

**Proposed Minor Relaxation of Building Height Restriction
for a Permitted Residential Development
in “Residential (Group) B” and “Residential (Group C) 4” Zones
at 1 & 1A Kotewall Road and 64 Conduit Road, Mid-levels**

(Planning Application No. A/H11 /108)

Further Information No. 1

Appendix VI

Replacement Pages of Visual Impact Assessment

+213.1mPD). Such area with high-density urban fabric may result in visual enclosure and reduced permeability in certain localised views.

- Tall retaining walls along parts of Kotewall Road and Conduit Road may negatively affect the oppressiveness and visual appeal in the streetscape at ground level.
- A number of high-rise commercial developments in Central and Sheung Wan area, including No. 118 Connaught Road West (about +139.6mPD), Cosco Tower (about +204.9mPD) and China Merchants Tower (about +151.2mPD) are located to the north and northeast of the Site. The high-rise commercial developments may affect the visual openness of the area and create visual obstruction to the viewers in the surrounding area.

4 PROPOSED DEVELOPMENT SCHEME

4.1 The Development Scheme

- 4.1.1 Schematic drawings for the Proposed Residential Development are presented in **Appendix I** of this Supporting Planning Statement. The Application Site, with a total area of approximately 1,674.6m², yields a total GFA of approximately 8,373m² based on a plot ratio of 5. A total of 46 residential units with an average flat size of about 182m² would be provided under the Proposed Residential Development.
- 4.1.2 The Proposed Residential Development comprises two residential blocks. The taller northern block ("**Tower 1**"), fronts onto Kotewall Road at a lower ground level (approximately +109.98 mPD), would have a total of 31 floors (+220.7mPD). Within this Tower 1, loading and unloading spaces are located on LG2/F, covered car-parking spaces are provided on LG1/F and G/F, and open-air car-parking spaces together with clubhouse facilities are situated on 1/F. Residential units are proposed from 2/F and onwards. The lower southern block ("**Tower 2**"), fronts onto Conduit Road at a higher ground level (approximately +141.52mPD), would have a total of 3 floors with a maximum roof height of not more than +143.66mPD. In Tower 2, sheltered car-parking spaces and lift lobby are provided on the ground floor, while residential units are located on the first and second floors. The estimated population of the Proposed Residential Development is about 152 and the completion year would be 2029. **Tables 4.1** to **4.3** below summarise the key development parameters and proposed floor uses.
- 4.1.3 In order to address the substantial level difference between the two blocks and to ensure convenient and barrier-free movement for residents throughout the development, a dedicated passenger lift is proposed along the retaining structure. The lift will directly connect the first floor of Tower 1 with the ground floor of Tower 2.

Table 4.1 Technical Schedule

	Proposed Development Scheme
Total Site Area - Lots IL 946 S.B ss.1, IL 946 S.B ss.2 and IL 8314 on Kotewall Road - Lot IL 2387 S.A RP on Conduit Road	About 1,674.6m ² About 1067.6m ² About 607m ²
Domestic Plot Ratio - Tower 1 - Tower 2	5 7.53 0.6
Domestic GFA - Tower 1 - Tower 2	8,373m ² 8,039m ² 334m ²
No. of Unit - Tower 1 - Tower 2	46 36 10
Average Flat Size	182m ²
Building Height ¹ (main roof level) - Tower 1 - Tower 2	Not more than +220.7mPD Not more than +143.66mPD
No. of Storeys - Tower 1 - Tower 2	31 3
Site Coverage	Not more than 33.3%
No. of Block	2
Private Open Space	Not less than 1m ² per person

¹ According to Join Practice Note No.5, the maximum building height at top roof would be 231.7mPD (the height of roof-top structure should be equal to or less than 10% of the building height or 15m).

