

Appendix 3:

Replacement pages of the Visual Impact Assessment

- 1.7. To support the S16 Planning Application, this VIA report is prepared to assess the potential visual impact arise by the S16 Planning Application in accordance with the **TPB Guideline No. 41A** – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (**TPB PG-No. 41A**).
- 1.8. Given the Application Site locates immediately next to CBS-2:KC, this VIA report has made reference to the selected viewpoints of the VIA report for CBS-2:KC dated February 2023, which the Urban Design & Landscape Section of Planning Department (UD&L, PlanD) had no in-principle objection on the assessment provided therein. **The selected viewpoints have covered all four cardinal directions and included short-to-long range views as per TPB PG-No. 41A.** The notional design of the OZP compliant proposal of KC-020 authorised by SDEV in August 2025 (OZP Compliant Proposal) (Appendix 1 refers) and the notional design of CBS-2:KC has been adopted as the baseline visual condition.
- 1.9. This VIA report will cover the followings:
- | | |
|------------|---|
| Section 2: | describes the indicative development proposal under the current S16 Planning Application; |
| Section 3: | identifies the area of assessment and the visual context of the Application Site; |
| Section 4: | identifies the key visual sensitive receivers; |
| Section 5: | appraises the potential visual impacts induced by the S16 Planning Application; and |
| Section 6: | summarizes the findings of the VIA. |

Table 2.1: Comparison of the OZP Compliant Proposal and Current Indicative Proposal

Development Parameters	OZP Compliant Proposal ⁽¹⁾ [A]	Current Indicative Proposal (Subject S16) [B]	Difference [B]-[A] (% change)
Site Area⁽²⁾ - Application Site Area (for PR Calculation) (m ²)	About 1,566	About 1,566	No change
Maximum PR - Total PR - Domestic PR	9.0 7.5	9.0 8.0	No change +0.5 (+6.7%)
GFA⁽²⁾ Total GFA (m ²) Domestic GFA (m ²)	About 14,094 About 11,745	About 14,094 About 12,528	No change +783 (+6.7%)
Max. BH (mPD)	120	140	+20 (+16.7%)
Under Notional Design:			
No. of Residential Towers	1	1	No change
No. of Residential Floors	About 29 floors	About 31 floors	+2 (+6.9%)
No. of Retail Floors	Not more than 3 storeys	Not more than 3 storeys ⁽³⁾	No change
Average Flat Size (m²)	About 45 ⁽⁴⁾	About 45	No change ⁽⁴⁾
No. of Flats	About 263 ^{(4) (5)}	About 279 ⁽⁶⁾	+16 (+6.0%) ⁽⁴⁾
Anticipated Population⁽⁷⁾	About 710 ⁽⁴⁾	About 753	+43 (+6.0%) ⁽⁴⁾
Site Coverage⁽⁸⁾	Domestic portion: Not more than 37.5% Non-domestic portion below 15m: Not more than 100%	Domestic portion: Not more than 37.5% Non-domestic portion below 15m: Not more than 100%	No change

Remarks:

- (1) As per the notional design under the URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020) authorized by SDEV in August 2025 (the DP authorised by SDEV).
- (2) Based on the net site area under the latest land boundary survey, subject to agreement with LandsD in the land grant application stage. For reference, the net site area under the DP authorised by SDEV was about 1,578sq.m., the corresponding total GFA was about 14,202sq.m. and domestic GFA was about 11,835 sq.m.
- (3) Not more than 3 storeys of commercial / retail uses will be accommodated within the basement and/or podium levels. Details will be worked out at detailed design stage.
- (4) For a like-to-like analysis, an average flat size of about 45 sq.m. under the Current Indicative Proposal has been applied to both the OZP compliant and current S16 scenarios in the comparison table to show the net increase in the number of flats and population. For reference, the notional design for the DP

authorised by SDEV had adopted an average flat size of about 51 sq.m. with about 232 no. of flats and an estimated population of about 626.

