the middle ground, and the ridgeline of Lion Rock, Kowloon Peak and the sky view as the backdrop. Under the Proposed Scheme, the proposed new buildings of Application Site A at +115mPD (including rooftop structures) will stand amongst the cluster of high-rise developments and form part of the building cluster and nearly indistinguishable. The Proposed Development will form part of existing townscape in harmony with other high-rise developments and the ridgeline in the background will be preserved. For Application Site B, the developments at +107mPD (including rooftop structures) would be fully screened off by the Planned Tourism Node Development in the foreground. Hence, the effects of the Proposed Scheme with on visual composition are considered **negligible**.



- 5.1.5 **Effects on Visual Obstruction and Visual Permeability** – The VP is a strategically valuable position for protecting both the ridgeline with the 20% Building Free Zone and the harbour landscape, and it is considered an important visual resource. The Planning Department's webpage on strategic viewpoints emphasizes that the ridge lines of Lion Rock and Kowloon Peak should be preserved when viewed from Quarry Bay Park. While the Proposed Scheme will increase the building height (from 95mPD to 111mPD at the main roof level) compared to the Conforming Scheme, the stepped height profile will ensure that the new structures do not block the ridgeline with the 20% Building Free Zone and will harmonize with the future urban skyline. Therefore, the impacts on visual obstruction and permeability in this VP under the Proposed Scheme are considered to be **negligible to slightly adverse**.
- 5.1.6 **Effects on Public Viewers** – The primary users of Quarry Bay Park will engage in a variety of recreational activities, including both active pursuits, such as jogging and sports, and passive pastimes, like picnicking and enjoying nature. As the Application Sites are located at a long distance, it is unlikely that the increase in development intensity will be noticeable to the public. Therefore, the visual impacts on recreational users in this VP are expected to be **negligible**.
- 5.1.7 **Effects on Visual Elements/Resources** – The main visual features of this VP include the waterfront view of Victoria Harbour, the urban skyline of KTD and KTBA, and the ridgeline against an open sky. Hence, the changes in development intensity under the Proposed Scheme are deemed compatible with the established planning context of KTD, resulting in a **negligible** impact on the visual resources at this VP compared to the Conforming Scheme.
- 5.1.8 Based on the above, the Proposed Scheme will bring **negligible** visual impact to this VP. As illustrated in Figure 03, the Proposed Scheme features stepped building heights that align with the ridgeline, ensuring compatibility with visual resources. To further minimize the visual impacts, design mitigation measures such as vertical greening, building separation, and architectural articulation would be implemented. With a proposed building height (including rooftop structures) of +115mPD, the Proposed Scheme is well-suited to the surrounding structures, ensuring long-term compatibility within the KTD area.

VP2: North Point Pier (Figure 4 refers)

- 5.1.9 This long-range VP is situated southwest of Application Sites. It serves as a vital water transportation hub, allowing visitors and locals to enjoy panoramic views of Victoria Harbour and the continuous ridgeline of the Kowloon Peninsula.
- 5.1.10 **Effects on Visual Composition** – The visual composition of this VP features Victoria Harbour in the foreground, the KTD and KTBA developments in the middle ground, and the ridgeline from Kowloon Peak to Tai Sheung Tok against an open sky in the background. For Application Site B, the developments are obstructed by residential buildings of Miami Quay in the foreground and invisible from the VP. For Application Site A, the Proposed Scheme's building height profile - which steps down gradually toward the runway end - demonstrates better alignment with the natural ridgeline and enhanced integration with the future urban skyline when compared to the Conforming Scheme. As the increase in BH under the Proposed Scheme will be hardly noticeable

at a long distance, the impact on visual composition of this VP are considered to be **negligible**

- 5.1.11 **Effects on Visual Obstruction and Visual Permeability** – No further obstruction would be created by the The Proposed Scheme in Application Site B since it would be screened of by foreground buildings. For Application Site A, while the proposed building height (including rooftop structure) for Sites 4C4 under the Proposed Scheme will increase to 115mPD, it will remain lower than the background developments, ensuring no additional obstruction to the mountain backdrop, ridgeline or open sky views. Proposed Scheme will integrate seamlessly with the urban skyline, surrounded by future high-density buildings near Sites 4C4 and 4C5, resulting in **negligible** impacts on the visual obstruction and permeability from this VP.
- 5.1.12 **Effects on Public Viewers** – The primary users of North Point Pier are tourists, who come to enjoy the views of Victoria Harbour. From this VP, they will appreciate the city’s skyline, making it unlikely for them to notice the 16-meter increase at main roof level in building height under the Proposed Scheme. Additionally, since both two Application Sites are located at a considerable distance, the overall increase in development intensity is expected to have minimal visibility for the public. As such, the impact on public views is considered **negligible** at this VP.
- 5.1.13 **Effects on Visual Elements/Resources** – The visual elements in this VP are the mountains and open sky view on the background, and the harbour view in the foreground. The increased building height under the Proposed Scheme will not obstruct these visual resources. Hence, effects on visual elements/resources are considered **negligible**.
- 5.1.14 With reference to the above, the Proposed Scheme will bring **negligible** visual impact to the recreational users in North Point Pier. By incorporating proposed design mitigation measures like building separation and architectural articulation, the visual bulkiness of the Proposed Scheme will be minimized. Additionally, the arrangement of towers is thoughtfully designed to preserve views, further mitigating visual impacts.

VP3 Hoi Sham Park (Figure 5 refers)

- 5.1.15 This long-range VP is located at the promenade in Hoi Sham Park. It represents the views of active recreational users who have a direct view towards the Application Sites 4C4 and 4C5 from the west. Long façade of the podium under the Proposed Scheme would be visible along the promenade from this VP.
- 5.1.16 **Effects on Visual Composition** – The visual composition from this VP under the existing condition comprises Kowloon Bay view in the foreground, new developments in the Runway Precinct of KTD in the middle ground, and the mountainous of Kowloon Peak, Black Hill and Devel’s Peak and the sky view as the backdrop. The Proposed Scheme involves a slight increase in BH compared to the Conforming Scheme, which will minimally obstruct the sky view. Nevertheless, the new development is designed to blend seamlessly with the existing buildings and developments in the middle ground. Hence, the effects of the Proposed Scheme with on visual composition are considered **negligible to slightly adverse**.
- 5.1.17 **Effects on Visual Obstruction and Visual Permeability** –Although the Proposed Scheme will result in a slight increase in BH compared to the Conforming Scheme

(from 95mPD to 115mPD for Site 4C4), which may slightly obstruct background ridgeline and sky views, the building blocks will still harmonize with the future urban skyline. For Application Site B, the developments would be fully screened off by building in the front under both Conforming Scheme and Proposed Scheme. Therefore, the impacts on visual obstruction and permeability in this VP under the Proposed Scheme are considered to be **negligible to slightly adverse**.

5.1.18 **Effects on Public Viewers** –The primary users of Hoi Sham Park will participate in both active and passive recreational activities. Given the considerable distance of Application Sites 4C4 and 4C5, the increase in BH under the Proposed Scheme is unlikely to be significantly perceived. Therefore, the visual impacts on recreational users in this VP are expected to be **negligible**.

5.1.19 **Effects on Visual Elements/Resources** – The primary visual resources of this VP include the waterfront view of Kowloon Bay, the urban skyline of KTD, and the ridgeline with open sky in the background. Compared to the Conforming Scheme, the increased development intensity will slightly narrow the open sky view. However, since there are no changes to the planned land use for commercial development on Application Sites 4C4 and 4C5, the adjustments in development intensity are considered compatible with the established planning context of KTD. Consequently, the Proposed Scheme is considered to have a **negligible** impact on visual resources of this VP.

5.1.20 Based on the above, the Proposed Scheme will bring **negligible to slightly adverse** visual impact to the recreational users in Hoi Sham Park.

VP4: Kai Tak Cruise Terminal Park Landscape Deck (Figure 6 refers)

5.1.21 This short-range VP is located at the landscape deck of the Kai Tak Cruise Terminal Park. It represents views of tourists and recreational users looking towards Site 3E1, 3E2, Site 4C4 and 4C5 from an elevated level.

5.1.22 **Effects on Visual Composition** – The visual composition from this VP under the existing condition features the viewing platform in the foreground, with the urban skyline and sky serving as the backdrop. In the Conforming Scheme, this composition is dominated by the planned high-rise buildings in the Runway Precinct of KTD. For Sites 3E1 and 3E2, the new building under both the Conforming Schemes and the Proposed Schemes will largely be obscured by future residential structures. For Sites 4C4 and 4C5, the lower portions of the new development will be blocked by the viewing deck, while the upper sections will blend harmoniously with the surrounding residential developments. Therefore, the Proposed Scheme is assessed to have a **slightly adverse** effect on the visual composition.

5.1.23 **Effects on Visual Obstruction and Visual Permeability** – While the Proposed Scheme's increased development intensity would slightly obstruct the open sky view in the background compared to the Conforming Scheme, the building blocks will remain consistent with the future urban skyline. For Application Site A, the bulk of the podium and the proposed Public Transport Station (PTS) will introduce additional obstruction. However, appropriate design mitigation measures, such as vertical greening, will help soften the building mass and minimize potential visual impacts from the PTS. For Application Site B, there will be very minor portion of the sky view being obstructed by the increase in BH of the Proposed Scheme at Site 3E2. Consequently, the visual

obstruction and permeability impacts at this VP are considered **negligible to slightly adverse**.