Table 4.2 Proposed Floor Use of Tower 1

Floor	Proposed Use
LG2/F	Lift Lobby, E&M and Loading/Unloading Space
LG1/F to G/F	E&M and Covered Car Parking Spaces
1/F	Clubhouse, E&M and Open-air Car Parking Spaces
2/F to 32/F (4/F, 13/F, 14/F and 24/F omitted)	Residential Units
R/F	Flat Roof

Table 4.3 Proposed Floor Use of Tower 2

Floor	Proposed Use
G/F	Lift Lobby, E&M and Parking Spaces
1/F to 2/F	Residential Units
R/F	Flat Roof

4.2 Design Merits

- 4.2.1 The Proposed Residential Development has been thoughtfully designed to respond to the unique site constraints, topography and surrounding urban context in the Mid-Levels West area. The design adopts a sensitive, context-responsive approach that balances development potential with significant planning gains in urban design, environmental quality, and pedestrian amenity.

Sensible Building Height

- 4.2.2 The rearrangement of building height design would reduce the overall visual bulk when viewing from Conduit Road and provides generous building separation (approximately 35 metres between the two blocks internally), and improved setbacks to adjacent developments. Tower 2 would bring an 12.34m reduction compared to the maximum permissible height under the OZP-compliant scheme, substantially enhancing visual and air permeability for neighbouring residents at Peace Court, Imperial Court, and King’s Garden.

Setback for Streetscape Improvement

- 4.2.3 A 5-metre building setback is proposed along the Kotewall Road frontage, which is currently dominated by tall retaining walls and blank facades. This setback not only mitigates the oppressiveness of the existing streetscape but also allows for meaningful greening, landscaping, and high-quality public realm enhancements at street level.

