

Proposed Rezoning of the Site from "OU(B)" to "OU(Residential Care Home for the Elderly and Hotel) for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel at Nos. 107 – 109 Wai Yip Street, Kwun Tong  
S12A Amendment of Plan Application

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## ***Appendix 4***

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### **Visual Impact Assessment**

**S12A AMENDMENT OF PLAN APPLICATION  
APPROVED KWUN TONG (SOUTH)  
OUTLINE ZONING PLAN NO. S/K14S/26**

**Proposed Rezoning of the Site from “OU(B)” to “OU(Residential Care Home for the Elderly and Hotel)”  
for a Proposed Composite Development with Residential Care Home for the Elderly and Hotel  
at Nos. 107 – 109 Wai Yip Street, Kwun Tong**

## **VISUAL IMPACT ASSESSMENT**

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December 2024

**Applicant:**  
Diamond Ocean Investments Limited

**Consultancy Team:**  
KTA Planning Ltd.



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**S12A Amendment of Plan Application  
Approved Kwun Tong (South) OZP No. S/K14S/26**

**Proposed Rezoning of the Site from “Other Specified Uses” annotated “Business” to “Other Specified Uses” annotated “Residential Care Home for the Elderly and Hotel” for a Proposed Composite Development with Residential Care Home for the Elderly and Hotel at Nos. 107 – 109 Wai Yip Street, Kwun Tong**

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**Visual Impact Assessment**

**1. INTRODUCTION**

**1.1 Purpose**

1.1.1 This Visual Impact Assessment (“VIA”) report is prepared on behalf of Diamond Ocean Investments Limited (the “Applicant”), the Project Proponent, in support of the submission to seek approval from the Town Planning Board (“TPB”) under Section 12A of the Town Planning Ordinance to rezone the Site from “OU(B)” to “OU(Residential Care Home for the Elderly and Hotel)” for a Proposed Composite Development with Residential Care Homes for the Elderly (“RCHE”) and Hotel (the “Proposed Development”) at Nos. 107 – 109 Wai Yip Street, Kwun Tong (“Application Site”/ “the “Site”) (**Figure 1.1** refers). The Site falls within “Other Specified Uses” annotated “Business” (“OU(B)”) zone with BH restriction at +100mPD on the Approved Kwun Tong Outline Zoning Plan (“Approved OZP”) No. S/K14S/26 (**Figure 1.2** refers). The Site is currently vacant.

1.1.2 The Proposed Development involves 1 block of 33-storey building (including 1 level of basement car park) with PR restriction of 14.4 based on a total site area of about 1,170.578m<sup>2</sup>, as well as BH restriction of +115mPD. While RCHE is a type of social welfare facility that involves residential care and it is neither a Column 1 nor a Column 2 use, a Section 12A amendment of plan application is thus required to seek approval from Town Planning Board (“TPB”) to accommodate the Proposed Development.

1.1.3 This VIA evaluates, in accordance with the “Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to TPB” (“TPB PG-NO.41”), the anticipated visual impacts of the Proposed Development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.



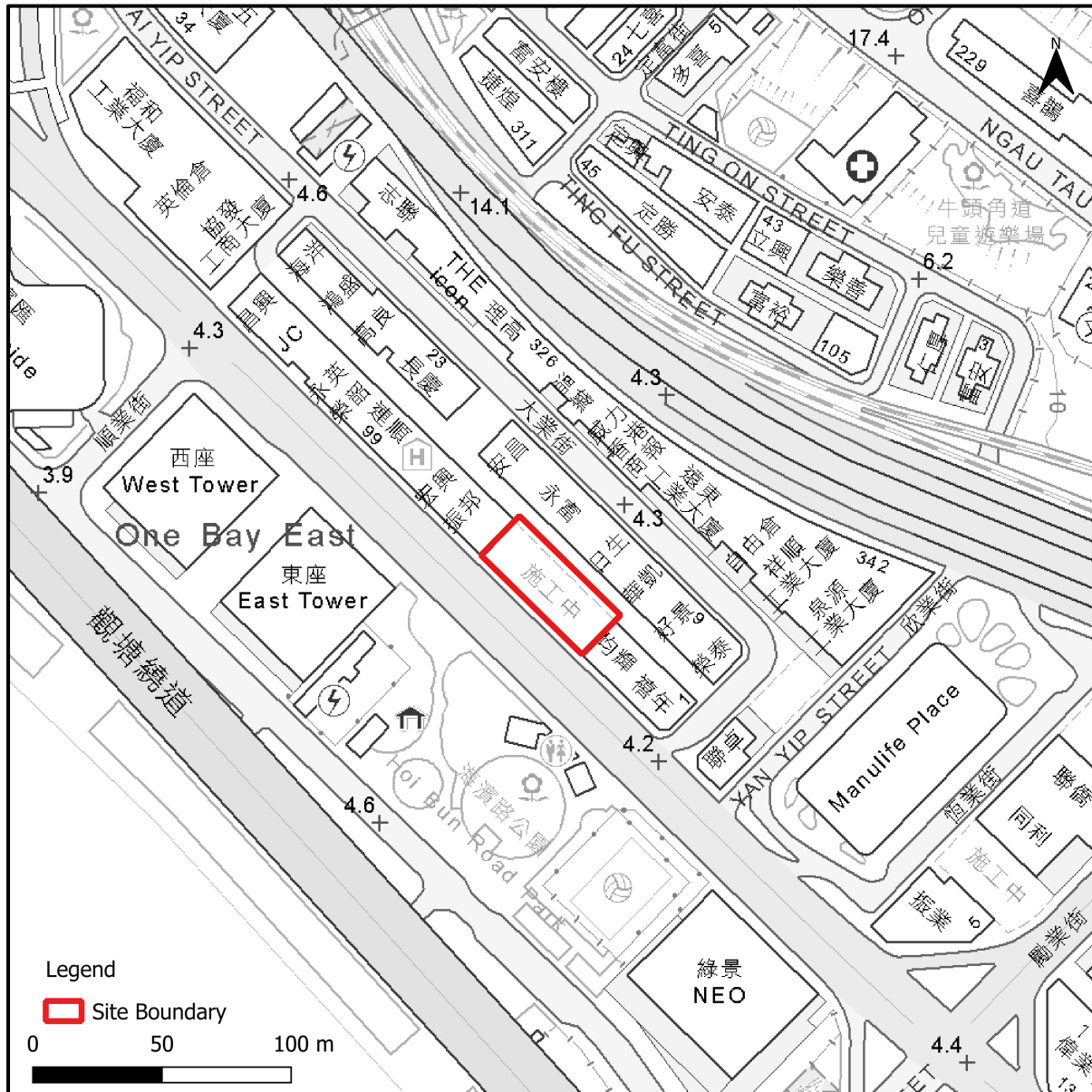


Figure 1.1 Location Plan

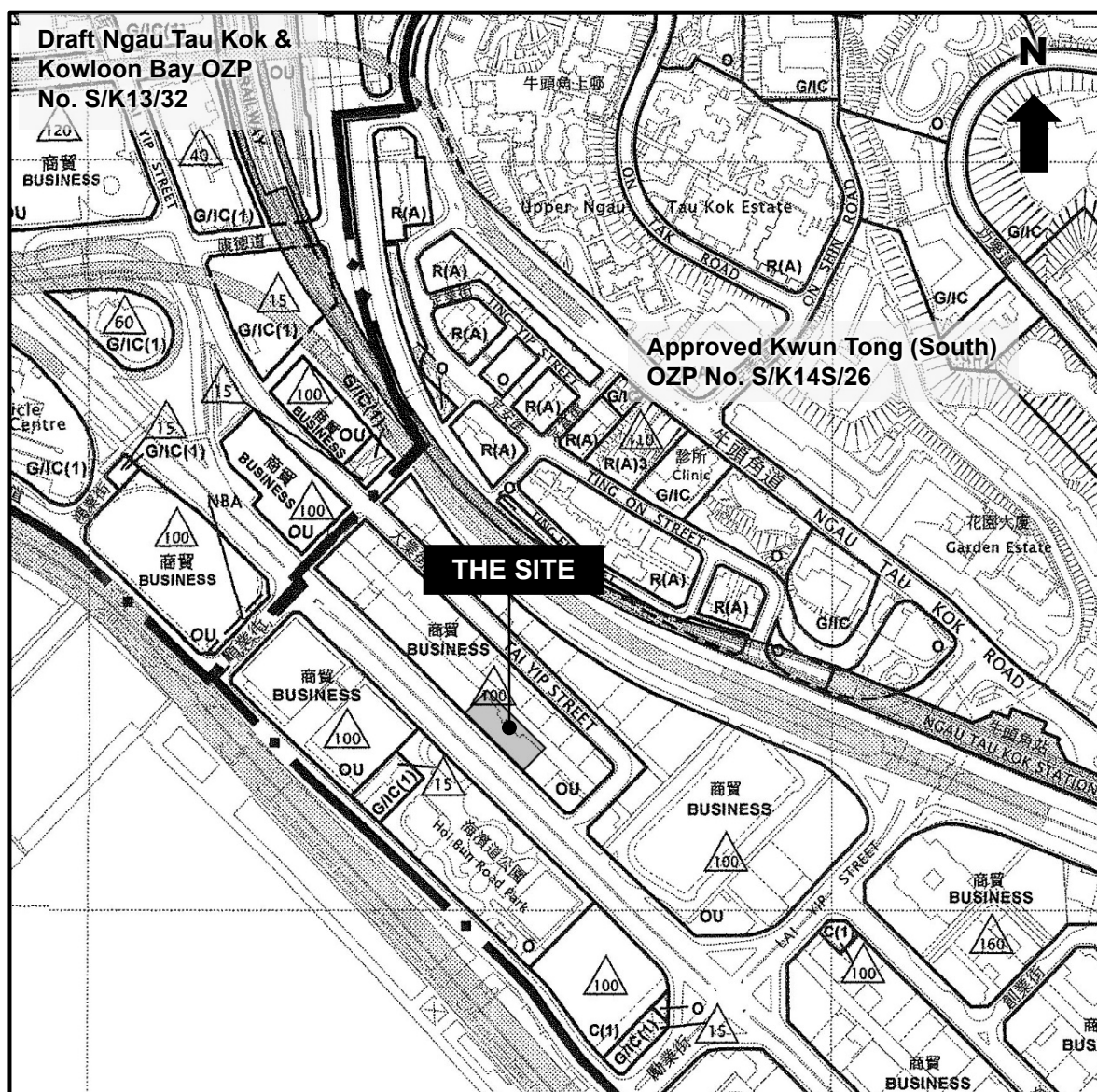


Figure 1.2 Zoning Context Plan (1:2000)

## 1.2 Report Structure

1.2.1 Following this introductory section, the methodology adopted in this Assessment will be set out in Section 2. The baseline review of the Assessment Area is included in Section 3. Section 4 includes the brief introduction to the Proposed Development and discussion on the design merits. Visual elements will be identified and analysed in Section 5, followed by assessment of the visual impact in Section 6. Section 7 concludes this VIA.