5.1.24 **Effects on Public Viewers** – This VP primarily serves tourists and the public from the Kai Tak Cruise Terminal, who will observe the proposed developments from an elevated position. Since tourists tend to focus on the harbour view, they are not expected to notice significant visual changes due to the increased building height at Sites 4C4 and 4C5 under the Proposed Scheme. Although there is an increase in development intensity and building height at Sites 3E1 and 3E2, the obstruction and distance from the viewpoint mean these changes will be less noticeable to the public. Therefore, the proposed developments are expected to have **negligible** visual impacts at this VP.

5.1.25 **Effects on Visual Elements/Resources** – The major visual resources of this VP, including the foreground plantation, the water view on the left side of the middle ground, and the sky view in the background, will remain mostly unchanged under the Proposed Scheme. Compared to the Conforming Scheme, the stepped height profile from Site 3E1 to Site 3E2 will be less pronounced, and the increased building height at Site 3E2 will only slightly obstruct a portion of the sky view. Hence, it is to conclude that the effects on Visual Resources are considered **negligible to slightly adverse**.

5.1.26 Based on the above, the visual impacts of the Proposed Scheme to the tourists and recreational users from the Kai Tak Cruise Terminal are considered **negligible to slightly adverse**. With proposed design mitigation measures, such as vertical greening, the visual bulkiness of the Proposed Scheme would be minimised.

VP5: Kai Tak Southwest Waterfront Promenade (Figure 7 refers)

5.1.27 This short-range VP is located to the southwest of the Application Sites 4C4 and 4C5, at the waterfront of the Kai Tak Runway Precinct. It represents views of visitors at street level, looking directly towards the Application Sites. The left portion of proposed developments will be obstructed by existing residential buildings.

5.1.28 **Effects on Visual Composition** – The visual composition from this VP under the existing condition includes a right-side view of the harbour and a left-side view of the open promenade in the foreground, high-rise residential buildings in the middle ground, and Hong Kong Island with an open sky as the backdrop. Under the Conforming Scheme, the new buildings have already obstructed a significant portion of the background sky view. Compared with the Conforming Scheme, while the increased BH for Site 4C4 will slightly impede the view of the open sky, the building profile will step down from left to right. This design ensures a natural transition and blending between the urban skyline on the left and the open sky on the right, while also being compatible with the surrounding residential buildings. Therefore, the effects of the Proposed Scheme on visual composition are considered **negligible to slightly adverse**.

5.1.29 **Effects on Visual Obstruction and Visual Permeability** – Under the Proposed Scheme, with the increase in BH and PR, the adjustment in layout and BH are also considered compatible with the future urban landscape without significantly obstructing the visual permeability of this VP. In particular, for the proposed in BH for Site 4C4, compared with the Conforming Scheme, while a minor portion of the sky view will be obstructed, the right-side view of harbour and Hong Kong Island will still

be maintained. Therefore, the effects on visual obstruction and visual permeability brought by Proposed Scheme are **negligible to slightly adverse**.

5.1.30 **Effects on Public Viewers** – Residents and tourists who engaged in recreational activities are expected to be the primary users of this promenade. These viewers are likely to focus more on the harbour view and pay less attention to the changes brought about by the new development of the Proposed Scheme. Therefore, the impacts of the Proposed Scheme on public viewers are considered to be **negligible**.

5.1.31 **Effects on Visual Elements/Resources** – The key visual resources at this VP include the harbour on the right, the promenade's greenery in the foreground, and the view of Hong Kong Island and the open sky in the background. The quality and character of these visual resources will remain largely unchanged, as the proposed new development will only create a minor obstruction of the sky view and will not dominate the visual character of the waterfront promenade. Therefore, the effects of the Proposed Scheme on visual resources are **negligible to slightly adverse**.

5.1.32 Based on the above, the Proposed Scheme will bring **negligible to slightly adverse** visual impact to this VP. As shown in Figure 07, the mitigation measure such as stepped profile, building separation and vertical green will help soften the building bulk and minimize potential visual impacts from the PTS.

VP6: Kai Tak Promenade (Figure 8 refers)

5.1.33 This short-range VP locates at Kai Tak Promenade represents the view of visitors with a direct view towards the Application Sites 4C4 and 4C5. Under both the Conforming Scheme and the Proposed Scheme, the new proposed developments are largely blocked by the existing residential buildings, making the proposed structures only marginally visible to the public.

5.1.34 **Effects on Visual Composition** – The visual composition from this VP under the existing condition comprises promenade with greenery in the foreground, high-rise buildings in the middle ground, and open sky view in the background. In both the Conforming Scheme and the Proposed Scheme, the view towards Sites 4C4 and 4C5 will be largely blocked by the residential buildings in the front and the increase of BH and PR will produce very minor obstruction to the sky view. Hence, there will be **negligible** effects on visual composition from this VP.

5.1.35 **Effects on Visual Obstruction and Visual Permeability** – Under the Proposed Scheme, only a minor portion of the building blocks in Sites 4C4 and 4C5 will be visible. The increase in BH and changed layout as a result from the increase PR under the Proposed Scheme would cause minor obstruction to the sky view. There will be **negligible to slightly adverse** effects on visual permeability from this VP.

5.1.36 **Effects on Public Viewers** – Recreational users along the promenade are expected to experience minimal visual changes brought about by the new developments at the Application Sites. As users tend to focus more on the waterfront view, they are likely to pay less attention to the new buildings behind the existing residential developments. Therefore, the effects of the Proposed Scheme on public viewers are considered as **negligible**.

5.1.37 **Effects on Visual Elements/Resources** – Under the Proposed Scheme, the visual elements in the foreground, including the promenade view, will remain unchanged. However, the open sky view in the background will be slightly obstructed by the increased building height of the proposed development. Since the overall visual quality of the area is preserved under the Proposed Scheme compared to the Conforming Scheme, the effects on visual elements/resources are considered **negligible**.

5.1.38 Based on the above, the Proposed Scheme will bring **negligible** visual impact to this VP.

VP7: Kai Tak Bridge Road (Figure 9 refers)

5.1.39 This VP is situated along the Kai Tak Bridge Road and provides an overview towards Site 3E1, 3E2, Site 4C4 and 4C5 from the northwestern side of the developments. It represents the views of transit users on the Kai Tak Bridge Road.

5.1.40 **Effects on Visual Composition** – The visual composition from this VP under the existing condition comprises the water view of Kwun Tong Typhoon Shelter in the foreground, the urban skyline of KTD and KTBA in the middle ground and open sky view in the background. Compared with the Conforming Scheme, the increase in development intensity of the Proposed Scheme will inevitably block a minor portion of the open sky view. Since the visual composition at this VP will still be dominated by waterfront view, and high-density residential and GIC developments under both the Proposed and Conforming Schemes, the effects of Proposed Scheme on visual composition are considered **negligible to slightly adverse**.

5.1.41 **Effects on Visual Obstruction and Visual Permeability** – Under the Proposed Scheme, only a portion of the building blocks at Sites 3E1 and 3E2 will be visible, and the descending height profile from Site 3E1 to Site 3E2 would not be pronounced, which will slightly narrow the view of open sky in the background. For Site 4C4 and 4C5, the new developments will be largely screened by the planned and existing residential buildings. Consequently, the increase in BH for Site 4C4 and 4C5 under the Proposed Scheme will be barely noticeable. As such, there will be **slightly adverse** effects on visual permeability from this VP.

5.1.42 **Effects on Public Viewers** – Under the Proposed Scheme, while the increased development intensity may slightly obstruct the open sky view, most public viewers at this VP are transient users, such as drivers and passengers on Kai Tak Bridge Road. Therefore, this increase is unlikely to draw significant attention from those engaged in transport activities. Therefore, the effects of the Proposed Scheme on the transient users on Kai Tak Bridge Road are considered as **negligible**.

5.1.43 **Effects on Visual Elements/Resources** – Compared with the Conforming Scheme, the developments of the Proposed Scheme will not alter the visual element in foreground including water view and urban skyline, while background sky views experience minor obstruction due to the gradual reduction of building heights in the stepped transition from Site 3E2 to Site 3E1. Given the considerable distance to Site 3E1&3E2, the effects of the Proposed Scheme on visual resources are **negligible to slightly adverse**.