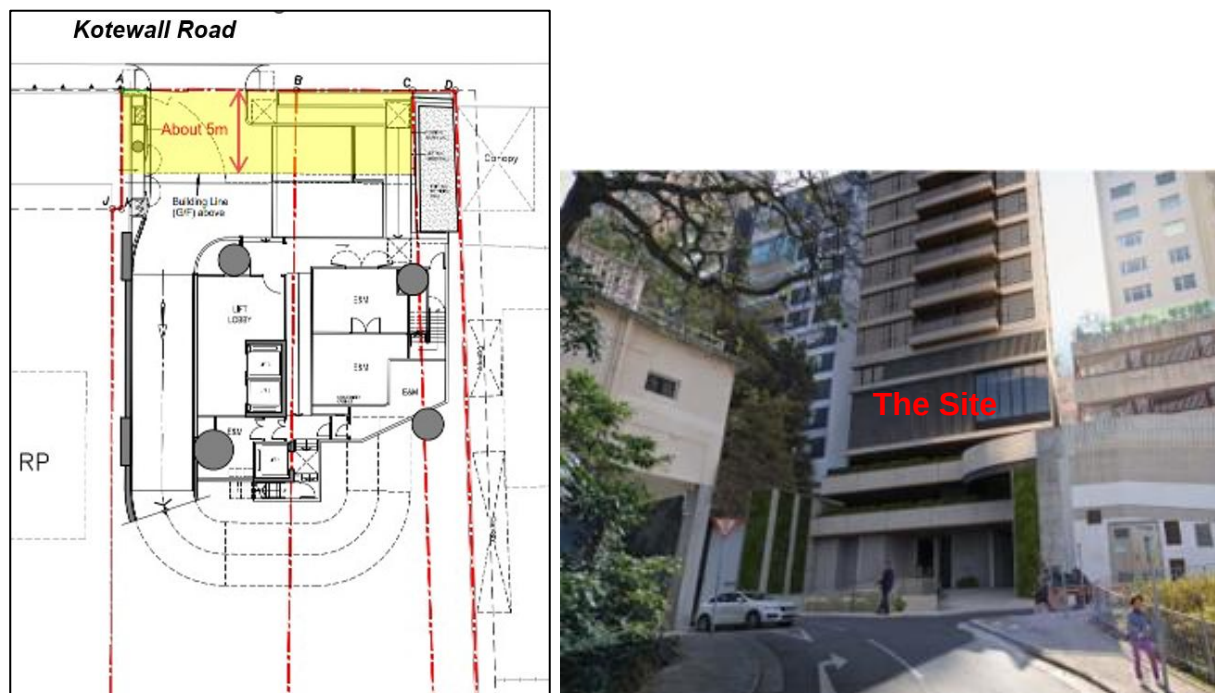


Figure 4.1 Proposed Setback for Streetscape Improvement

Provision of Sheltered Minibus Station

- 4.2.4 A key design feature of the Proposed Residential Development is the provision of a new shelter near the bus/minibus stop at the Conduit Road level. This will replace the existing open-air minibus stop, offering passengers protection from adverse weather conditions while waiting for public transport. The sheltered facility will be integrated into the ground floor of *Tower 2*, with convenient access for residents and the general public. This improvement significantly enhances passenger comfort, promotes greater use of public transport, and contributes to a more user-friendly and inclusive street environment along Conduit Road.

VP1 – Bonham Road Rest Garden

- 5.2.3 Bonham Road Rest Garden is located about 310m to the northeast of the Application Site. This public rest garden is situated along Bonham Road, one of the main carriageways in the Mid-levels West area, and is often used by local residents for leisure activities. It offers views towards the surrounding residential developments and slopes. The public viewers of this VP are mainly pedestrians, and local residents engaging in leisure and passive recreational activities. Therefore, the sensitivity of the public viewers at this VP is medium.

VP2 – West End Park

- 5.2.4 West End Park is located about 115m to the northwest of the Application Site, acting as a close-up viewpoint within the Mid-levels residential context. It is in close proximity to Sai Ying Pun MTR Station and easily accessible by nearby residents, offering localized views of the streetscape and built forms. The public viewers of this VP would be local residents, pedestrians, and users of the open space for leisure and recreational activities. The sensitivity of the public viewers at this VP is **medium**.

VP3 – Kotewall Road Rest Garden

- 5.2.5 Kotewall Road Rest Garden is situated close to the Application Site along the same road, serving as a small public amenity space for pedestrians and residents in the immediate vicinity. Located about 245m to the west of the Site, this VP provides street-level perspectives of the local built environment. The public viewers of this VP are mainly local residents, users of the local open space and pedestrians walking along Kotewall Road. The sensitivity of the public viewers at this VP is **medium**.

VP4: Lugard Road Lookout

- 5.2.6 Lugard Road Lookout, located on The Peak at an elevation of about +410mPD at about 405m southeast to the Site, is a popular scenic viewpoint and part of the Hong Kong Trail. It offers panoramic views across Victoria Harbour, the Hong Kong Island urban skyline, Kowloon, and the Mid-levels area. It is frequently visited by local residents, hikers, and tourists for its expansive harbour and city vistas. Therefore, the sensitivity of the public viewers at this VP is high.

VP5: Sun Yat Sen Memorial Park

- 5.2.7 Sun Yat Sen Memorial Park is a major waterfront public park in Sai Ying Pun, providing open views towards the Mid-levels slopes and higher-rise developments on Hong Kong Island. It is used by local residents for recreation and offers direct access to the harbourfront. The public viewers of this VP would be visitors engaging in passive and active recreational activities. The sensitivity of the public viewers at this VP is high.

Table 5.2 Identified Visually Sensitive Viewpoints with Preliminary Analysis

Viewpoints (VPs)	Distance/ Direction (Approx.)	Height in mPD (Approx.)	Viewers	Nature of VP	Popularity by Public	Visual Sensitivity
VP1: Bonham Road Rest Garden	310m/ Northeast	+68.0	Pedestrians, Local Residents, Recreational users	Passive Recreation	Occasional	Medium
VP2: West End Park	115m/ Northwest	+86.0	Recreational users	Passive Recreation	Occasional	Medium
VP3: Kotewall Road Rest Garden	245m West	+130.0	Local residents, commuters	Transient	Rare	Medium
VP4: Lugard Road Lookout	405m/ Southeast	+410.0	Visitors, hikers, local residents	Passive Recreation/ Transient	Frequent	High
VP5: Sun Yat Sen Memorial Park	880m / North	+4.0	Recreational users, visitors	Passive and Active Recreation/ Transient	Frequent	High
VP6: Strategic View Point in West Kowloon Cultural District	2150m / Northeast	+5.0	Visitors, local residents	Passive Recreation/ Transient	Frequent	High