## 2. METHODOLOGY

### 2.1 Visual Impact Assessment Approach

2.1.1 This Visual Impact Assessment aims at evaluating the visual impact of the Proposed Development with maximum BH attaining +115mPD by comparing its visual effect to the prevailing statutory BH restriction for the Site at +100mPD on public visual sensitive receivers ("VSRs").

2.1.2 According to TPB PG-No. 41, Visual Impacts shall be assessed based on i) the sensitivity of the key public viewers; ii) visual resources and visual amenities likely to be affected; iii) the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surrounding area; and iv) the planning intention and known planned developments of the area. Visual Impacts could be either beneficial or adverse.

2.1.3 Visual sensitivity of public viewers/VSRs is determined taking into account the activity of the VSR, the duration and distance over which the Proposed Development would remain visible, and the public perception of the value attached to the view being assessed. Visual sensitivity is qualitatively graded from high to low.

2.1.4 Visual changes could be positive or negative and are not necessarily mutually exclusive. In considering the visual changes, it covers the following aspects:

- the total effect on the **Visual Composition** of the surrounding context;
- the degree of **Visual Obstruction** to key public viewing points;
- the visual **Effect on Public Viewer/VSRs**; and
- the **Effect on Visual Resources**.

2.1.5 The magnitude of visual changes will be qualitative graded as Substantial, Moderate, Slight or Negligible.

2.1.6 The VIA will be undertaken in the following steps:

- A baseline review will be conducted to capture the existing visual elements in the surroundings and the planning context of the Site;
- The Proposed Development at the Site will be briefly presented;
- The Visual Envelope ("VE") will be determined, and appropriate public viewpoints ("VPs") to represent the view from public VSRs will be identified;
- Each VP and potential visual impacts of the Proposed Development on the VSRs will be analysed based on the photomontages prepared from the selected VPs; &

- The overall visual impact will be assessed, and conclusion on the visual acceptability of the Proposed Development will be made.

### 3. BASELINE REVIEW

#### 3.1 Existing Site Condition

3.1.1 The Site is located at the north-western portion of Kwun Tong Business Area near Kowloon Bay. It is bounded by Wait Yip Street in the southwest, Red Square in the immediate northwest, a back lane in the northeast and Hecny Centre in the immediate southeast. The Hoi Bun Road Park is located in front of the Site (**Figure 3.1** refers).

3.1.2 The Site is currently vacant and fenced by metal hoarding. Surrounded by existing built up mixed industrial, industrial-office (I-O) and commercial buildings neighbourhood, the Site itself has no special visual interest.



**Figure 3.1 Site Photo**

#### 3.2 Existing Visual Elements in the Surrounding Context

3.2.1 The Site falls within a highly urbanised area with a mix of medium- to high-rise industrial, I-O and commercial buildings. The existing building has a long frontage and it is located in front of Hoi Bun Road Park. The visual outlook of the area is shaped by a combined composition of all the visual elements which come into sight of the viewers. Key visual elements in the surrounding context of the Site are summarised below:

##### Positive attributes

- The newly-developed commercial buildings, such as Manulife Place, NEO, One Bay East and The Quay Side, become the key landmarks of the north-western portion of KTBA.

- Various industrial, I-O and commercial buildings occupy the street block, which the Site is located. Some buildings are medium-rise with 11-14 storeys (e.g. Red Square [12 storeys], Hecny Centre [12 storeys], Hay Nien Building [13 storeys] and etc.); some are high-rise buildings about 19-21 storeys (e.g. Manulife Place, NEO, One Bay East and The Quay Side etc.). The mixture of medium-rise and high-rise buildings creates an interesting height profile within the street block.
- There is a major open space in front of the Site. Hoi Bun Road Park and Kwun Tong Waterfront Promenade shall become the district landmark and will be frequently utilised by visitors and recreational users for outdoor activities.

### Negative attributes

- A great number of the industrial buildings were built between 70's and 80's in the area. Whilst Kwun Tong is transforming from an obsolete industrial area to a business centre with modern commercial/ office buildings, many dilapidated and bulky industrial buildings still dominate the existing view/ vista of the KTBA.
- The medium-rise run-down industrial buildings have very high site coverage no at-grade landscape treatment.
- The elevated Kwun Tong Bypass, which is raised above the sea along the waterfront, forms a dominant feature at the waterfront.

3.2.2 The existing visual quality of the Site can be regarded as fair on average. Although the Site is located in the cluster of dilapidated and bulky industrial buildings which were built 70's and 80's, there is an improvement of visual elements with the presence of public open space (Hoi Bun Road Park completed in 2021) and close proximity to the waterfront (approx. 165m). Upon the redevelopment of the Site and other newly-developed commercial buildings, the visual quality is expected to be substantially improved.

## **3.3 Statutory Zoning**

### *Statutory Planning Context*

3.3.1 The Application Site falls within an area zoned "Other Specified Use" annotated "Business" ("OU(B)") with a maximum building height of +100mPD as stipulated on the Approved Kwun Tong (South) Outline Zoning Plan ("Approved OZP") No. S/K14S/26 (**Figure 1.2** refers). According to the Statutory Notes of the Approved OZP, the planning intention of "OU(B)" zone is as follows:

"This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire



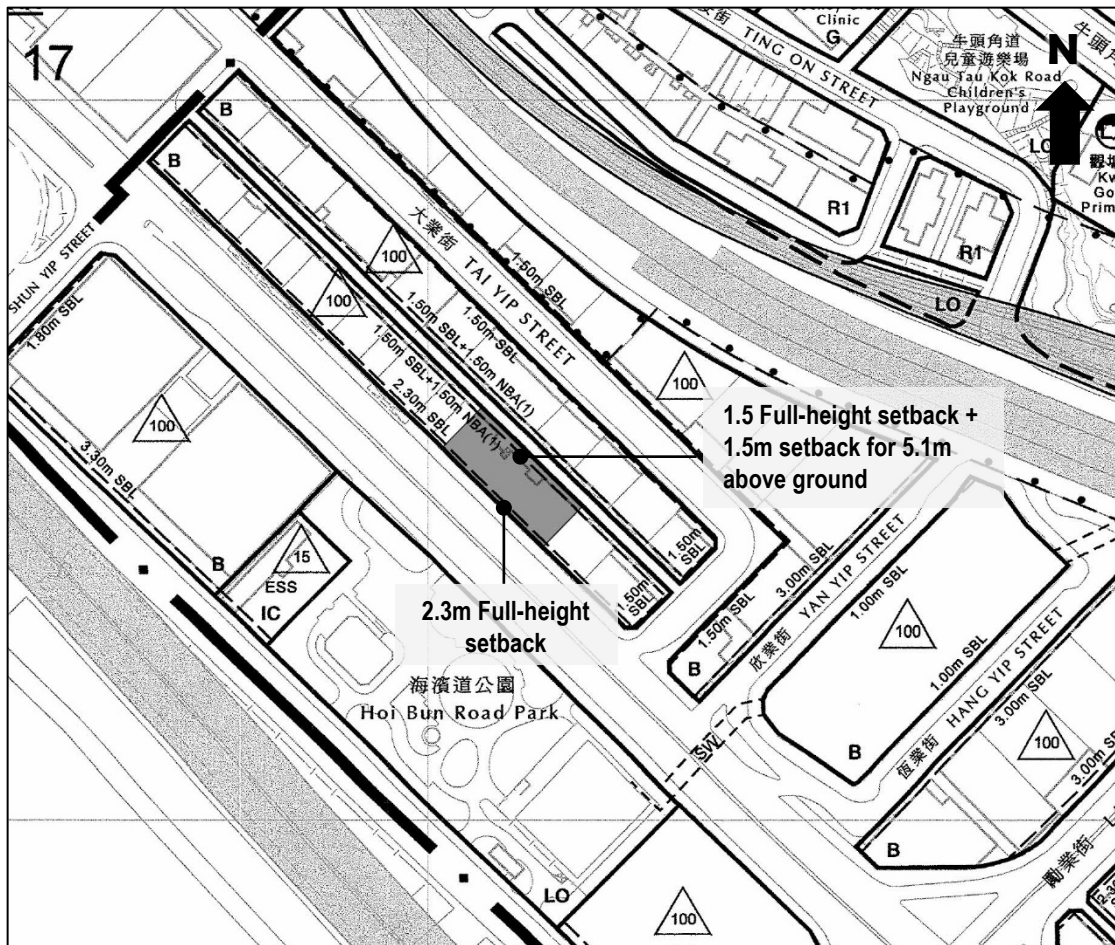
hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.”

3.3.2 According to the Statutory Notes of the Approved OZP, “Hotel” is a Column 2 Use that requires planning permission from the TPB. While RCHE is a type of social welfare facility that involves residential care and it is neither a Column 1 nor a Column 2 use, amendment to the Approved Plan is required.

3.3.3 This Site is also subject to Building Height and Plot Ratio Restrictions of +100mPD and 12 respectively. Any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio / building height restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance”.

### **3.4 Non-statutory Planning Context**

3.4.1 The Site falls within “Business” zone on the Adopted Kwun Tong (Western Part) Outline Development Plan (“ODP”) No. D/K14A/2. The Site is subject to several setback requirements as stipulated in the ODP (**Figure 3.2** refers).



**Figure 3.2** Adopted Kwun Tong (Western Part) Outline Development Plan No. D/K14A/2



## 4. THE PROPOSED REDEVELOPMENT SCHEME

### 4.1 Indicative Development Proposal

4.1.1 The Applicant proposes to develop the Site into a 33-storey development (including 1 level of basement carpark) comprising "Social Welfare Facility (RCHE)" and "Hotel" uses at a non-domestic plot ratio of 14.4. Based on a total site area of about 1,170.578m<sup>2</sup> and a PR of 14.4, the proposed building attains a total gross floor area (GFA) of not more than 16,856.323m<sup>2</sup>.