- (5) Estimated based on average flat size, the actual no. of flats would be worked out at detailed design stage.*
- (6) Estimated based on notional design with 9 nos. of domestic units per typical floor, the actual no. of flats would be worked out at detailed design stage.*
- (7) Derived by assuming 2.7 occupants as per the average domestic household size in Kowloon City District based on Population Census 2021.*
- (8) Assumed in accordance with the First Schedule of Building (Planning) Regulation that for a Class B site with building height over 61m, the site coverage shall not exceed 37.5% for a domestic building or for the domestic part of a composite building. The non-domestic podium does not exceed 15m in height, a site coverage of not more than 100% shall be permitted. The actual site coverage for the development at the Application Site will be determined at detailed design stage.*

2.6. All previously committed planning gains under the OZP Compliant Proposal have been retained, including:

- Adopting holistic site planning and urban design with the adjoining CBS-2:KC to create a cohesive and integral built environment, with proposed shared-use of vehicular run in/out(s) to maintain street vibrancy along Ma Tau Wai Road;
- Capitalizing the existing pedestrian-crossing facilities at Ma Tau Wai Road and CBS-2:KC to enhance linkage between the east and west of Ma Tau Wai Road, i.e. from the Lok Man Sun Chuen residential cluster to the POS and GIC clusters at the eastern side of Ma Tau Wai Road, enhancing spatial connectivity at-grade; and
- Subject to further technical feasibility study, explore to integrate with To Kwa Wan MTR station and the commercial portion of CBS-2:KC via underground connection to enhance overall accessibility and connectivity to the proposed underground connection.

3. AREA OF ASSESSMENT

3.1 Baseline Visual Condition

- 3.1.1 To comprehensively appraise the potential visual impacts arising from the Current S16 Planning Proposal, the OZP Compliant Proposal authorised by SDEV in August 2025, with maximum DPR of 7.5, total PR of 9.0 and BHR of 120mPD, will serve as baseline visual condition of the Application Site to assess the visual changes. The Notional Design of the OZP Compliant Proposal is provided in **Appendix 1** and its indicative development parameters is available in **Table 2.1**.
- 3.1.2 The notional design of CBS-2KC have also been incorporated as the baseline visual condition, as the purpose of the subject S16 Planning Application is to facilitate for a cohesive combined development of the Application Site and CBS-2:KC.

3.2 Area of Visual Influence (AVI)

- 3.2.1 According to **TPB PG-No. 41A**, the assessment area (i.e., the visual envelope) should cover the AVI within which the future development at the Application Site is pronouncedly visible from key sensitive viewers. The assessment area for the VIA is defined by the visual envelope ("VE") of the Application Site. The VE has taken 3 times of the proposed building height of the proposed development. **Since the actual building height as per the notional design for the Current S16 Planning Proposal is about 130m (i.e. the proposed BHR of 140mPD minus the site formation level of 10.9mPD), the VE is therefore covering a radial area of about 390m (i.e. 130m x 3).**
- 3.2.2 As indicated in **Figure 3.1**, the assessment area extends to a residential development known as Majestic Park and part of Horae Place to the north, includes portion of mid-rise residential developments namely On Wo Yuen and Wyler Gardens to the east, part of Chat Ma Mansion and the URA's Kowloon City Action Area 1 (KCAA1) to the south, and Sheung Lok Street to the west.
- 3.2.3 Given the Application Site adjoins immediately to CBS-2:KC, this VIA has made reference to the selected viewpoints in the VIA report for CBS-2:KC DSP dated February 2023, which UD&L, PlanD had no in-principle objection on the assessment provided therein.
- 3.2.4 On the selection of strategic viewing point (SVP), the Application Site falls outside the view fans from all eight SVPs identified by the Planning Department (PlanD) for assessing visual impact to the ridgelines and the harbour. Same as identified in the VIA for CBS-2:KC DSP, both CBS-2:KC and the Application Site fall outside the view of SVP5 (Hong Kong Convention & Exhibition Centre), which is the most possible SVP that