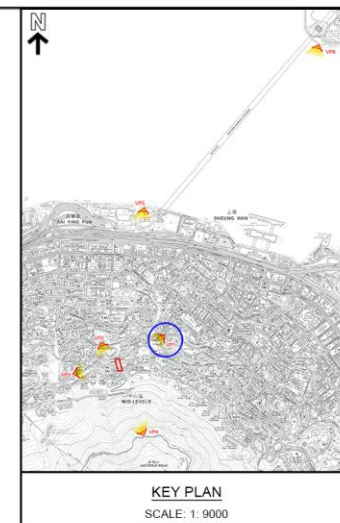
Existing Condition



OZP Compliant Scheme



Proposed Development



6.3 VP2 – West End Park

Visual Composition

- 6.3.1 The visual composition of this short-range VP mainly comprises of the retaining wall of Oaklands Avenue in the foreground; a row of roadside vegetation along Oaklands Avenue in the middle ground, as well as some high-rise Mid-levels residential developments behind and the open sky view as backdrop. The Proposed Development would be visually in between Imperial Court and Villa Veneto and blend in harmoniously with the adjoining residential developments along Kotewall Road and nearby streets in the background. Therefore, the residential nature of the area and overall visual composition in VP2 would remain.

Visual Obstruction

- 6.3.2 The Site is partially vacant and the remaining existing building at the Site has a building height of **5 storeys** only. Any redevelopment at the Site that adheres to the BH Restriction would inevitably obstruct the existing open sky view visually. However, the existing roadside vegetation on Oaklands Avenues would help to ease the potential visual impact. This is because the vegetation would block the views towards half of the Proposed Development Scheme. Having said that, the other half of the proposed building that extrudes over the roadside planting would obstruct views towards the open sky view. Therefore, the impact of visual obstruction to the established VP is slight.

Visual Change

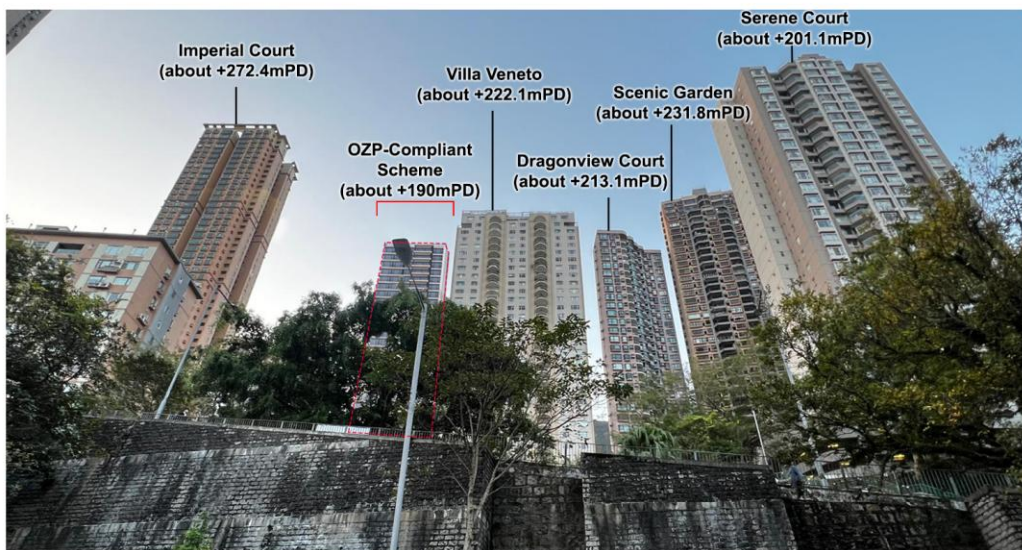
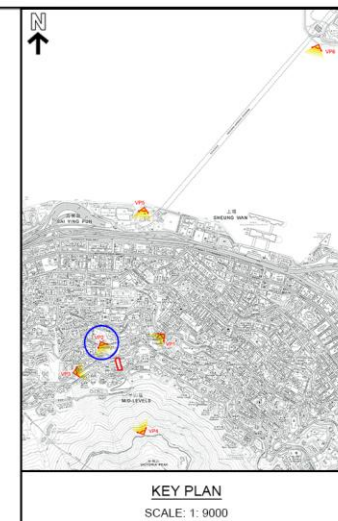
- 6.3.3 As mentioned above, the current redevelopment involves transforming two low-rise residential buildings into a high-rise development. Having visual change would be unavoidable, yet the perceptible visual change would be compatible with the existing high-rise residential area. Notwithstanding, the Proposed Development would also echo with the diverse BH profile. The Proposed Scheme at **+220.7mPD** continues remains compatible with the surrounding built fabric. Thus, the magnitude of visual change from this VP is appraised as slight.