4.1.2 All parking/loading and unloading bays for light goods vehicles and carparking spaces, including private cars and motorcycles, are proposed to be placed at the ground and one basement level.

4.1.3 The Proposed Development is anticipated to be completed in 2029. Major development parameters of the Proposed Development are summarised in **Table 4.1**.

**Table 4.1 Key Development Parameters**

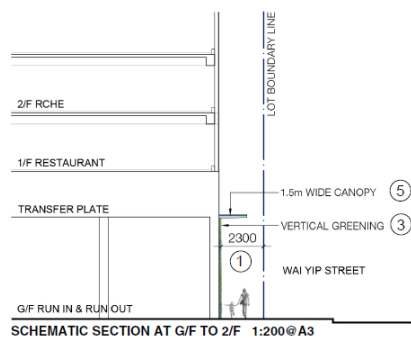
	Proposed Scheme
Total Site Area	About 1,170.578m <sup>2</sup>
Plot Ratio	14.4
Total GFA <ul style="list-style-type: none"> <li>• RCHE</li> <li>• Hotel</li> </ul>	Not more than 16,856.323m <sup>2</sup> <ul style="list-style-type: none"> <li>• 12,000m<sup>2</sup></li> <li>• 4,856.323m<sup>2</sup></li> </ul>
No. of Guestroom for Hotel	200 rooms
No. of RCHE Bed Space	Not less than 302
Site Coverage	Not more than 60%
Class of Site	Class A
No. of Block	1
Maximum Building Height (Main Roof)	About +115mPD
No. of Storeys	33 (including 1 level of basement)

### 4.2 Sensitive Design Measures

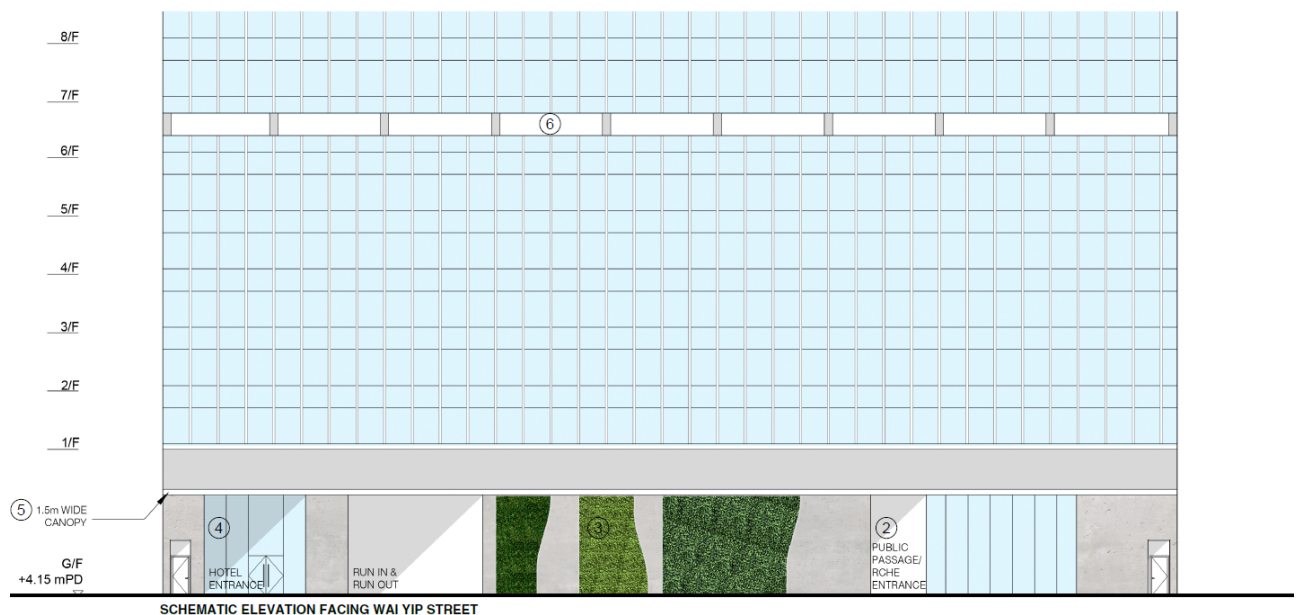
4.2.1 In formulating the Indicative Development Scheme, the schematic design has taken into account the various site constraints as well as design considerations in order to ensure the Scheme is designed to create a high-quality development in harmony with the branding of CBD2.

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing an additional 1.5m setback with a clear height of 5.1m at the back lane to enhance the traffic circulation.

- Provide a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street.
- Maximise greening opportunities to enhance the amenity and visual quality, e.g. provide a veritable green wall on G/F that fronts onto Wai Yip Street, provide landscape garden with planter seat walls and water feature on 3/F, as well as rooftop garden with ornamental shrubs, multi-functional lawn and creeping plants on R/F.
- Provide a 1.5m wide canopy along the footpath of Wai Yip Street and a recessed covered area of about 8.5m<sup>2</sup> at the hotel entrance for sheltering.
- Refuge floors with cross ventilation at 13/F will be provided to improve air ventilation in the neighbourhood.



- 1. Full-height Building Setback for Pavement**  
2.3m setback along Wai Yip Street for footpath widening and better walkability (For ODP).
- 2. Public Passage**  
3m wide public passage to enhance circulation between Wai Yip Street and widened back alley and for sheltering from rain.
- 3. Vertical Greening**  
Vertical greening at low zone to enhance streetscape and to alleviate the traffic air pollution in Wai Yip Street.
- 4. Sheltering from Rain**  
A recessed covered area of about 8.5m<sup>2</sup> is provided at the hotel entrance on the ground for sheltering from rain.
- 5. Canopy**  
A full-width canopy along the footpath of Wai Yip Street to provide weather protection.
- 6. Refuge Floor at 13F**  
Refuge floors with cross ventilation at 13/F to improve air ventilation in the neighbourhood.
- 7. Setback for Back Alley**  
1.5m full-height setback along back alley and further 1.5m setback with a clear height of 5.1m along the back alley improvement in traffic circulation (For ODP).



## 5. IDENTIFICATION OF VISUAL SENSITIVE RECEIVERS AND SELECTION OF VIEWPOINTS

### 5.1 Identifying Visual Envelope and Visual Sensitive Receivers

5.1.1 As an urban site, the Visual Envelope ("VE") or the zone of visual influence of the Proposed Development on its surroundings is determined by the buildings in the vicinity of the Site. As prescribed in the Town Planning Board Guidelines No. 41, the viewer will tend to see the building as part of a group rather than as a single building when the viewing distance equals to three times the height of the building (the 3H zone) from the Site. Therefore, the 3H zone could be used as a reference in determining the assessment area. Since the actual BH of the Proposed Development will be about 111 m, the assessment area covers a radial area of about 333 m (i.e. 3H) from the facade of the proposed development.

5.1.2 The local VE is presented in **Figure 5.1**. The visual context of the Site is currently confined by existing development on three sides except the open view to/from Kwun Tong Typhoon Shelter in the south-western direction. Since protecting private view is not the duty of the TPB, this VIA focuses primarily on public VSR only and no private VSR, such as residents of private development and users of developments with restricted/exclusive accesses (e.g. school and office, etc.) will not be identified.

### 5.2 Selection of Visual Sensitive Viewpoints

5.2.1 Representative VPs within the VE were selected for assessing the visual impact to the VSRs. Selected VPs shall cover public views from easily accessible and popular area from different directions. When selecting VPs, priority shall be given to major public open space and public focal points which are considered as major public visual sensitive viewpoints. In this VIA, 4 local VPs are selected within the VE and 3 distant VPs are selected based on their strategic importance to the vicinity or to the territory. The selected local VPs and distant VPs are briefly introduced below, illustrated in **Figures 5.1 & 5.2** and briefly summarised in **Table 5.1**:

VP1 – Hoi Bun Road Park, Wai Yip Street (about 85m to the southeast of the Site)

5.2.2 Hoi Bun Road Park is a focal point for the north-western part of KTBA. There will be lawn, sitting area, and a soccer pitch in the park to serve the neighbourhood and KTBA. This VP is taken at the entrance of Hoi Bun Road Park to the soccer pitch. This VP is selected to represent the views of the VSRs in the park.

VP2 – Hoi Bun Road Park, Hoi Bun Road (about 130m to the south of the Site)

- 5.2.3 This VP is also taken at Hoi Bun Road Park, but on the side connecting to Kwun Tong Promenade. The Promenade is not only a waterfront promenade, it is also a major public open space in KTBA. It serves both active and passive recreational functions through providing a central lawn with landscape amenities, sitting-out areas and some multi-purpose area for performance and exhibition. It is selected to assess the visual impact to the VSRs at Kwun Tong Promenade.

VP3 – Footbridge across Wai Yip Street, Hung Yip Street (about 285m to the southeast of the Site)

- 5.2.4 This footbridge is famous with its extraordinary design/outlook. This VP is taken at the landing point of footbridge along Wai Yip Street which represents potential VSRs visiting this special footbridge, who tend to also enjoy the townscape along Wai Yip Street.

VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road (about 330m to the east of the Site)

- 5.2.5 This is one of the entrances to KTBA and this is particular busy during AM and PM peak hours as many workers flood in and out of Ngau Tau Kok Station via this place. Entry to KTBA via this place requires getting down the stairs and get into a subway. This is a transient VP as people would most probably be walking towards or leaving KTBA.

VP5a & b – Kai Tak Runway Park (about 730m and 1.1Km to the southwest and south of the Site respectively)

- 5.2.6 Whilst VP5a & b are located outside the assessment area, it is chosen in view of its strategic importance to KTBA since Kai Tak Runway Park is the key open space and adjacent to Kai Tak Cruise Terminal, which is the major tourism node and one of the gateways where overseas visitors arriving in Hong Kong. Kai Tak Runway Park comprises of a waterfront promenade at the runway tip facing along the waterfront facing Kwun Tong with a continuous traffic-free pedestrian green walkway and sitting-out areas which attracts a great number of local and overseas visitors. This VP represents the view of the VSRs sitting/ resting in the park facing to the southwest and south of the Site, as well as enjoying an unobstructed view of Kwun Tong waterfront.