4. KEY VISUAL SENSITIVE RECEIVERS AT LOCAL VIEWPOINTS

- 4.1 As per the requirements of **TPB PG-No. 41A**, key visually sensitive receivers (VSRs) are those people, who have views of the Application Site from the most affected VPs in the AVI, and they are most likely to be affected by the proposed visual change. The identified VSRs of the VIA include the public at popular areas for outdoor activities, recreation, rest, leisure and prominent travel routes where their visual attention may be caught by the proposed development.
- 4.2 VSRs are categorised based on the characters and what they engage in the public VPs. The sensitivity of receives of visual changes will be influenced by:
- 1) The activities they are engaged in;
 - 2) The duration for which the proposed development remains visible;
 - 3) View towards the change is full or partial; and
 - 4) The public perception towards the portion of the proposed development.
- 4.3 With consideration of the nature of the people who are mostly affected by the proposed visual changes at the key VPs, the selected VSRs of the subject VIA are categorised into two groups, namely;
- 1) **Recreation** – General public has sights on the Notional Design of the Application Site while engaging in recreational facilities. Their visual sensitivity varies depending on the type of recreational activity they are engaging in.
 - 2) **Traveller** – General public has sights on the Notional Design of the Application Site in public passageways. Their visual experience depends on the speed of travel and whether their views will be continuous or occasional.
- 4.4 Based on the above criteria, the visual sensitivity of VSRs from the VPs are categorized into 3 grades (i.e. “High”, “Medium”, and “Low”), depending on the duration of stay at the VPs. For example, the visual sensitivity of VSRs from public open spaces is classified as “High”, while the visual sensitivity of travellers is classified as “Low”.
- 4.5 **Table 4.1** lists the visual sensitivity of the selected VSRs at the selected VPs.

Visually Sensitive Receiver and Type of User (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Notional Design of the Application Site (Full /Partial / Glimpsed) Frequency of View of the Notional Design of the Application Site (Frequent / Occasional / Rare)	Sensitivity
Type of User: Traveller				
VP 3: Footpath of Ma Tau Wai Road opposite to Kiang Su Street VSR: Nearby residents, business operators / workers, pedestrians/ drivers along Ma Tau Wai Road Type of User: Traveller	About 120m to the east of the Application Site	Fair – An oblique view of the southeastern boundary of the Application Site, capturing the existing buildings along both sides of Ma Tau Wai Road, wide pavement in the foreground and an obstructed sky-view in the background.	Partial View – The view is partially screened off by existing buildings along Ma Tau Wai Road. Rare View – Low level of pedestrian activity is observed at this VP, with mainly users of this footpath who are traveling for work at the buildings located at the east of Ma Tau Wai Road. This VP offers a rare view, as the VSRs are mostly transient in nature, with short duration of stay and major attention on the road/ traffic conditions.	Medium
VP 4: Entrance of Ko Shan Road Park VSR: Visitors to the Park, nearby residents and pedestrians	About 311m to the south of the Application Site	Fair – The view of the southwestern boundary of the Application Site, capturing the trees at the entrance of Ko Shan Road Park on the left, and a low-rise building (i.e. The Church Of The Good Shepherd) on the right in the foreground, and a sky view partially	Not visible – The view is completely screened off by the existing trees at the entrance of Ko Shan Road Park and CBS-2:KC.	Medium