Overall Visual Impact

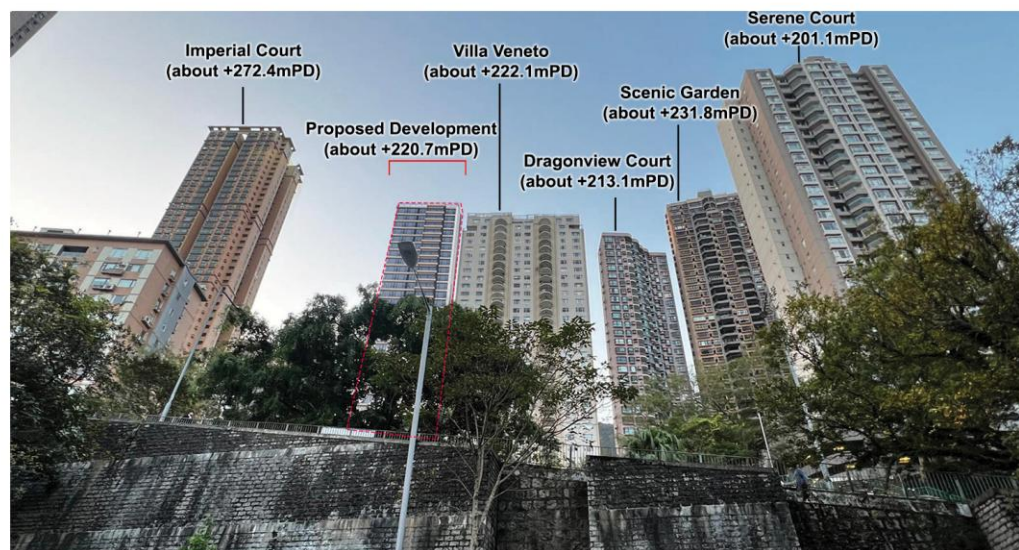
- 6.3.4 With reference to **Figure 6.2**, the Proposed Development remains highly compatible with the high-density Mid-levels skyline and is substantially softened by the prominent mature tree canopy in the middle ground, the minor relaxation of building height will only cause slight visual impact compared with the OZP Compliant Scheme. The overall visual impact at VP2 is anticipated to be slight.