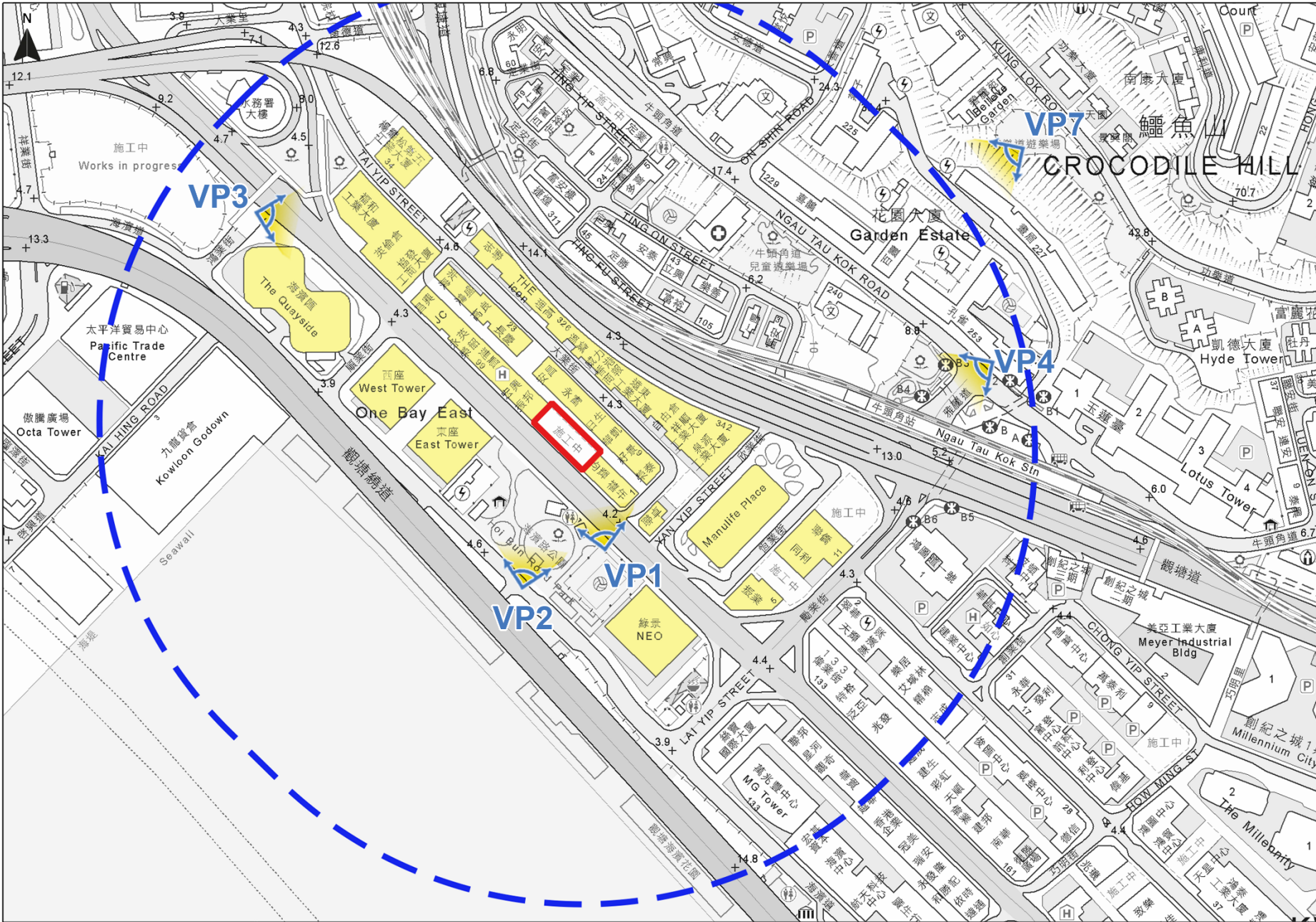
VP6 – Quarry Bay Park (about 2.9km to the south of the Site)

- 5.2.7 Victoria Harbour and the ridgeline are the key visual assets of Hong Kong and their view shall be properly preserved. Chapter 11: Urban Design Guidelines of the Hong Kong Planning Standards & Guidelines (the "HKPSG") has recommended some strategic vantage points for protecting the views to major ridgelines. Amongst the recommended strategic vantage points, the Quarry Bay Park has an exposed view on the Kwun Tong waterfront and therefore considered of having highest relevancy to the development at the Site. This VP is selected to represent the view of VSRs to the south of the Site walking along the waterfront promenade of Quarry Bay Park on Hong Kong Island.

VP7 – Kung Lok Road Children's Playground (about 450m to the northeast of the Site)

- 5.2.8 Kung Lok Road Children's Playground is a local open space which serves residents of the residential cluster of uphill Kwun Tong. It serves both active and passive recreational functions through providing sitting-out areas and children's play facilities. This VP is taken at the periphery of the park with an open view towards the southwest. This VP is selected to assess the visual impact to the VSRs at the uphill Kwun Tong area.





- LEGEND**
- Proposed Rezoning Site Boundary
  - 3H Zone
  - ▶ Selected Public Viewpoints
  - Existing Building



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Location of Viewpoints (Local Viewpoints)

Proposed Rezoning of the Site from "OU(B)" to "OU(B)1" for Proposed Hotel and Social Welfare Facilities at Nos. 107 – 109 Wai Yip Street, Kwun Tong

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Figure 5.1

Scale: 1:5000

Date: 2 May 2024





**LEGEND**

- Proposed Rezoning Site Boundary
- Selected Public Viewpoints



Location of Viewpoints (Distant Viewpoints)

Proposed Rezoning of the Site from "OU(B)" to "OU(B)1"  
for Proposed Hotel and Social Welfare Facilities at  
Nos. 107 – 109 Wai Yip Street, Kwun Tong

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Figure 5.2

Scale: NTS

Date: 2 May 2024

**Table 5.1 Summary of Identified VSRs/Viewpoints**

Viewpoints (VPs)	Representing VSRs	Distance/ Direction	Height in mPD (Approx.)	Popularity by Public	Nature of VP	Visual Sensitivity
<b>Local Viewpoints</b>						
VP1: Hoi Bun Road Park, Wai Yip Street	Users of the Park	Approx. 85m/ Southeast	+4.0	Frequent	Active/ Passive Recreation	High
VP2: Hoi Bun Road Park, Hoi Bun Road	Users of the Promenade	Approx. 130m/ South	+4.0	Frequent	Active/ Passive Recreation	High
VP3: Footbridge across Wai Yip Street, Hung Yip Street	Visitors attracted by the outlook of the footbridge	Approx. 285m/ Southeast	+4.0	Occasional	Pedestrian	Medium to High
VP4: MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road	Workers traveling to and from MTR Ngau Tau Kok Station	Approx. 330m/ East	+6	Frequent	Pedestrian	Low
VP7: Kung Lok Road Children's Playground	Users of the playground	Approx. 450m/ Northeast	+42	Frequent	Active/ Passive Recreation	High



<b>Distant Viewpoints</b>						
VP5a & b: Kai Tak Runway Park	Users of the Park and waterfront promenade and the visitors of the Cruise Terminal.	Approx. 730m/ southwest & 1.1Km/south	+5.0	Frequent	Active/ Passive Recreation	Medium to High
VP6: Quarry Bay Park	Users of the Park and waterfront promenade.	Approx. 2.9km/ South	+11.3	Frequent	Active/ Passive Recreation	Medium to High

## 6. ASSESSMENT OF VISUAL IMPACTS

### 6.1 General

6.1.1 The primary objective of this VIA is for evaluating the visual impact of the proposed development in support of the submission for S12A Amendment of Plan Application. The assessment will mainly focus on the visual impact of the overall building bulk to other VSRs in the neighbourhood. The existing views of the VPs presented in the photomontages are for reference only.

### 6.2 VP1 – Hoi Bun Road Park, Wai Yip Street (*Figure 6.1 refers*)

#### Visual Composition

6.2.1 The view captured from this VP is an array of medium to high-rise existing developments along Wai Yip Street with the open sky view as the backdrop. The proposed development is going to transport one of those medium-rise buildings into a modern tall commercial building. The proposed building would protrude from the adjacent buildings on both sides, but it would not appear excessive with the existence of the new commercial developments in the proximity, e.g. One Bay East. An approved office, shop and services and eating place development (about + 119.5mPD; TPB Ref.: A/K14/809) would be introduced in this visual context. The difference in height would reduce upon redevelopment of the adjacent buildings. The Proposed Development is considered compatible to the surrounding context.

#### Visual Obstruction

6.2.2 From this VP, no prominent visual resources, which its view shall be preserved, has been identified. From **Figure 6.1**, it is observed that the major visual corridor remains along Wai Yip Street; the addition height would only cause minor obstruction to the sky view as compared with the BHR of +100mPD, but more importantly it could create a more interesting skyline along Wai Yip Street.

#### Effect on Public Viewers

6.2.3 Photomontage in **Figure 6.1** has shown no matter with or without the Proposed Development, VSRs at this VP will have a typical urban landscape view. Though the proposed increase in BH would induce noticeable change to the existing skyline, the visual effect of the Proposed Development would only be transitional and would not be unacceptable when comparing to other existing high-rise buildings along Wai Yip Street. The noticeable change in height would gradually fade out upon future redevelopment of the adjacent buildings (which have a maximum permissible building height of +100mPD). The replacement of the existing building without any visual interest by a modern building with carefully thought-out façade treatment as well as multi-level greenings would bring enhancement to the overall urban setting and townscape environment.

### Effect on Visual Resources

6.2.4 The Proposed Development will form part of the townscape in harmony with surrounding developments. Although there would be minor obstruction to the sky view by the Proposed Development as compared with the BHR of +100mPD, it would not adversely affect the visual character or quality of the urban landscape view.

## **6.3 VP2 – Hoi Bun Road Park, Hoi Bun Road (*Figure 6.2 refers*)**

### Visual Composition

6.3.1 Hoi Bun Road Park is located in the foreground, while the Site and a portion of open sky view are at the background. The Site is currently vacant, surrounded by dilapidated medium-rise industrial and/or I/O buildings along Wai Yip Street, which are planned for business use with ongoing revitalisation policy. A planned development for office, shop and services and eating place use (about +119.5mPD) is situated next to Site. The Proposed Development would change the visual characteristics of the area, but the change should be anticipated as it is located within KTBA.