Visually Sensitive Receiver and Type of User (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Notional Design of the Application Site (Full / Partial / Glimpsed) Frequency of View of the Notional Design of the Application Site (Frequent / Occasional / Rare)	Sensitivity
Type of User: Recreation/ Traveller		obstructed by existing medium to high-rise buildings.		
VP 5: Kau Pui Lung Road Playground VSR: Facility users, nearby residents Type of User: Recreation	About 200m to the west of the Application Site	Good – This VP provides an elevated view of the southern boundary of the Application Site, capturing Lok Man Sun Chuen at the front and a good view of the sky slightly obstructed by medium to high-rise buildings.	Glimpsed View – The view is mostly screened by Lok Man Sun Chuen, various high-rise residential developments (e.g. City 151, 80 Maidstone Road and 51-57 Maidstone Road (under constructions)) as well as CBS-2:KC. Rare View – Although recreational users who rest and/or engage in activities (e.g. playing basketball) have been observed, the frequency of views is considered rare due to the obstruction caused by existing buildings and CBS-2:KC.	Medium
VP 6: Lok Man Sun Chuen at the Junction of Lok Shan Road and Kau Pui Lung Road	About 94m to the west of the Application Site	Poor – An oblique view of the northwestern boundary of the Application Site dominated by the continuous building mass along Lok Shan Road with limited sky view.	Glimpsed View – The view is mostly screened off by existing buildings as well as CBS-2:KC. Occasional View – While the VSRs of this VP are primarily pedestrians passing by Kau Pui Lung Road and Lok Shan Road, who are	Medium

5 ASSESSMENT OF VISUAL IMPACTS

5.1 Methodology for the Appraisal of Visual Impacts

5.1.1 With reference to TPB PG-No. 41A, visual changes could be positive or negative and they are not necessarily mutually exclusive. In considering the effect of visual changes, it covers the following three aspects::

- 1) Visual Composition (i.e., to assess the visual effects resulted from changes in massing, heights, disposition, forms etc. viz the overall visual backdrop);
- 2) Visual Obstruction (i.e., to assess the degree of visual obstruction and loss of views or visual openness due to the proposed development); and
- 3) Visual Change (i.e., to assess the visual changes from key public viewing points with a direct sightline to the proposed development).

5.1.2 The resultant overall visual impact will be categorized into the following ranges of threshold:

Table 5.1 – Classification of Overall Visual Impacts

Classification	Description
Beneficial	The project will complement the visual character of its setting, and/or will improve overall visual quality;
Negligible	The project has no noticeable effects or insignificant visual effects
Slight	The project causes slight adverse visual effects.
Moderate	The project causes some adverse visual effects, but these can be eliminated, reduced or moderated to a certain extent by design/mitigation measures.
Substantial	The project causes adverse effects that are considered too excessive and obstructive, and significant modification is required to mitigate the impacts.

5.2 Appraisal of Visual Impacts

5.2.1 For the visual appraisal of the local VPs, photomontages of three development scenarios will be prepared for comparison of the changes before and after development of the Notional Design at the Application Site, namely:

Table 5.2 – Appraisal of Visual Impacts of Selected Viewpoints

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
VP 1: Lok Shan Road Sitting-out Area	About 40m to the east of the Application Site	Recreation/ Traveller	As shown in Figure 5.1, the visual composition of this VP features low to medium - rise residential buildings along Ma Tau Wai Road with part of Lok Man Sun Chuen at the back. Both the OZP Compliant Proposal and the Current S16 Planning Proposal (both proposals) will inevitably visible with a large building mass at this VP due to its close proximity to the Application Site. Comparing with the OZP Compliant Proposal, the visual composition remains the same and the effect of Current S16 Planning Proposal on visual composition is considered negligible.	The visual openness to the sky is already partially obstructed by the existing low to medium rise buildings along Ma Tau Wai Road. Both proposals will result in further obstruction of the sky view, nevertheless a portion of the sky view is still visible. Comparing to the OZP Compliant Proposal, the visual openness and permeability remains the same. Therefore, the impact of visual obstruction to the established VP is negligible.	The key visual elements are the existing buildings and partially obstructed sky view. Under both proposals, the podium and the lower floors of the proposed tower will be visible and become a dominant visual element, which would reduce the existing sky view. Nevertheless, if compared with the OZP Compliant Proposal, there is no change in visual elements. Thus, the magnitude of visual change from this VP is appraised as negligible.	Negligible