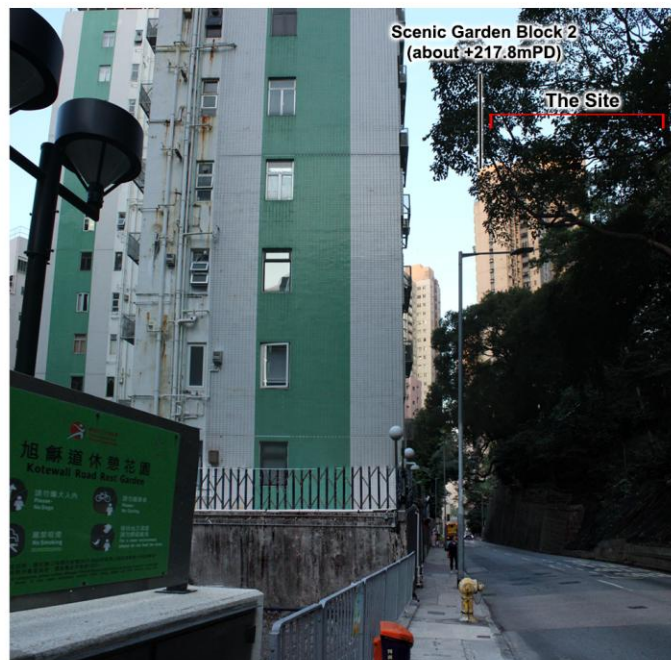
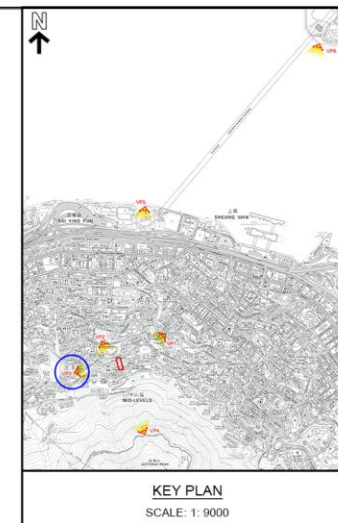
Existing Condition



OZP Compliant Scheme



Proposed Development



Existing Condition



OZP Compliant Scheme



Proposed Development



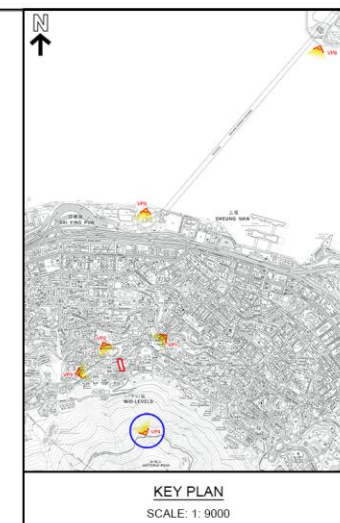
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OZP Compliant Scheme



Proposed Development





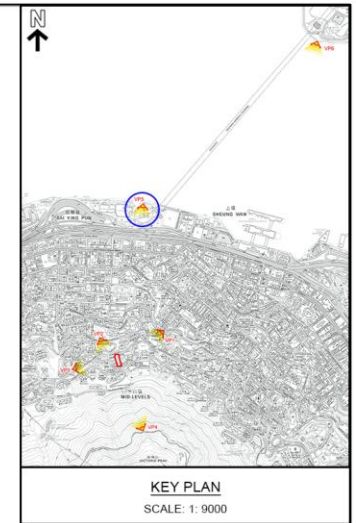
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OZP Compliant Scheme