### Visual Obstruction

6.3.2 From this VP, no prominent visual resources, which its view shall be preserved, has been identified.

### Effect on Public Viewers

6.3.3 Photomontage in **Figure 6.2** has shown that no matter with or without the Proposed Development, VSRs at this VP will have a typical urban landscape view. The proposed development would induce noticeable change to the skyline inevitably since it is the first batch of redevelopment amongst the neighbouring medium-rise buildings. The proposed building height would appear more comparable upon redevelopment of the nearby medium-rise buildings and the visual effect of the Proposed Development would be a lot less outstanding. The availability of rooftop greening also echoes with the greenery within Hoi Bun Road Park. While the BHR of +100mPD is not visible from this VP, the effect on the visual change would be negligible.

### Effect on Visual Resources

6.3.4 The Proposed Development is the first batch of redevelopment amongst the nearby buildings, thus it would bring changes to the visual character of the area, yet the change should be considered bringing improvement by erecting a modern development with multi-level greenings. However, the effect on visual character

or quality of the urban landscape view would be negligible as compared with the BHR of +100mPD.

#### **6.4 VP3 – Footbridge across Wai Yip Street, Hung Yip Street (Figure 6.3 refers)**

##### Visual Composition

6.4.1 This VP is taken at the landing point of footbridge along Wai Yip Street. It also captures the streetscape along Wai Yip Street, and the Proposed Development mingles with all other industrial/industrial-office/commercial developments along the street with a portion of sky view as the backdrop. Two planned developments for office, shop and service and eating place are situated next to the Site (about +119.5mPD and +125.9mPD). The photomontage in **Figure 6.3** shows that the Proposed Development will still blends in well together with other buildings alongside Wai Yip Street.

##### Visual Obstruction

6.4.2 From this VP, no prominent visual resources, which its view shall be preserved, has been identified. From **Figure 6.3**, it is clearly observed that despite the fact that the existing skyline will be slightly changed, the visual obstruction is slight.

##### Effect on Public Viewers

6.4.3 VSRs represented by this VP would tend to also enjoy the streetscape outside the footbridge, thus they are sensitive to visual change; nonetheless, the photomontage in **Figure 6.3** has shown no matter with or without the Proposed Development, VSRs at this VP will have a typical urban landscape view. Despite the fact that the proposed increase in BH would induce slight change to the view, the visual effect of the Proposed Development would not be outstanding. Thus, the visual change brought about by the Proposed Development would be slight.

##### Effect on Visual Resources

6.4.4 The Proposed Development would become part of the urban landscape. Although there would be minor obstruction to the sky view by the Proposed Development as compared with the BHR of +100mPD, the Proposed Development would not affect the quality of the urban landscape view.

## 6.5 VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road (Figure 6.4 refers)

### Visual Composition

- 6.5.1 This VP is taken at the entrance of MTR Ngau Tau Kok Station, before the stairs which brings people down to the subway and into KTBA. The semi-open elevated platform of Ngau Tau Kok Station comes into sight and those newly redeveloped commercial developments (namely Manulife Place, two redeveloped buildings which are under construction, including the former Maxwell Industrial Building (about +125.9mPD under Application No. A/K14/763) and the former Darton Tower (about +125.9mPD under Planning Application No. A/K14/782)) erected above the platform in the background. Two planned developments for office, shop and services and eating place (+115mPD and +119.5mPD) are situated in close proximity. Since majority of the sites within the street block bound by Yan Yip Street, Kwun Tong Road and Tai Yip Street are yet to be redeveloped, the existing medium-rise buildings leave a "open" skyline to the west of Manulife Place thus harbourfront developments (i.e. One Bay East) can also be seen from this VP.
- 6.5.2 The Site is located along the said "open" skyline. Yet, the photomontage in **Figure 6.4** shows that the Proposed Development will blend in well together with other new commercial buildings visible from this VP in the current condition. **It is expected that the Proposed Development will be partly hidden by new developments on Kwun Tong Road**, which would have a similar height as Manulife Place, in the future.

### Visual Obstruction

- 6.5.3 The Proposed Development will block the view towards East Tower of One Bay East, yet this is not a prominent visual resource that requires preservation. There would be slightly change of the sky view due to the increase of BH as compared to the BHR, the Proposed Development alleviates the difference in scale between the new commercial buildings (the site of former Maxwell Industrial Building and Manulife Place) and the planned developments and creates a gradual stepping effect. The visual obstruction is slight.

### Effect on Public Viewers

- 6.5.4 VSRs represented by this VP would be less sensitive to visual change as they don't tend to stop and appraise the townscape while they walk down the stairs to get into KTBA for work. As discussed above, the Proposed Development would induce changes to the view, but the visual change would be slight.

### Effect on Visual Resources

6.5.5 Besides, given the VP is a transient one, the VSRs will only have an exposed view onto the Proposed Development for a very short period of time and their visual sensitivity will be low. Although there would be minor obstruction to the sky view by the Proposed Development as compared with the BHR of +100mPD, the quality of the view will not be affected, and the effect of the visual changes is slight.

## **6.6 VP5 – Kai Tak Runway Park (Figures 6.5a & 6.5b refer)**

### Visual Composition

6.6.1 This VP is taken in Kai Tak Runway Park which captures the view of the new commercial developments at the waterfront (e.g. The Quayside, One Bay East and NEO) and the mountainous of Kowloon Peak and the sky view as the backdrop. The Application Site is located on the second row among the waterfront development cluster, but it happens to be located behind Hoi Bun Road Park, thus it is also visible from across the typhoon shelter. As shown in the photomontages in **Figures 6.5a & 6.5b**, the Proposed Development is being seen as part of the waterfront developments. The Proposed Development at max. +115mPD will be in harmony with the surrounding developments, no matter viewing from the direct opposite in VP5a or at an angle from the south in VP5b.

### Visual Obstruction

6.6.2 VSRs at this VP would have a panoramic harbour view over both Hong Kong Island and Kwun Tong waterfront, but **Figures 6.5a & 6.5b** capture the view towards southwest and south of the Site. VSRs represented by this VP enjoys an unobstructed view of Kwun Tong waterfront and the mountain of Kowloon Peak. As shown in **Figures 6.5a & 6.5b**, the redevelopment of the Site would shorten the gap between One Bay East and NEO and partially block the view towards the residential cluster in Kwun Tong (north) in a distant. The existing skyline of KTBA will inevitably be changed, yet the difference is caused by the redevelopment of the existing medium-rise industrial/industrial-office buildings into high-rise commercial development. **The Proposed Development at max. +115mPD would only make slight visual change to the planned skyline of KTBA and the mountain backdrop when compared with the BHR of +100mPD.**

### Effect on Public Viewers

6.6.3 The photomontages in **Figures 6.5a & 6.5b** have demonstrated that the VP will be a typical urban landscape view, with or without the Proposed Development. These VPs are distant away from the Site, the Proposed Development will only cause slight visual difference. As the users will be those engaging in active and passive recreational activities and their visual sensitivity will be medium to high.

However, the Proposed Development forms part of the continuous urban fabric naturally along the waterfront. In view of the context of the entire skyline view, the visual change to the viewers is slight.

#### Effect on Visual Resources

6.6.4 As discussed above, the Proposed Development will form part of the skyline, as well as creating interesting variation on skyline in harmony with the surrounding context. **There would be only minor obstruction to the sky view and the mountain backdrop by the Proposed Development as compared with the BHR of +100mPD.** The quality of the view will not be affected, and the effect of the visual changes is slight.

### **6.7 VP6 – Quarry Bay Park (Figure 6.6 refers)**

#### Visual Composition

6.7.1 In the photomontage shown in **Figure 6.6**, the proposed building at +115mPD will stand amongst the cluster of high-rise developments and form part of the commercial cluster and nearly indistinguishable. The existing view comprises the Victoria Harbour in the foreground and the skyline of Hung Hom, To Kwa Wan, Kai Tak/Kowloon City and Kwun Tong areas as a backdrop. The skyline of the north-western portion of KTBA is largely uniform in height. The Proposed Development will form part of existing townscape in harmony with other high-rise developments in KTBA.

#### Visual Obstruction

6.7.2 Being a strategic vantage point identified for protecting the views to the ridgelines and the harbour, the ridgeline is considered a key visual resource. The Strategic Viewing Points Webpage by Planning Department has supplemented that the ridgelines of Lion Rock, Tsz Wan Shan and Kowloon Peak shall be preserved when viewing from Quarry Bay Park. Whilst VSRs at this VP will have a panorama view of eastern Kowloon, from Hung Hom to Yau Tong, **Figure 6.6** only captures the view towards KTBA and Kowloon Bay area with the Kowloon Peak and other major Kowloon ridgelines as a backdrop. **The photomontage in Figure 6.6 shows that the proposed building at the Site will not punctuate the ridgeline, the 20% Building Free Zone or the skyline formulated by other existing high-rise developments, and hence the visual obstruction to the ridgeline is negligible.**

#### Effect on Public Viewers

6.7.3 No matter with a statutory BH of 100mPD or a proposed BH of 115mPD, the Proposed Development at the Site will blend in with the existing and buildings, and will be hardly distinguishable. **In view of the fact that the proposed building will blend-in with the surrounding townscape harmoniously and the ridgeline as well**

as the 20% Building Free Zone will not be affected, the visual effect on public viewers is considered negligible.

#### Effect on Visual Resources

6.7.4 With a compatible BH to the surrounding developments, the proposed building will form part of the townscape in harmony with the ridgeline backdrop.

### **6.8 VP7 – Kung Lok Road Children’s Playground (Figure 6.7 refers)**

#### Visual Composition

6.8.1 This VP represents VSRs within uphill Kwun Tong area. Majority of the view from this VP has been blocked by Wah Mei Lau of Kwun Tong Garden Estate and there remains a view path towards the lower part of Kwun Tong and KTBA with a portion of sky view as the backdrop. Existing buildings at lower Kwun Tong area are of random height. One Bay East, which is a waterfront development, is visible from this VP; this is because majority of the sites within the street block bound by Yan Yip Street, Kwun Tong Road and Tai Yip Street are yet to be redeveloped, thus the existing medium-rise buildings leave a “low-rise” zone in front of the new buildings on the waterfront (i.e. One Bay East).

6.8.2 A big proportion of the Site is hidden by Wah Mei Lau of Kwun Tong Garden Estate. The photomontage in **Figure 6.7** shows that the Proposed Development will still blends in well together with other buildings.