5.1.44 Based on the above, the Proposed Scheme will bring **negligible to slightly adverse** visual impact to this VP.

VP8a&b: Kwun Tong Promenade (Figure 10&11 refers)

- 5.1.45 This medium-range VP captures the perspective of recreational users along the Kwun Tong Promenade, looking across the Kwun Tong Typhoon Shelter toward KTD. From this VP, developments on Application Sites 3E1, 3E2, 4C4 and 4C5 will be partially visible, screened by new developments in the front.
- 5.1.46 **Effects on Visual Composition** –The visual composition of this VP includes the waterfront public space and Kwun Tong Typhoon Shelter in the foreground, the urban skyline of KTD in the middle ground, and an open sky view in the background. Under the Proposed Scheme, the upper portions of the developments at Site 3E2 will partially obstruct the open sky view, while still integrating well with the midground urban skyline. At Application Site B, most of the development will be concealed by the future construction at Site 4B5, with only a small portion of the upper building visible, which is unlikely to be noticed. Therefore, the effects of the Proposed Scheme on visual composition are considered **slightly adverse**.
- 5.1.47 **Effects on Visual Obstruction and Visual Permeability** – Under both Conforming and Proposed Schemes, the proposed developments will be partially blocked by the residential block in the front of this VP. The slight increase in BH at Site 3E2 will result in a minor obstruction of the backdrop sky view; however, the overall visual obstruction and permeability remain largely consistent between the two schemes. Therefore, the visual obstruction and visual from this VP are expected to be **negligible to slightly adverse**.
- 5.1.48 **Effects on Public Viewers** – From this VP, recreational viewers will be able to see the new developments on Application Sites 3E1, 3E2, 4C4 and 4C5 from a street level. Users in Recreational users along the promenade are not expected to experience significant visual changes brought about by the increased development intensity for the proposed development at the Sites 4C4 and 4C5 due to the obstruction. For Sites 3E1 and 3E2, although there is an increase in development intensity including an increased BH, with the considerable distance from the VP to both sites, such changes will not be particularly noticeable for public users. Hence, the effects on recreational views are **negligible**.
- 5.1.49 **Effects on Visual Elements/Resources** –The key visual elements in this VP are the open sky view in the background and the waterfront view of Kwun Tong Typhoon Shelter in the foreground. Compared to the Conforming Scheme, the Proposed Scheme involves only slight adjustments to the building layout, including BH and PR, allowing the overall open sky view to be largely preserved. Since the view under the Conforming Scheme is already dominated by planned high-density residential and commercial developments, there will be no significant changes to the visual resources under the Proposed Scheme. Therefore, the effects on visual resources are considered **negligible**.
- 5.1.50 With reference to the above, the Proposed Scheme will bring **negligible to slightly adverse** visual impact to the recreational users in Kwun Tong Promenade.
- 5.1.51 A summarised assessment of the visual impacts of the Proposed Scheme is given in **Table 5.3**.

**Table 5.3 Visual Impact Assessment Summary**

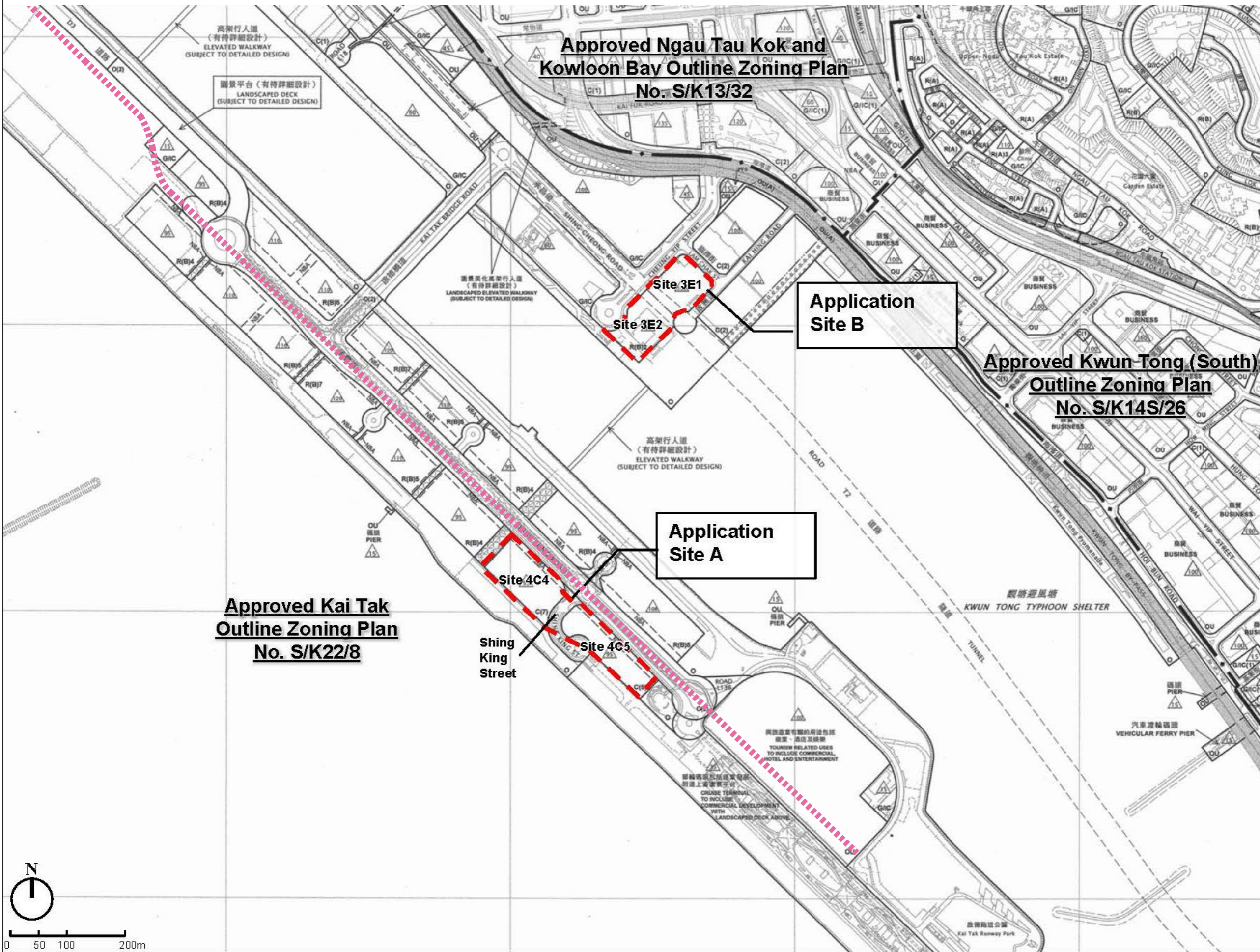
VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
<b>VP 1: Quarry Bay Park</b>	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	Negligible
<b>VP 2: North Point Pier</b>	High	Negligible	Negligible	Negligible	Negligible	Negligible
<b>VP 3: Hoi Sham Park</b>	High	Negligible to Slightly Adverse	Negligible to Slightly Adverse	Negligible	Negligible	Negligible to Slightly Adverse
<b>VP 4: Kai Tak Cruise Terminal Park Landscape Deck</b>	High	Slightly Adverse	Negligible to Slightly Adverse	Negligible	Negligible to Slightly Adverse	Negligible to Slightly Adverse
<b>VP 5: Kai Tak Southwest Waterfront Promenade</b>	High	Negligible to Slightly Adverse	Negligible to Slightly Adverse	Negligible	Negligible to Slightly Adverse	Negligible to Slightly Adverse
<b>VP 6: Kai Tak Promenade</b>	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	Negligible
<b>VP 7: Kai Tak Bridge Road</b>	Medium	Negligible to Slightly Adverse	Slightly adverse	Negligible	Negligible to Slightly Adverse	Negligible to Slightly Adverse
<b>VP 8a&amp;b: Kwun Tong Promenade</b>	High	Slightly Adverse	Negligible to Slightly Adverse	Negligible	Negligible	Negligible to Slightly Adverse



## 6 CONCLUSION

- 6.1.1 This VIA is prepared in support of the Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2 in Kai Tak Development.
- 6.1.2 In this Visual Impact Assessment, a total of eight VPs have been assessed, encompassing short, medium, and long-range perspectives, which have high and medium visual sensitivity. Among these, all eight VPs exhibit ‘negligible’ to ‘negligible to slightly adverse’ visual impacts under the Proposed Scheme compared to the Conforming Scheme. It's important to note that the Proposed Scheme only results in a minor increase in development intensity relative to the Conforming Scheme, indicating that the differences between the two schemes are minimal.
- 6.1.3 Based on the above, the visual impacts of the Proposed Scheme at the Application Sites on the identified visually sensitive receivers is considered to be ‘negligible’ to ‘negligible to slightly adverse’. It aligns well with the surrounding built environment in terms of visual compatibility, building form, scale, and massing, particularly in relation to the KTD.