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
VP 2: To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road	About 100m to the east of the Application Site	Traveller	As shown in Figure 5.2, the visual composition of this VP features the To Kwa Wan Market and various medium to high - rise buildings (e.g. Celestial Heights, 80 Maidstone Road and City 151). The building mass under both proposals, which aligns with the adjoining CBS-2:KC, will be visible behind the To Kwa Wan Market. Comparing to the OZP Compliant Proposal, the visual composition remains the same and thus the effect on visual composition is considered negligible.	The existing view of this VP is dominated by an urbanised skyline with a partially obstructed sky view. CBS-2:KC will further block the existing sky view. Despite the proposed tower under both proposals will result in further obstruction of the sky view, the visual openness and visual permeability remains unchanged when compared with the OZP Compliant Proposal. Thus, the impact of visual obstruction to the established VP is negligible.	The key visual elements in this VP include the To Kwa Wan Market and medium to high - rise residential buildings at the back and the partially obstructed sky view. While the proposed tower under both proposals will be visible and form a dominant visual element in this VP, no change on visual elements and resources will be induced by Proposed S16 Planning Proposal when comparing to the OZP Compliant Proposal. Thus, the magnitude of visual change from this VP is appraised as negligible.	Negligible
VP 3: Footpath of Ma Tau Wai Road	About 120m to the southeast of the Application Site	Traveller	As shown in Figure 5.3 , the visual composition of this VP mainly includes the existing buildings	The existing sky view is already partially obstructed by the existing	Despite the slight visual change brought by the Current S16 Planning Proposal, the impact on	Slight

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
opposite to Kiang Su Street			along both sides of Ma Tau Wai Road (e.g. Lucky Building, Kwong Yiu Building, Mai Lok Building, 6-10 Maidstone Road and 18 Farm Road etc.). Comparing to the OZP Compliant Proposal, the visual composition remains largely the same with only minor increase in building height which is compatible with CBS-2KC and the surrounding existing developments, thus the effect on visual composition is considered as slight.	buildings along both sides of Ma Tau Wai Road. The open sky view and visual openness will only result in minor additional obstruction when compared with the OZP Compliant Proposal. Therefore, the impact of visual obstruction to the established VP is slight.	key visual elements at this VP, namely the existing buildings along both sides of Ma Tau Wai Road and the partially obstructed sky view, is very minor when compared to the OZP Compliant Proposal. Thus, the magnitude of visual change from this VP is appraised as slight.	
VP 4: Entrance of Ko Shan Road Park	About 311m to the south of the Application Site	Traveller / Recreation	As shown in Figure 5.4 , the visual composition of this VP captures the trees at the entrance of Ko Shan Road Park on the left, a low-rise	The visual openness to the sky is already partially blocked by the existing trees and buildings.	The visual elements at this VP are dominated by the existing tree and buildings with limited sky view and the proposed tower is not visible at this	Negligible

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
			building (i.e. The Church Of The Good Shepherd) and a mix of low to high-rise buildings. The proposed building mass is not visible at this VP in both proposals as it has been completely screen off the existing tress and CBS-2:KC. As such the degree of change in visual composition is considered negligible.	Meanwhile, as the proposed tower is not visible at this VP under both proposals, negligible visual obstruction or impacts on visual permeability is anticipated.	VP under both proposal, there will be negligible change to the existing visual elements and resources.	
VP 5: Kau Pui Lung Road Playground	About 200m to the west of the Application Site	Recreation/ Traveller	As shown in Figure 5.5, the visual composition of this VP features Lok Man Sun Chuen in the foreground and various middle to high-rise buildings (City 151, 80 Maidstone Road and 51-57 Maidstone Road (under constructions)). The visual composition remains largely the	This VP possess a relatively open sky view with only a small degree of visual obstruction by the existing medium to high-rise buildings at the foreground. The visual openness and permeability remains largely the same in both proposals, as the proposed tower has been	The visual elements at this VP are dominated by a relatively good sky view under an urban setting with Lok Man Sun Chuen and various existing buildings. The proposed tower will be largely blocked by and blends in with CBS-2:KC and the existing	Negligible