#### Visual Obstruction

6.8.3 As the Site is located directly in front of Hoi Bun Road Park from this VP, the openness brought by Hoi Bun Road Park will inevitably be blocked by the Proposed Development. Compared with the BHR of +100mPD, there would only be minor obstruction of the sky view. **Figure 6.7 demonstrates that the visual obstruction to be brought by the Proposed Development located behind Wah Mei Lau is very slight.**

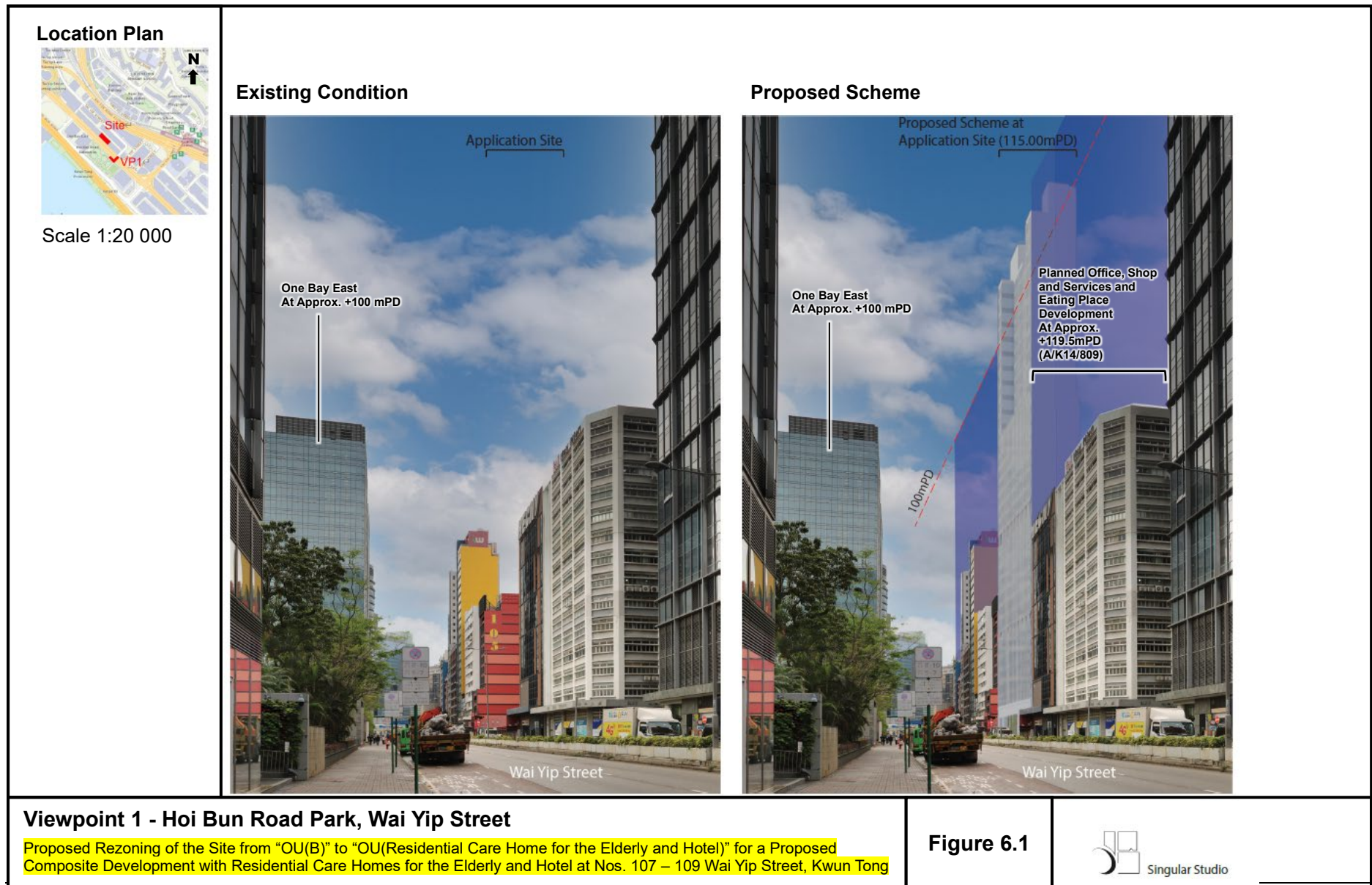
#### Effect on Public Viewers

6.8.4 The viewer tends to see building as part of a group rather than as a single building when viewing distant away. When the Proposed Development only forms part of the group of existing buildings within lower Kwun Tong area and KTBA, the little portion of the proposed building which can be seen from this VP would only make slight visual change.

#### Effect on Visual Resources



6.8.5 The Proposed Development would become part of the urban landscape. The proposed BH would only have a slight effect on the quality of the urban landscape view compared with the BHR of +100mPD.



Proposed Rezoning of the Site from “OU(B)” to “OU(Residential Care Home for the Elderly and Hotel)” for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel  
 at Nos. 107 – 109 Wai Yip Street, Kwun Tong  
 Visual Impact Assessment in support of S12A Amendment of Plan Application

**Location Plan**



Scale 1:20 000

**Existing Condition**



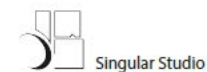
**Proposed Scheme**



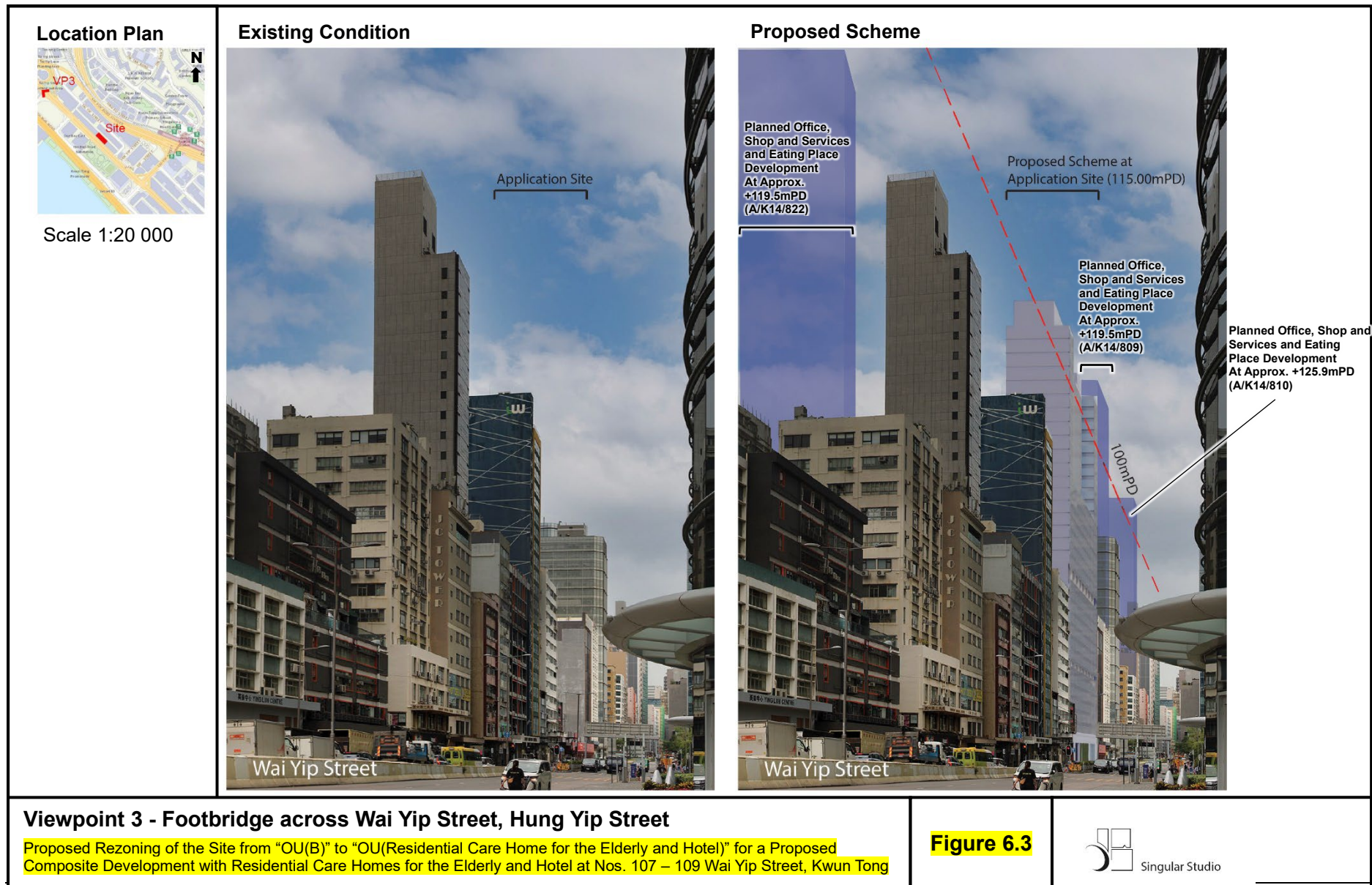
**Viewpoint 2 - Hoi Bun Road Park, Hoi Bun Road**

Proposed Rezoning of the Site from “OU(B)” to “OU(Residential Care Home for the Elderly and Hotel)” for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel at Nos. 107 – 109 Wai Yip Street, Kwun Tong