Proposed Development



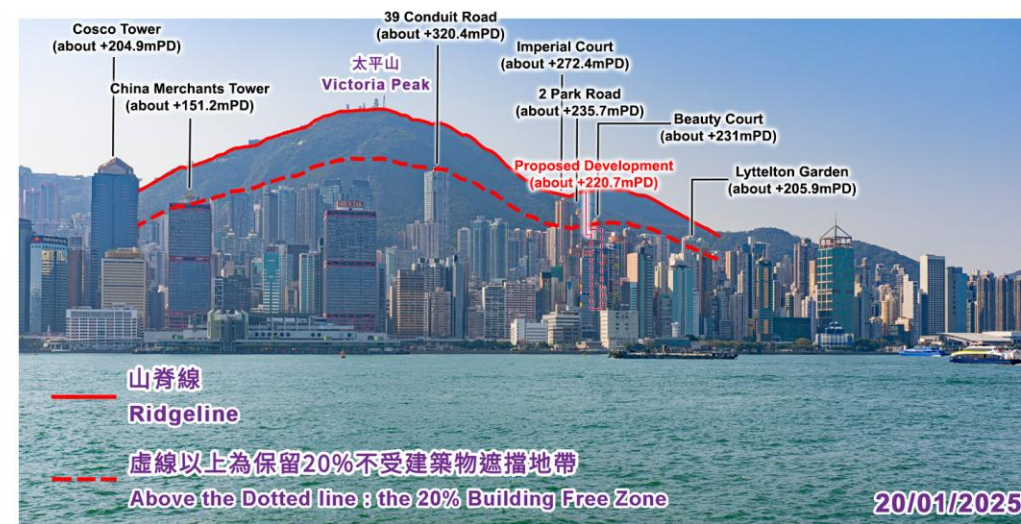
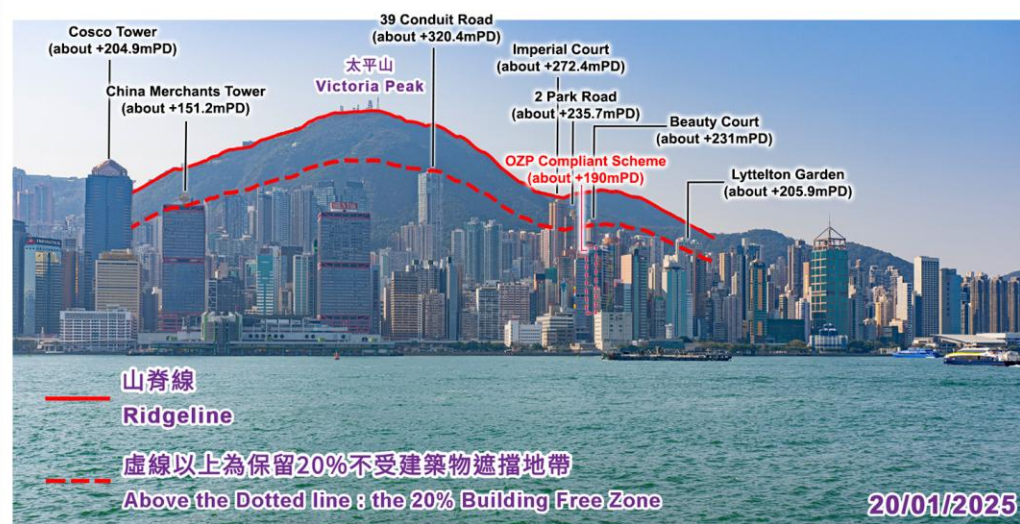
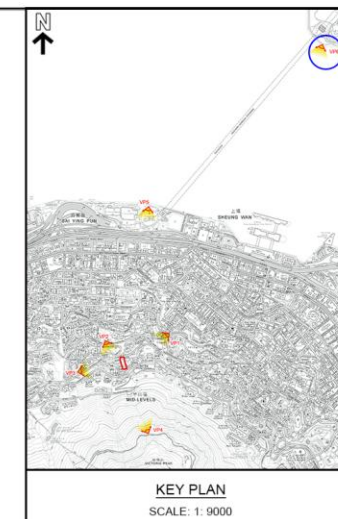
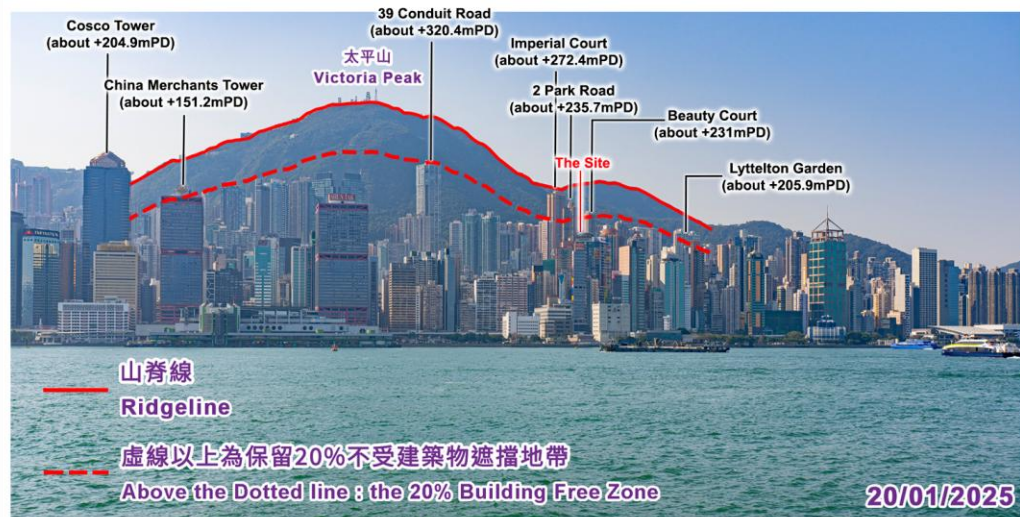
6.7 VP6 – Strategic View Point in West Kowloon Cultural District