# Figures



**LEGEND**

**Application Site**

**Proposed Preliminary Alignment of KTGTS**  
 (Sourcing from LC Paper No. CB(3)683/2024(02))

- ZONES**
- C Commercial
  - CDA Comprehensive Development Area
  - R(A) Residential (Group A)
  - R(B) Residential (Group B)
  - G/C Government, Institution or Community
  - O Open Space
  - OU Other Specified Uses
  - OU(A) Other Specified Uses (Amenity Area)

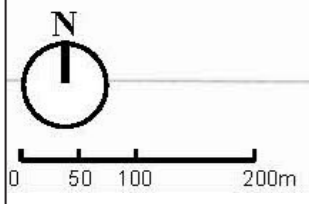
Rev	Description	By	Date

Consultant **ARUP**

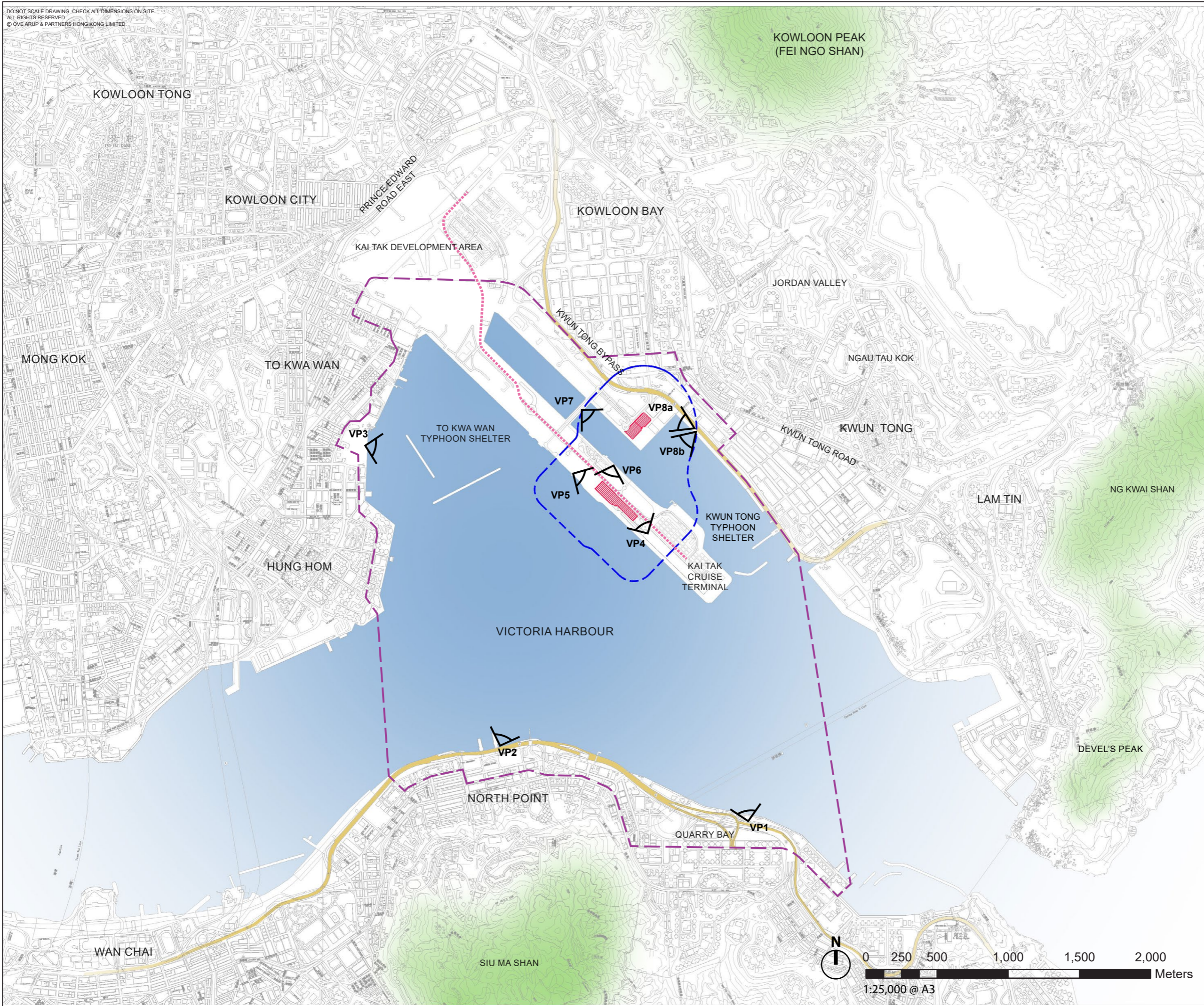
Project Title  
 S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Drawing title  
**Location Plan**

Drawing no. Figure 01		Rev.	
Drawn EJ	Date 03/25	Checked WL	Approved
Scale		Status	



DO NOT SCALE DRAWING. CHECK ALL DIMENSIONS ON SITE.  
 ALL RIGHTS RESERVED.  
 © ONE ARUP & PARTNERS HONG KONG LIMITED.



**LEGEND**

- Application Site
- Primary Zone of Visual Assessment Area
- Secondary Zone of Visual Assessment Area
- Proposed Preliminary Alignment of KTGTS  
(Sourcing from LC Paper No. CB(3)683/2024(02))
- Mountains
- Water Body
- Transport Corridor
- VPs
- VP1 Quarry Bay Park
- VP2 North Point Pier
- VP3 Hoi Sham Park
- VP4 Kai Tak Cruise Terminal Park Landscape Deck
- VP5 Kai Tak Southwest Waterfront Promenade
- VP6 Kai Tak Promenade
- VP7 Kai Tak Bridge Road
- VP8a&b Kwun Tong Promenade

Rev	Description	By	Date

Consultant **ARUP**

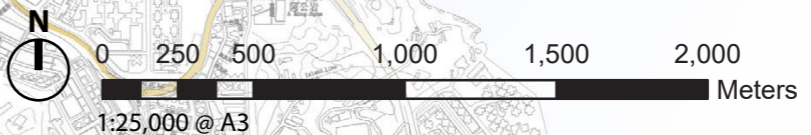
Project Title  
 S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

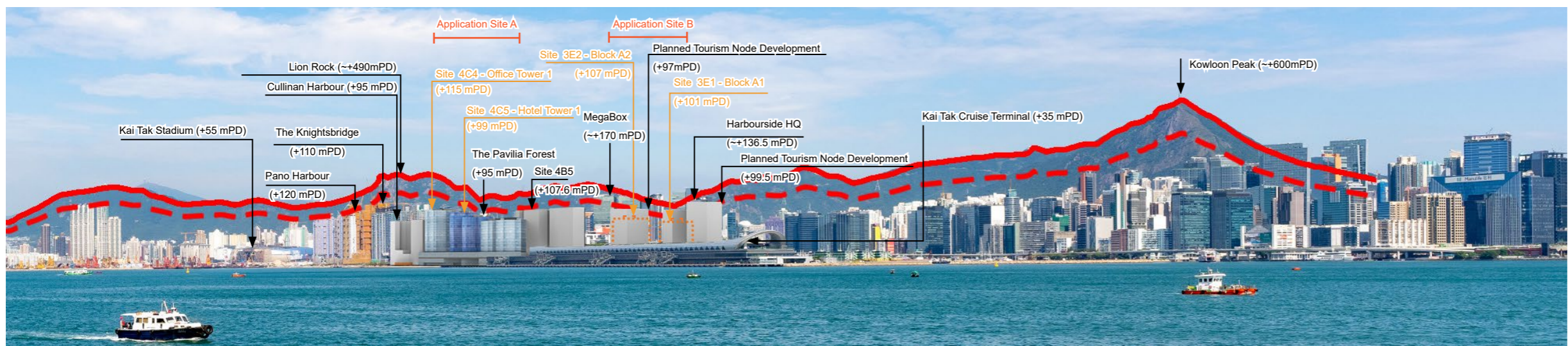
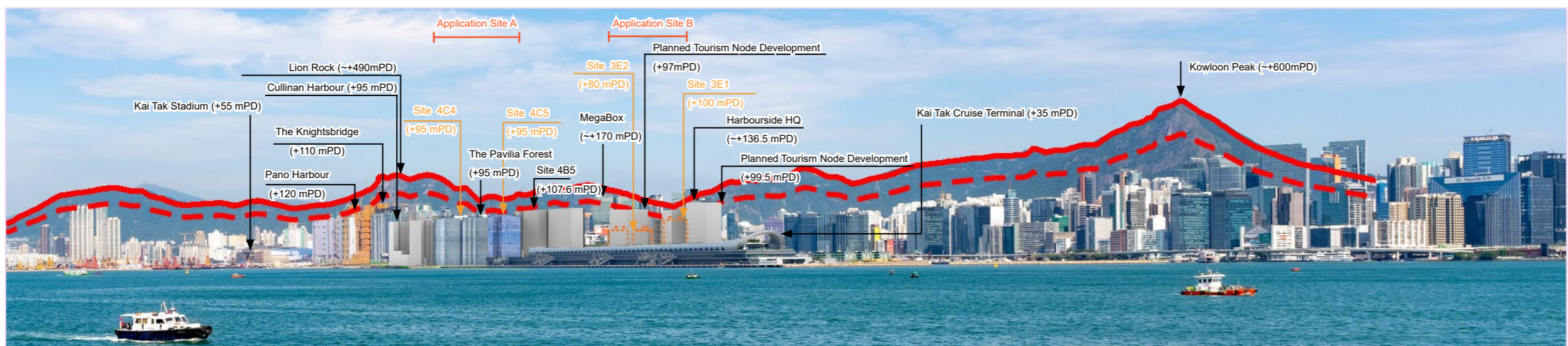
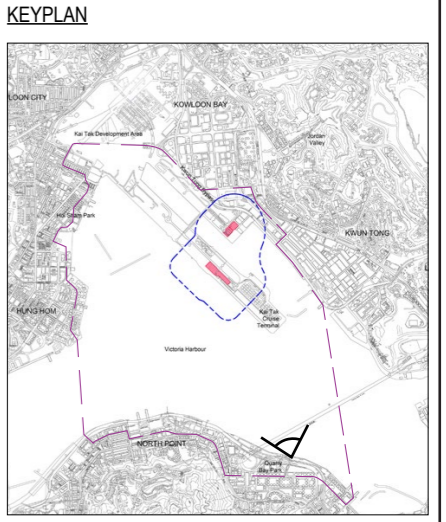
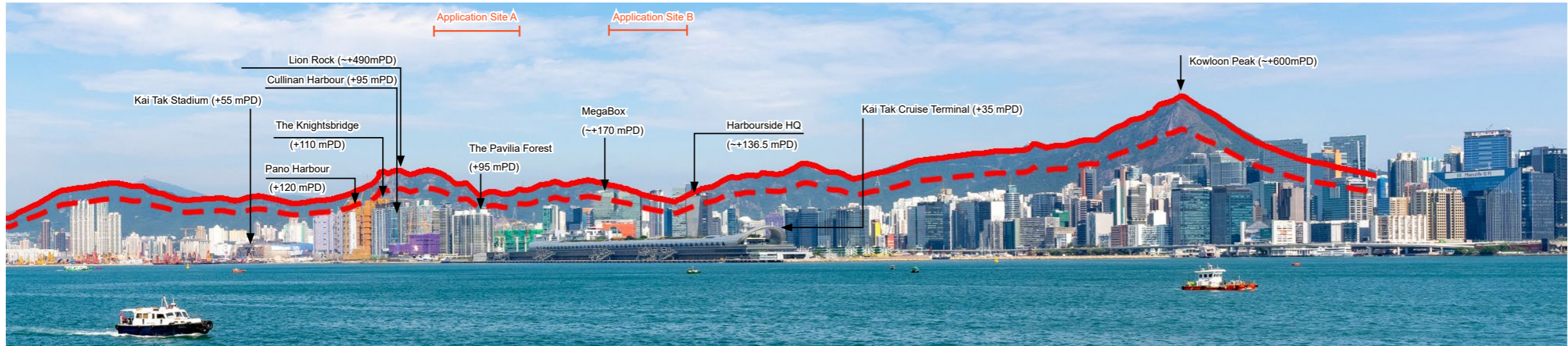
Drawing title  
**Assessment Area and Location of Viewing Points**