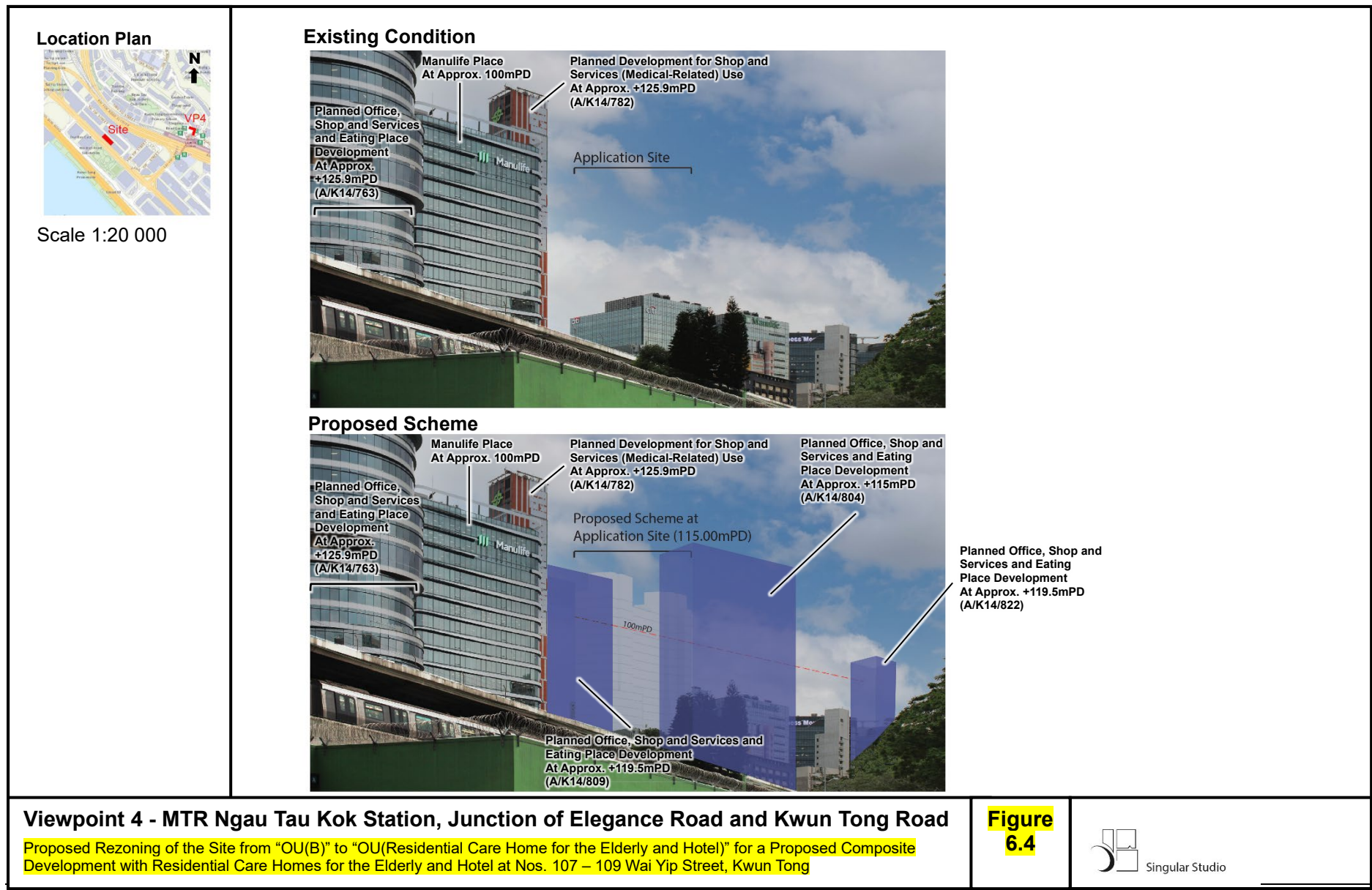
**Figure 6.2**



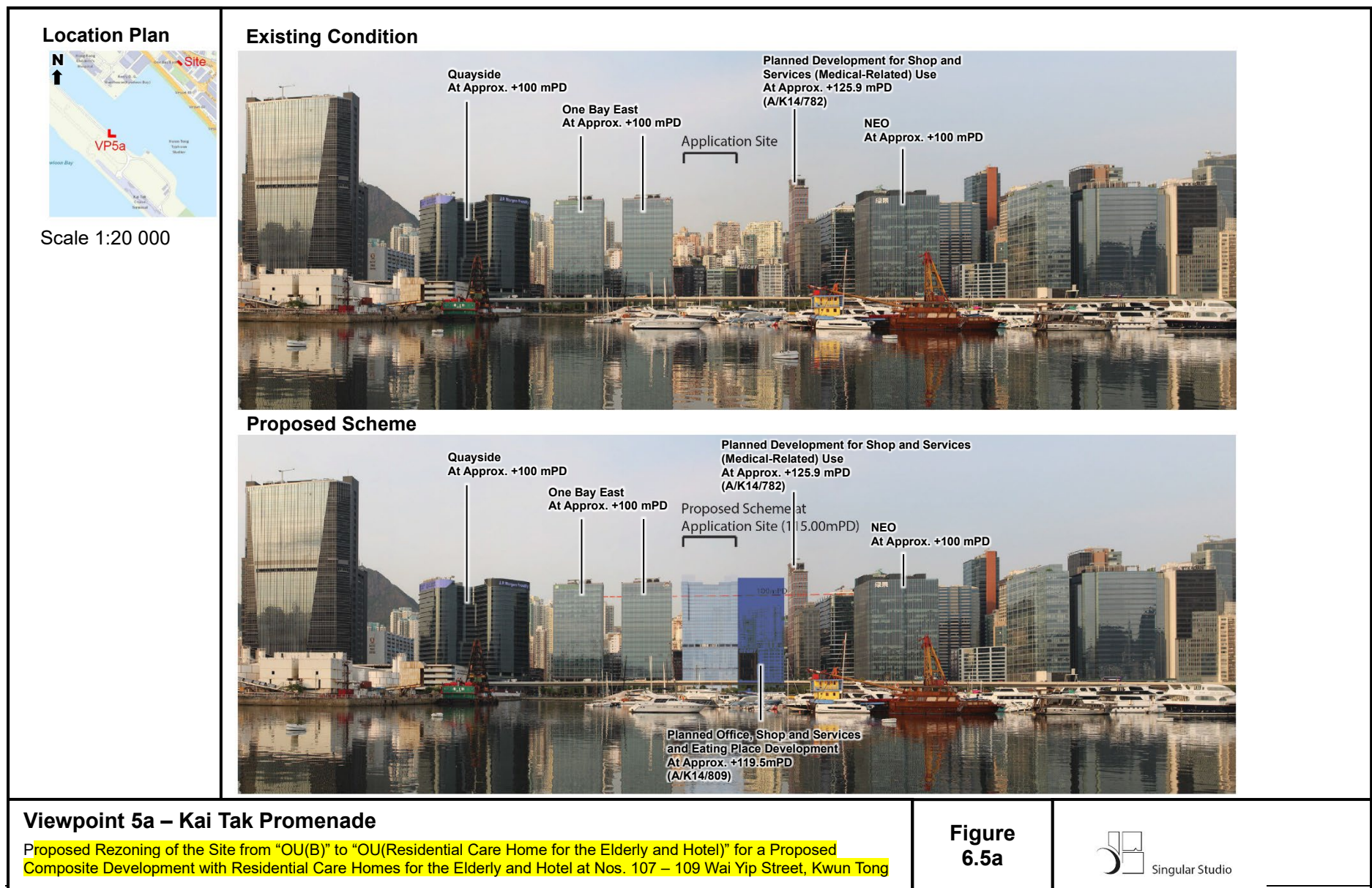




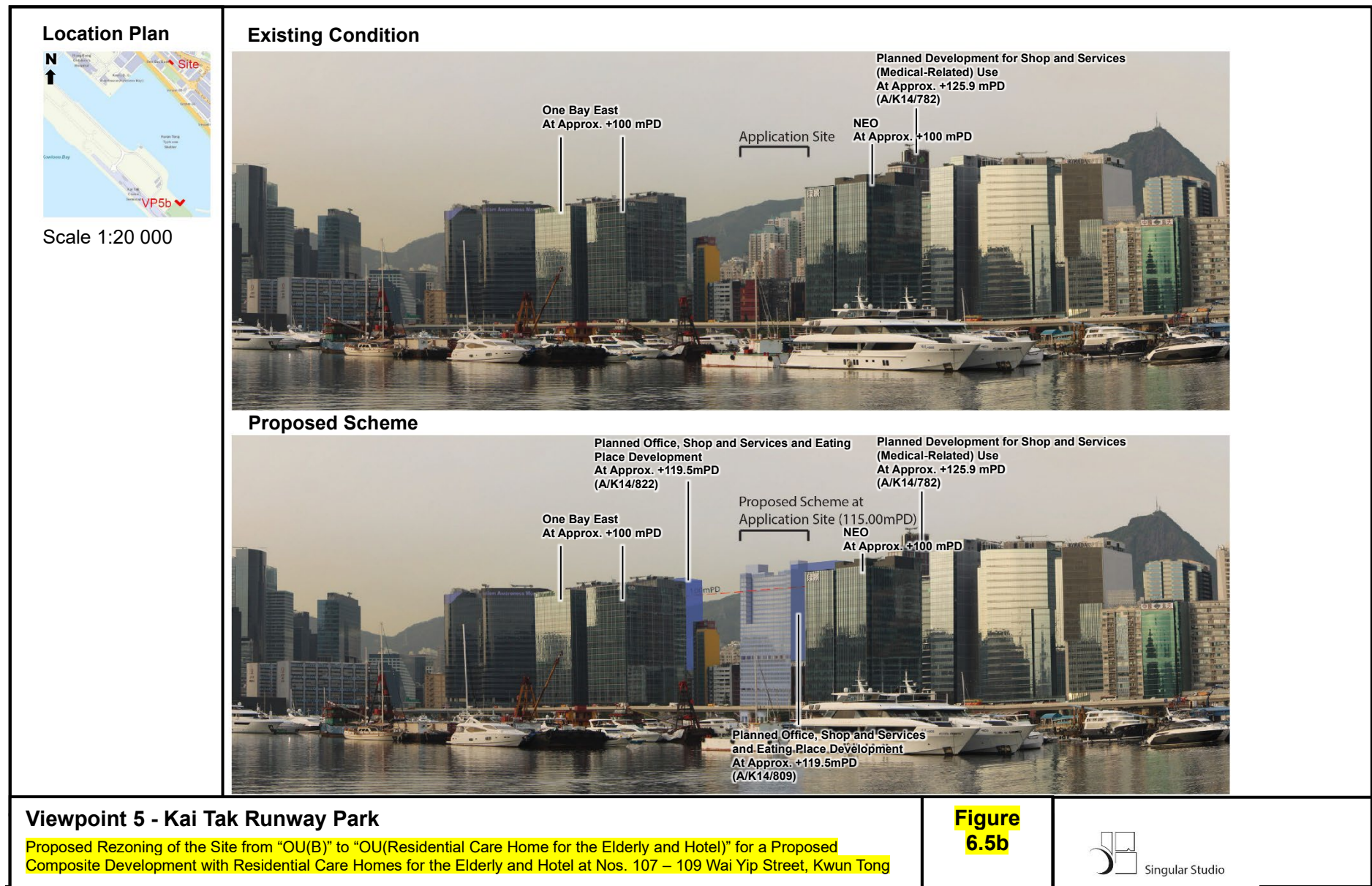
Proposed Rezoning of the Site from "OU(B)" to "OU(Residential Care Home for the Elderly and Hotel)" for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel  
 at Nos. 107 – 109 Wai Yip Street, Kwun Tong  
 Visual Impact Assessment in support of S12A Amendment of Plan Application