Visual Composition

- 6.7.1 The visual composition of this strategic VP in West Kowloon Cultural District consists of a panoramic view of the Hong Kong Island, with Victoria Harbour in the foreground, buildings of diverse BH profile dominating the middle ground, mountain ridgeline of Victoria Peak in the background, as well as open sky view for backdrop. The Proposed Development only forms a tiny part of the group of high-rise building on the Hong Kong Island (not to mention that it is actually located behind some existing developments). It only contributes to a minute portion, if any, in the broader Hong Kong Island urban townscape. Therefore, the magnitude of visual composition of the Proposed Development in this VP is considered negligible.

Visual Obstruction

- 6.7.2 As shown in **Figure 6.6**, from this distant perspective, views towards the Proposed Development would be completely blocked by other high-rise developments. The height of the proposed building, be it at +190mPD in the OZP Compliant Scheme to +220.7mPD in the Proposed Development Scheme, would not give rise to any visual obstruction towards the mountain ridgeline nor the open sky view. Therefore, the effect of visual obstruction of the Proposed Development is considered negligible.
- 6.7.3 Chapter 11 of the Hong Kong Planning Standard and Guidelines (Urban Design Guidelines) recommends maintaining a 20% to 30% building free zone below the ridgelines when viewing from established strategic viewing points (SVPs) to safeguard the city's unique skyline and the ridgeline. Noting the importance of protecting the ridgeline when viewing from the opposite side of the Victoria Harbour, the Applicants have adopted a sensible approach when devising the Proposed Residential Development Scheme. The Applicants had thought of accommodating all the development potential at the Kotewall Road level, resulting in a taller development compared with the current proposal but having an open space between Peace Court, Imperial Court and King's Garden. Not least, the Applicants had also thought of accommodating all internal transport facilities underneath Tower 1 for easy management, better efficiency and to confine into a single ingress and egress point.
- 6.7.4 However, these would result in a building height that would encroach the 20% Building Free Zone and affect the protected ridgeline view. As a balanced approach, the Applicants chose to relocate some GFA from *Tower 1* and create a lower block at Conduit Road level coupled with a few car parking spaces. This pragmatic solution preserves the integrity of the ridgeline protection Building Free Zone, while achieves a good separation and openness for the adjoining properties. The result is a well-considered design that balances development needs, public aspirations on respecting the Building Free Zone and the amenity of the surrounding.



Building-Free Zone, thereby preserving the mountain ridgeline and the popular view of The Peak.

- 7.1.5 In view of the above, it is considered that the Proposed Development would be compatible with the surrounding visual character and high-density residential development in the Mid-levels. To alleviate potential visual impacts, the layout scheme has incorporated various architectural design consideration, including a voluntary 5m building setback along Kotewall Road to enhance street-level spatial relief and variations in the building height profile. Therefore, the proposed minor relaxation of the BHR to +220.7mPD is visually acceptable and highly unlikely to induce any significant adverse visual impacts.