Drawing no. Figure 02		Rev.	
Drawn EJ	Date 03/25	Checked WL	Approved
Scale 1:23,000 @ A3		Status	



COPYRIGHT RESERVED

土木工程拓展署  
 Civil Engineering and  
 Development Department





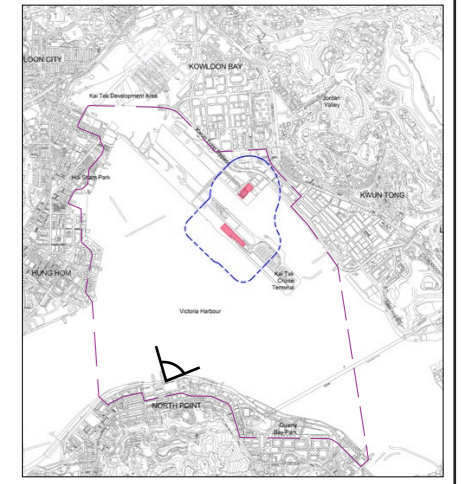
Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

DRAWING TITLE Viewing Point 1 - View from Quarry Bay Park	DATE 03/25	FIGURE NO. Figure 03	SCALE AND ORIENTATION	CLIENT  土木工程拓展署 Civil Engineering and Development Department	
	DRAWN EJ	PROJECT TITLE S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2			CONSULTANT 
	CHECKED WL	APPROVED			



Existing Baseline Condition

KEYPLAN



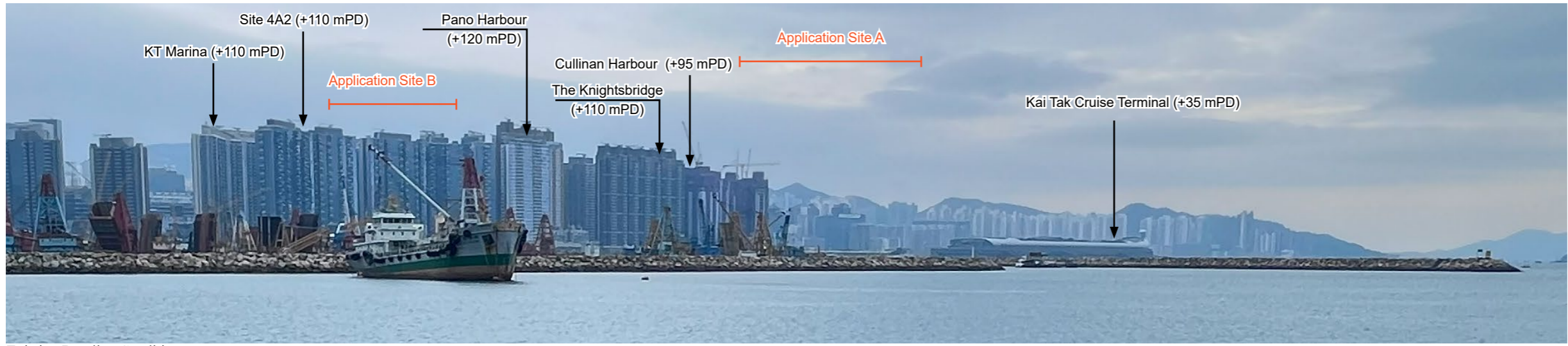
Conforming Scheme



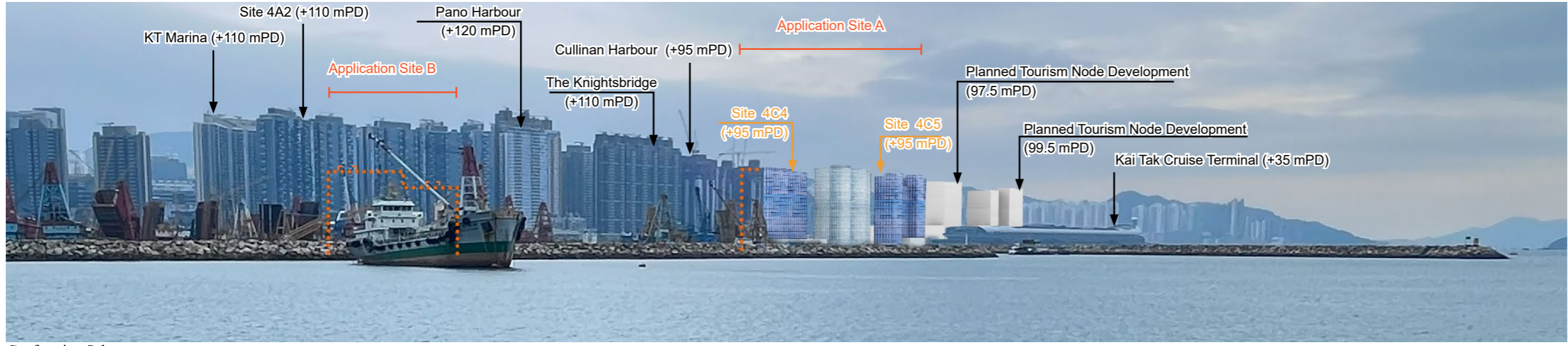
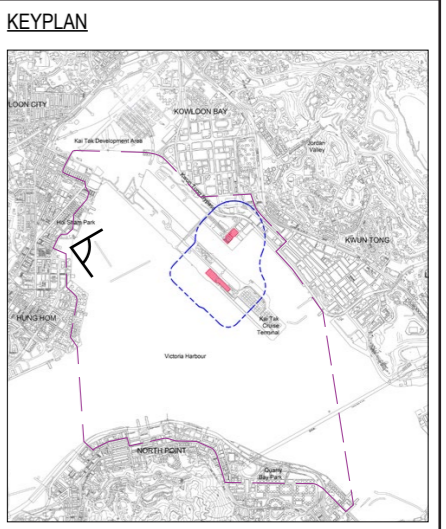
Proposed Scheme

Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

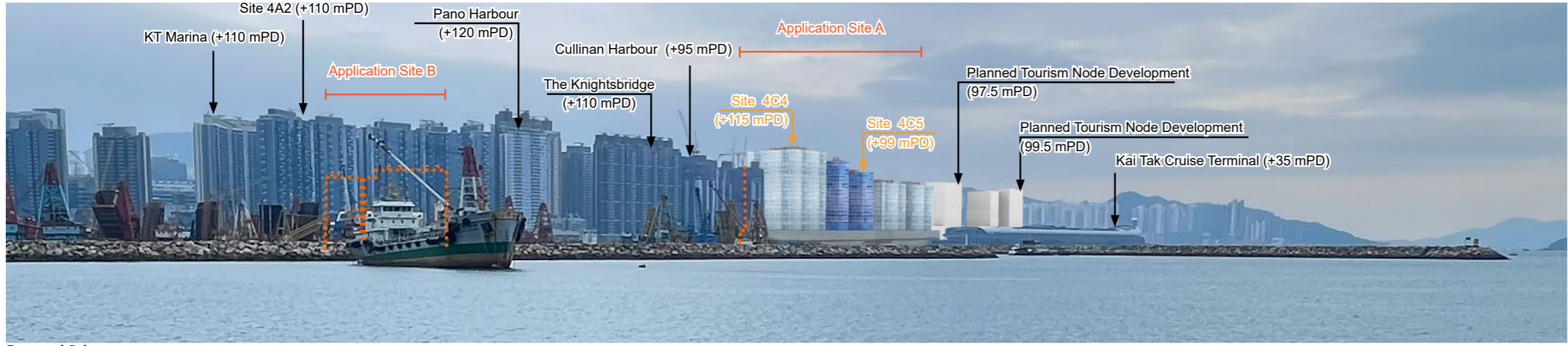
<p>DRAWING TITLE Viewing Point 2 - View from North Point Pier</p>	DATE 03/25	FIGURE NO. Figure 04	SCALE AND ORIENTATION	<p>CLIENT  土木工程拓展署 Civil Engineering and Development Department</p>	
	DRAWN EJ	<p>PROJECT TITLE S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2</p>			<p>CONSULTANT </p>
	CHECKED WL				<p>APPROVED</p>