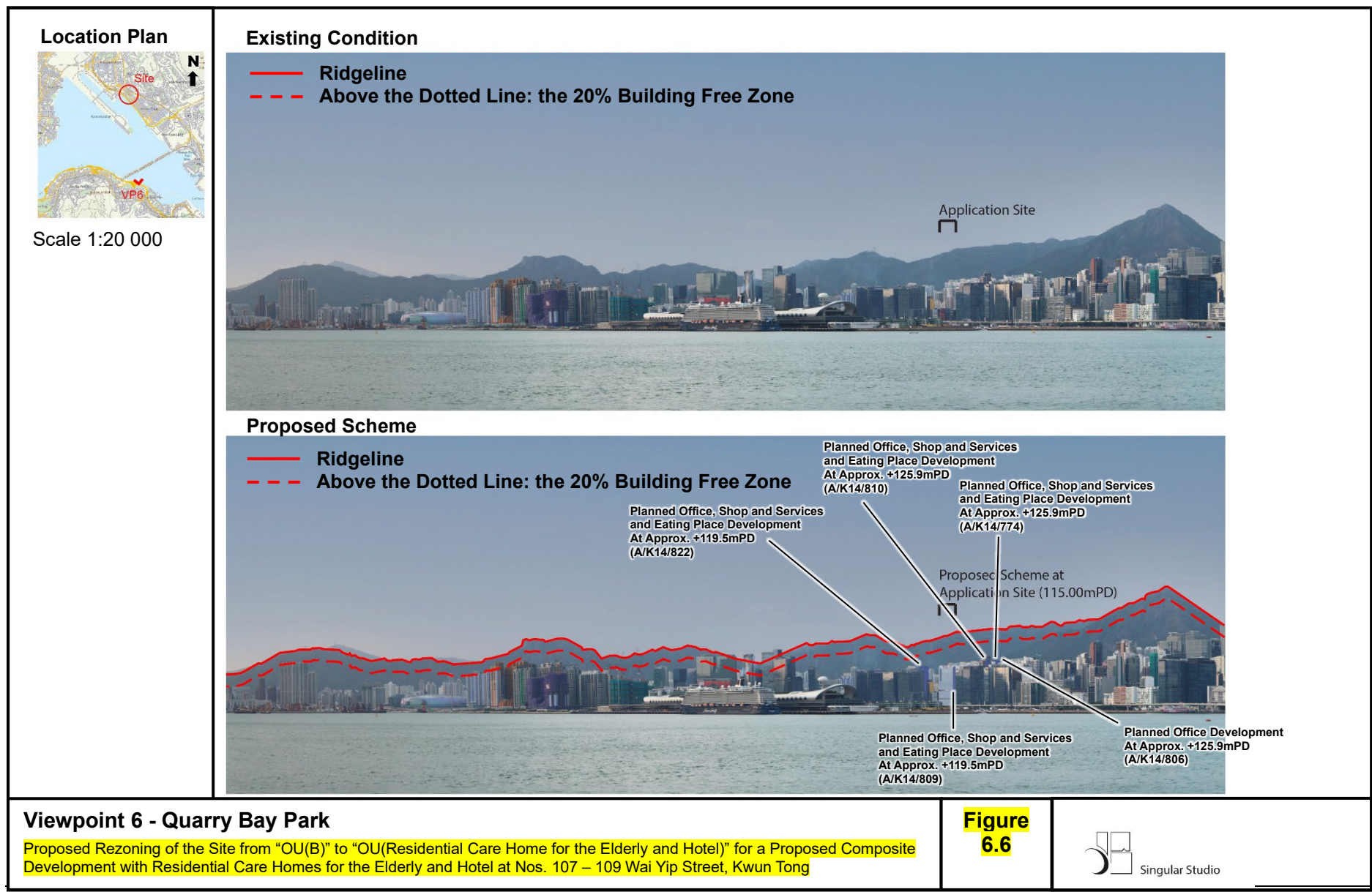




Proposed Rezoning of the Site from "OU(B)" to "OU(Residential Care Home for the Elderly and Hotel)" for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel at Nos. 107 – 109 Wai Yip Street, Kwun Tong  
 Visual Impact Assessment in support of S12A Amendment of Plan Application









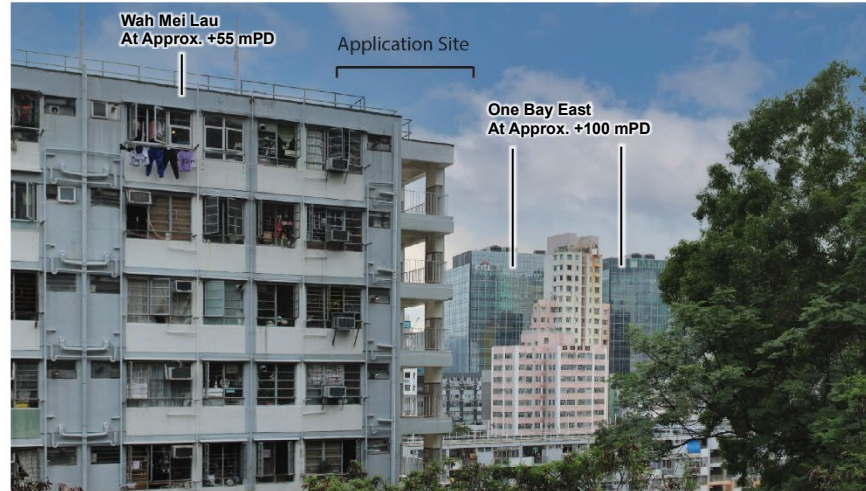
Proposed Rezoning of the Site from "OU(B)" to "OU(Residential Care Home for the Elderly and Hotel)" for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel  
 at Nos. 107 – 109 Wai Yip Street, Kwun Tong  
 Visual Impact Assessment in support of S12A Amendment of Plan Application

**Location Plan**

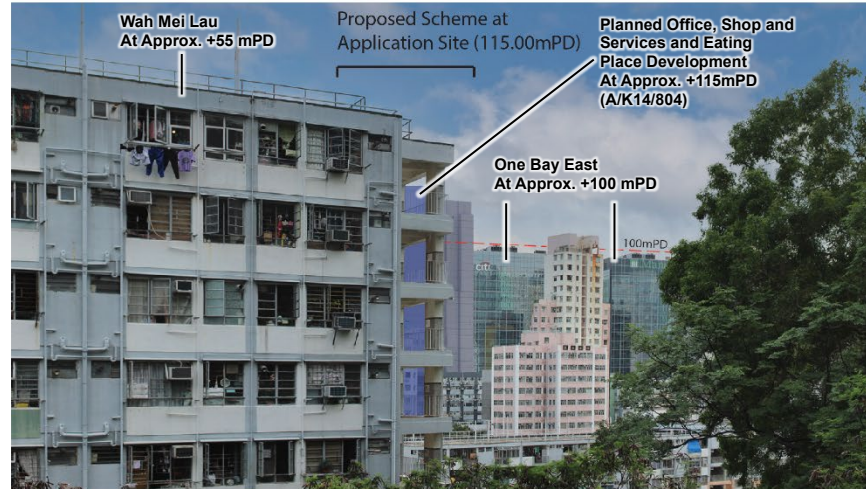


Scale 1:20 000

**Existing Condition**



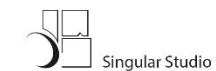
**Proposed Scheme**



**Viewpoint 7 - Kung Lok Road Children's Playground**

Proposed Rezoning of the Site from "OU(B)" to "OU(Residential Care Home for the Elderly and Hotel)" for a Proposed Composite Development with Residential Care Homes for the Elderly and Hotel at Nos. 107 – 109 Wai Yip Street, Kwun Tong

**Figure 6.7**



## 7. CONCLUSION

7.1.1 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, **Table 7.1** below presents the overall visual impact caused by the Proposed Development to the VSRs represented by each VP.

**Table 7.1 Summary of Assessment of Visual Impact at the Selected Viewpoints**

Viewpoint	Location	Visual Impact of the Proposed Building
Local Viewpoints		
VP1	Hoi Bun Road Park, Wai Yip Street	Slightly adverse impact
VP2	Hoi Bun Road Park, Hoi Bun Road	Negligible
VP3	Footbridge across Wai Yip Street, Hung Yip Street	Slightly adverse
VP4	MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road	Slightly adverse
VP7	Kung Lok Road Children's Playground	Slightly adverse
Distant Viewpoints		
VP5	Kai Tak Runway Park	Slightly adverse
VP6	Quarry Bay Park	Negligible

7.1.2 In view of the above, this VIA therefore concludes that resultant overall visual impact of the Proposed Development to the VSRs represented by the selected VPs would be negligible to slightly adverse. The multi-level greenings on 3/F and R/F would echo with the greenery within Hoi Bun Road Park. The Proposed Development would induce noticeable change to the skyline inevitably since it is the first batch of redevelopment amongst the neighbouring medium-rise buildings, however it would appear more comparable upon redevelopment of the nearby medium-rise buildings and the visual effect of the Proposed Development would be a lot less influential.

7.1.3 Whilst the Proposed Development will create visual change for VSRs at VP1, VP3, VP4, VP5 and VP7, the Proposed Development will be compatible to the surrounding development context. The replacement of the existing industrial building by the proposed modern industrial building with carefully thought-out

façade treatment and multi-level greenings would help to enhance the visual experience and add visual interest of VSRs at these VPs.

7.1.4 Majority of the sites within the street block bound by Yan Yip Street, Kwun Tong Road and Tai Yip Street are yet to be redeveloped. The existing medium-rise buildings therefore leave a relatively low roof-line to the west of Manulife Place. The Proposed Development would be negligible when viewing from VP7 and completely blocked when viewing from VP4 upon redevelopment of these sites.

7.1.5 When viewing from VP5 – Kai Tak Runway Park and VP6 – Quarry Bay Park, the overall skyline is not affected generally due to other higher existing and/or planned buildings acting as the townscape backdrop, thus the visual is slightly adverse .

7.1.6 The proposed design has catered for the sensitivity of visual experience to the neighborhood and will continually improve the overall aesthetics and visual interests of the Proposed Development in upcoming architectural design development stages. Efforts have been made to ameliorate the potential visual impact of the Proposed Development as far as possible. The proposed RCHE and Hotel uses target to offer quality services, especially in social welfare aspect, for the persons in need.