Existing Baseline Condition



Conforming Scheme



Proposed Scheme

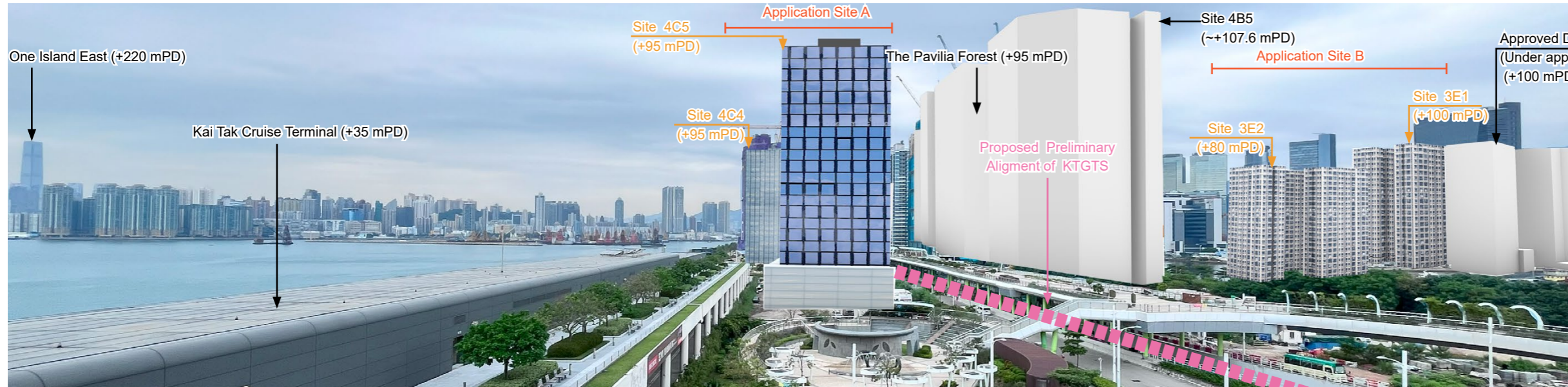
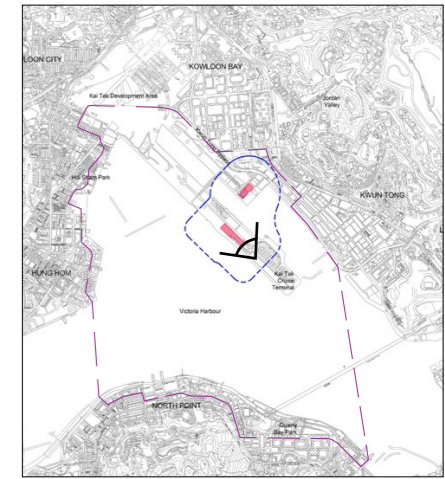
Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

<p>DRAWING TITLE Viewing Point 3 - View from Hoi Sham Park</p>	DATE 03/25	FIGURE NO. Figure 05	SCALE AND ORIENTATION	<p>CLIENT  土木工程拓展署 Civil Engineering and Development Department</p>	
	DRAWN EJ	<p>PROJECT TITLE S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2</p>			<p>CONSULTANT </p>
	CHECKED WL				<p>APPROVED</p>

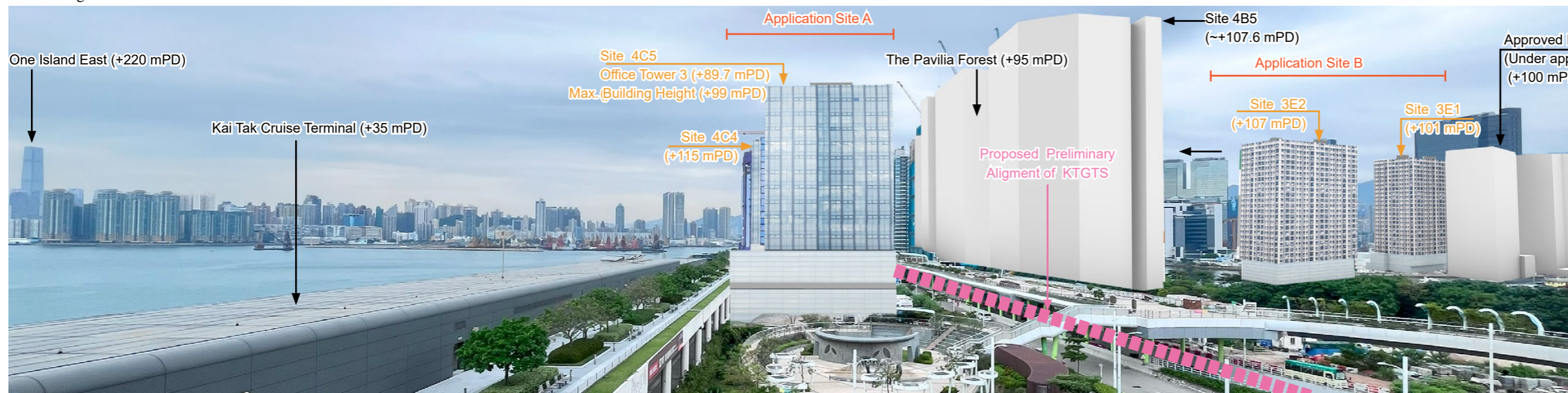


Existing Baseline Condition

KEYPLAN



Conforming Scheme



Proposed Scheme

Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

DRAWING TITLE  
Viewing Point 4  
- View from Kai Tak Cruise Terminal Park  
Landscape Deck

DATE  
03/25

DRAWN  
EJ

CHECKED  
WL

APPROVED

FIGURE NO.  
Figure 06

PROJECT TITLE  
S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

SCALE AND ORIENTATION

CLIENT



CONSULTANT







Existing Baseline Condition

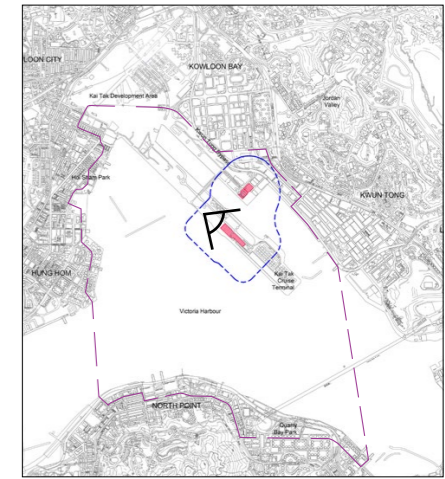


Conforming Scheme



Proposed Scheme

KEYPLAN



Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

DRAWING TITLE  
Viewing Point 5  
- View from Kai Tak Southwest Waterfront Promenade

DATE  
03/25

FIGURE NO.  
Figure 07

SCALE AND ORIENTATION

CLIENT



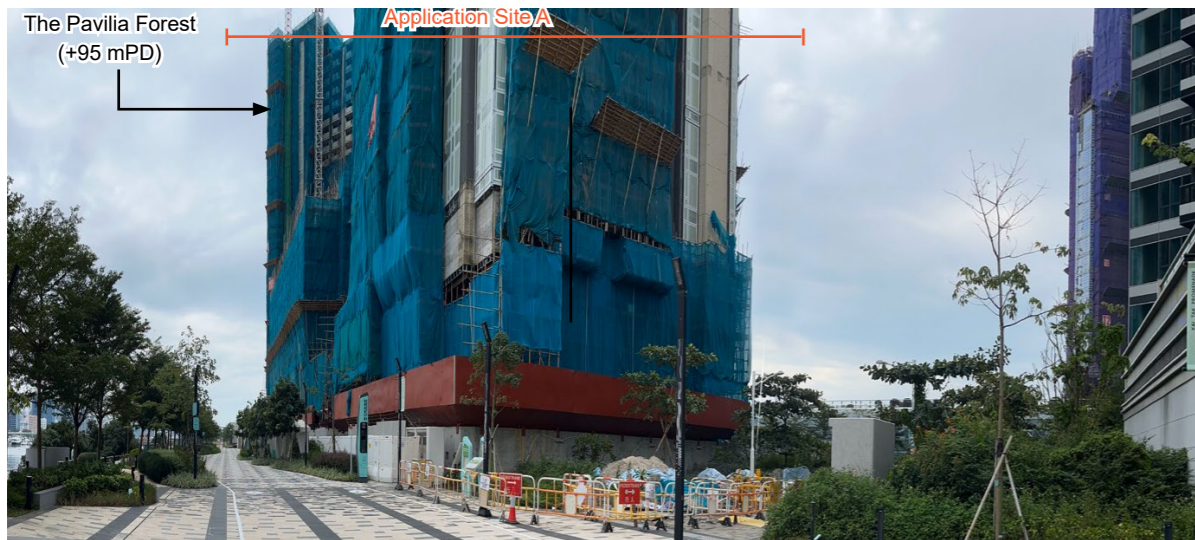
DRAWN  
EJ

PROJECT TITLE  
S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

CONSULTANT



APPROVED



Existing Baseline Condition

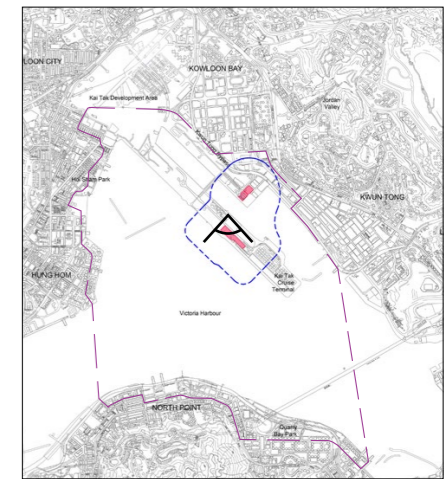


Conforming Scheme



Proposed Scheme

KEYPLAN



Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

DRAWING TITLE  
Viewing Point 6  
- View from Kai Tak Promenade

DATE  
03/25

FIGURE NO.  
Figure 08

SCALE AND ORIENTATION

CLIENT



DRAWN  
EJ

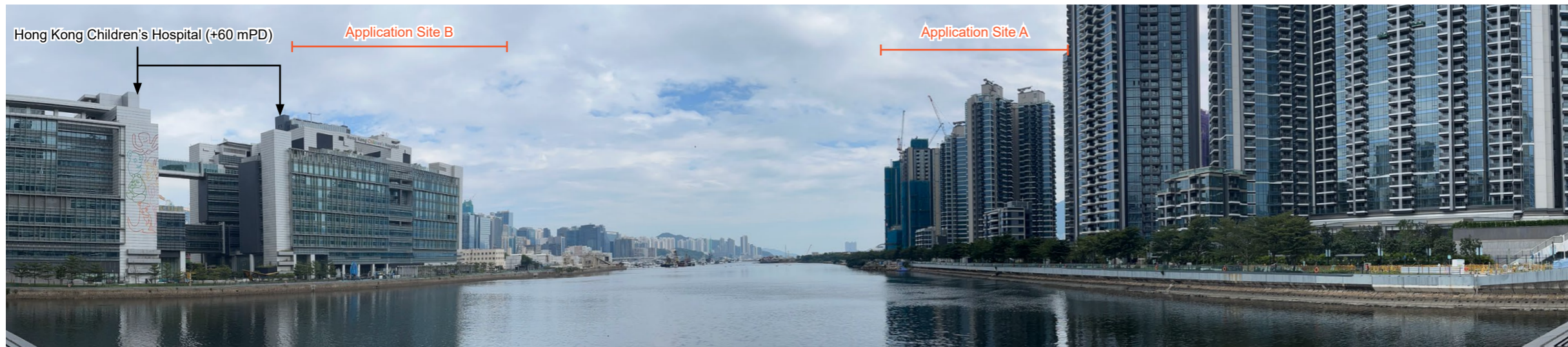
PROJECT TITLE  
S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

CONSULTANT



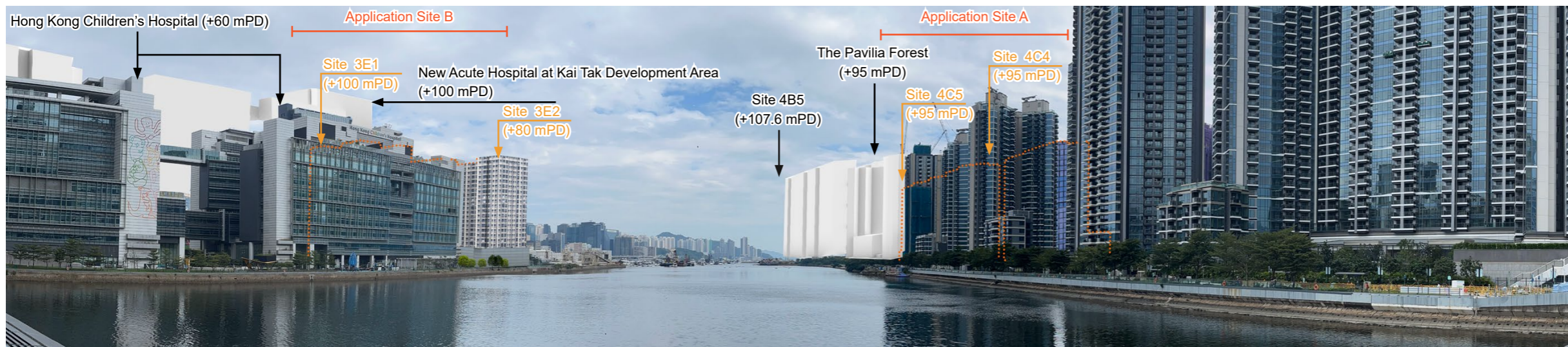
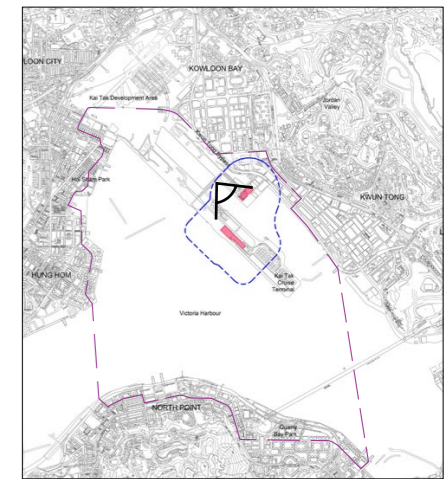
CHECKED  
WL

APPROVED

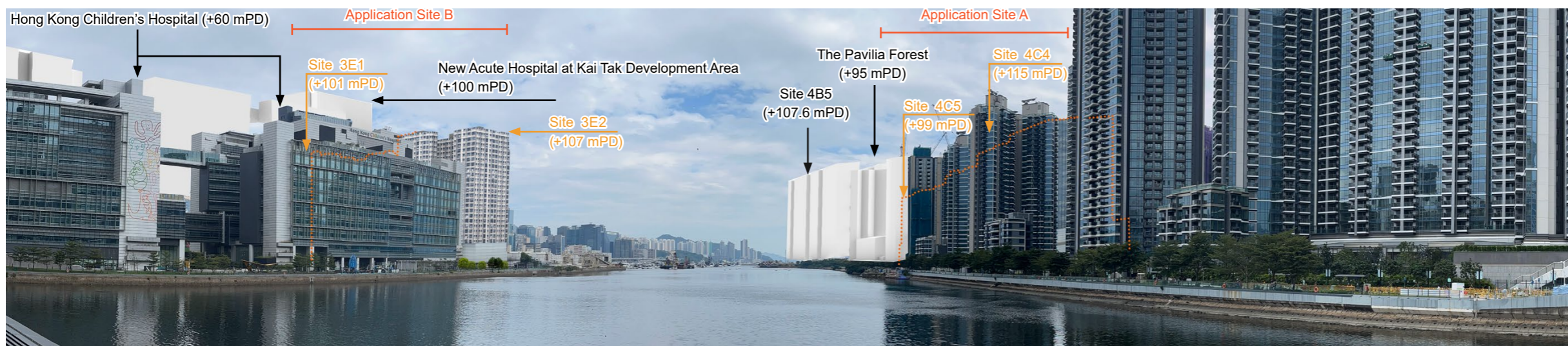


Existing Baseline Condition

KEYPLAN



Conforming Scheme



Proposed Scheme

Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

DRAWING TITLE  
Viewing Point 7  
- View from Kai Tak Bridge Road

DATE  
03/25

FIGURE NO.  
Figure 09

SCALE AND ORIENTATION

CLIENT



DRAWN  
EJ

PROJECT TITLE  
S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

CONSULTANT

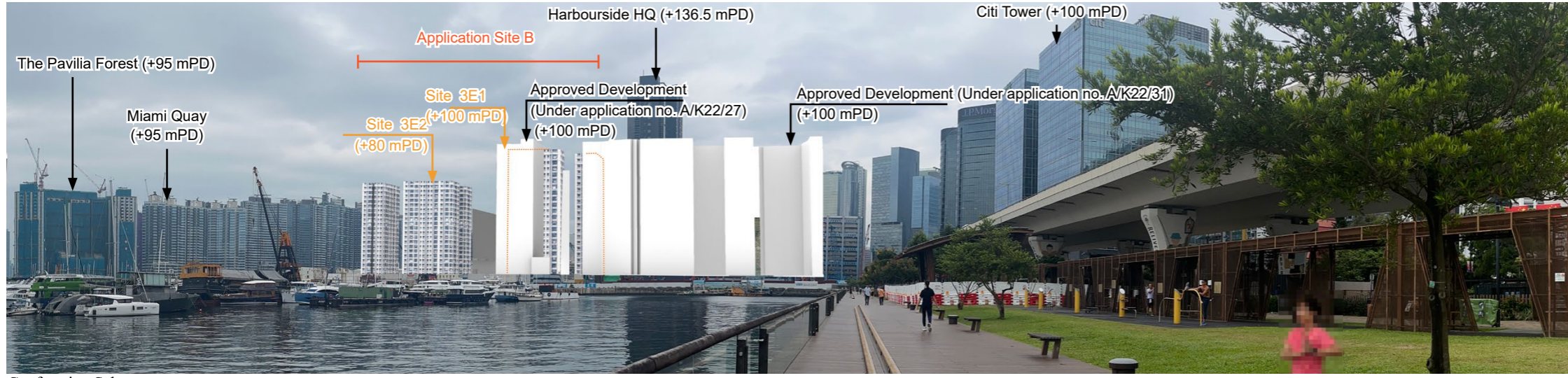
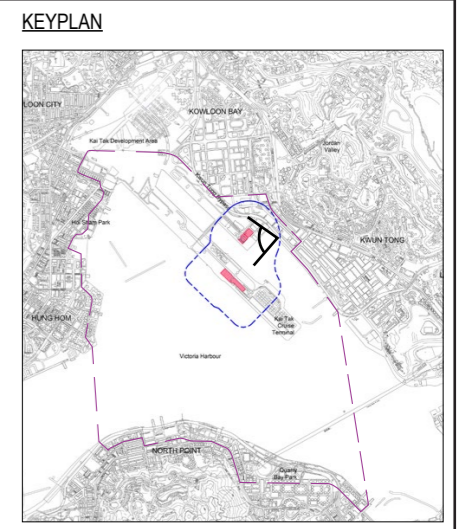


CHECKED  
WL

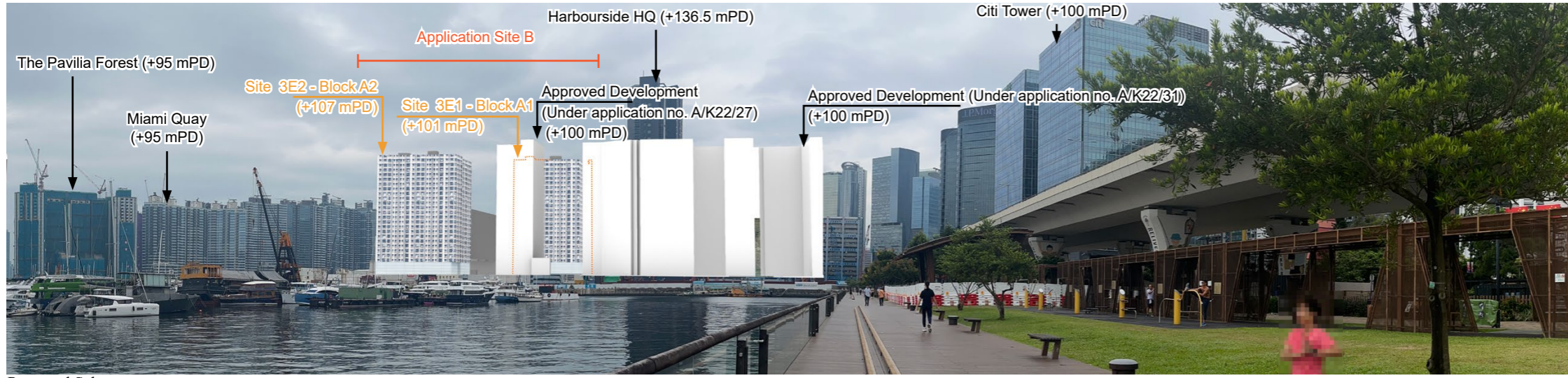
APPROVED



Existing Baseline Condition



Conforming Scheme



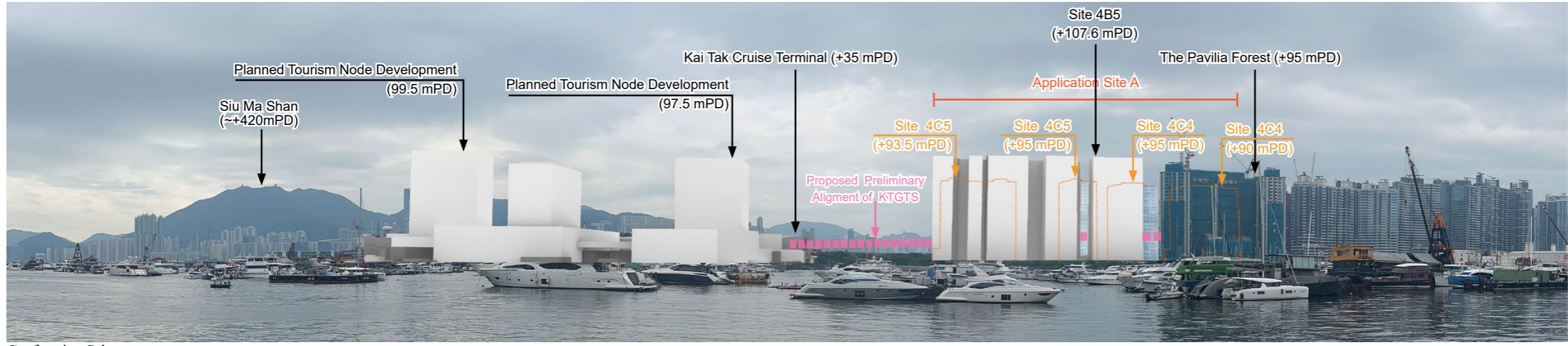
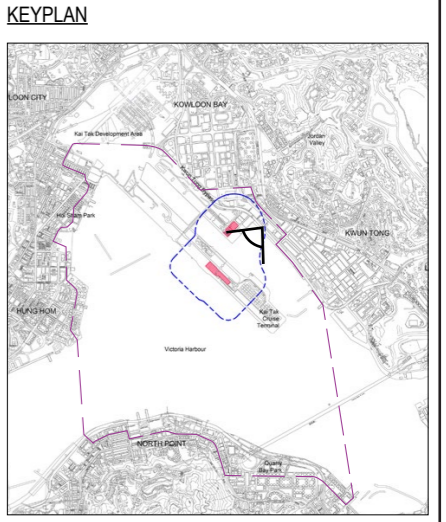
Proposed Scheme

Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

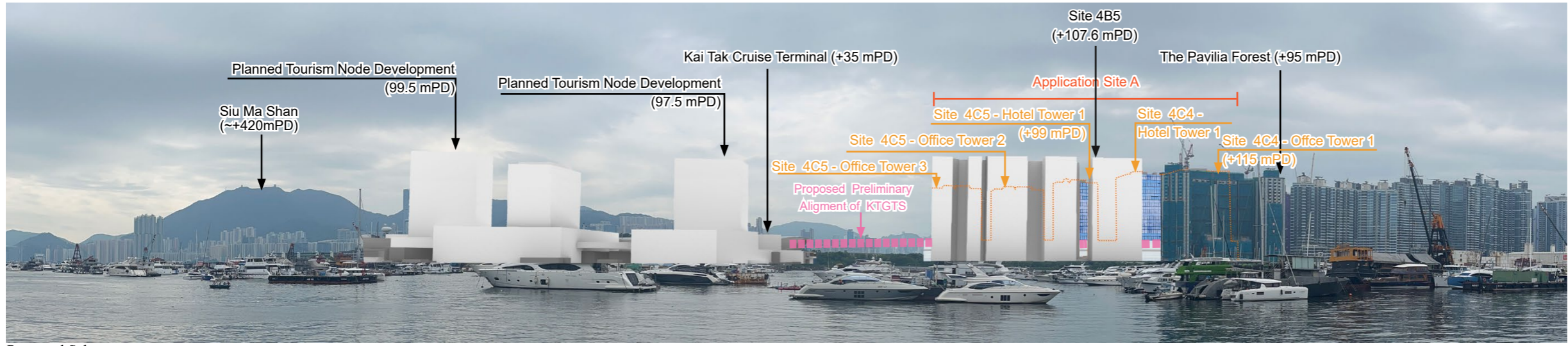
<p>DRAWING TITLE</p> <p><b>Viewing Point 8a</b></p> <p>- View from Kwun Tong Promenade</p>	<p>DATE</p> <p>03/25</p>	<p>FIGURE NO.</p> <p>Figure 10</p>	<p>SCALE AND ORIENTATION</p>	<p>CLIENT</p> <p>土木工程拓展署 Civil Engineering and Development Department</p> <p>CONSULTANT</p>
	<p>DRAWN</p> <p>EJ</p>	<p>PROJECT TITLE</p> <p>S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2</p>		
	<p>CHECKED</p> <p>WL</p>			
	<p>APPROVED</p>			



Existing Baseline Condition



Conforming Scheme



Proposed Scheme

Building bulks and building heights of the Notional Development Scheme annotated in the photomontages have included roof top structure while building height of the surrounding developments annotated is at main roof level.

<p>DRAWING TITLE</p> <p><b>Viewing Point 8b</b></p> <p>- View from Kwun Tong Promenade</p>	DATE	FIGURE NO.	SCALE AND ORIENTATION	<p>CLIENT</p> <p>土木工程拓展署 Civil Engineering and Development Department</p> <p>CONSULTANT</p>
	03/25	Figure 11		
	DRAWN	PROJECT TITLE		
EJ	S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2			
CHECKED	APPROVED			
WL				