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
			same, with building mass in both proposals has been largely screen off by CBS-2:KC. Nevertheless, it is noted minor increase in building height in the Current S16 Planning Proposal when comparing with the OZP Compliant Proposal, which is compatible with the future CBS-2KC and the surrounding existing developments. Thus, the effect on visual composition is considered negligible.	largely screened by CBS-2:KC. Thus, the effect on visual obstruction is considered negligible.	buildings under both proposal. The degree of visual change on visual elements and resources is negligible when compared to the OZP Compliant Proposal.	
VP 6: Lok Man Sun Chuen at the Junction of Lok Shan Road and Kau Pui Lung Road	About 94m to the west of the Application Site	Traveller	As shown in Figure 5.6 , the visual composition of this VP is framed by existing buildings mass along Lok Shan Road, namely Fu Yu Court on the left and Morning Joy Building and 80 Maidstone Road on the right.	The existing sky view is limited and largely block by the existing buildings along both sides of Lok Shan Road. Meanwhile, as the proposed tower is not visible at this VP under both proposals, no visual	The visual elements at this VP includes the continuous building mass along Lok Shan Road with limited sky view, and the proposed tower is not visible at this VP under both proposal, there will be no change	Negligible

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
			The proposed building mass is not visible at this VP in both proposals as it has been completely screen off the existing tress and CBS-2:KC. As such the degree of change on visual composition is considered negligible .	obstruction or impacts on visual permeability is anticipated. Thus, the effect on visual obstruction is considered negligible .	to the existing visual elements and resources. Thus, the effect of visual change is considered negligible .	
VP 7: Ma Tau Wai Road / Ma Hang Chung Road Rest Garden	About 250m to the north of the Application Site	Traveller	As shown in Figure 5.7 , the visual composition of this VP mainly consists of an existing tree, crossing facilities with a traffic light and various medium to high-rise buildings along Ma Tau Wai Road. The building mass under both proposals, which is compatible with CBS-2:KC and the surrounding existing buildings will be visible	The existing sky view is limited and largely block by the existing buildings along both sides of Ma Tau Wai Road. CBS-2:KC will further block the existing sky view upon development. Despite the proposed tower under both proposals will result in further obstruction of the sky view, the visual openness and visual permeability remains unchanged. Thus, the	The visual elements at this VP includes the vibrant streetscape of Ma Tau Wai Road with narrow sky view. CBS-2:KC will also form as part of the visual element upon development. While the proposed tower under both proposals will be visible and form as a visual element in this VP, minor change on visual elements and resources	Slight

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction	Visual Change	Resultant Overall Visual Impact
			behind the To Kwa Wan Market. Comparing to the OZP Compliant Proposal, there is minor change in visual composition, mainly cause by the minor increase in building height in the Current S16 Planning Proposal. The effect on visual composition is considered as slight.	effect on visual obstruction is considered slight.	will be induced by Proposed S16 Planning Proposal when comparing to the OZP Compliant Proposal. Thus, the magnitude of visual change is considered as slight.	

6 EVALUATION OF OVERALL VISUAL IMPACT

6.1 This VIA is submitted to evaluates the degree of visual impacts on VSRs from major public VPs arise by the subject S16 Planning Application. The notional design of the OZP Compliant Proposal authorized by SDEV in August 2025, along with the notional design for CBS-2:KC, is adopted as the baseline visual condition to access the potential impact arise by the Current S16 Planning Proposal.

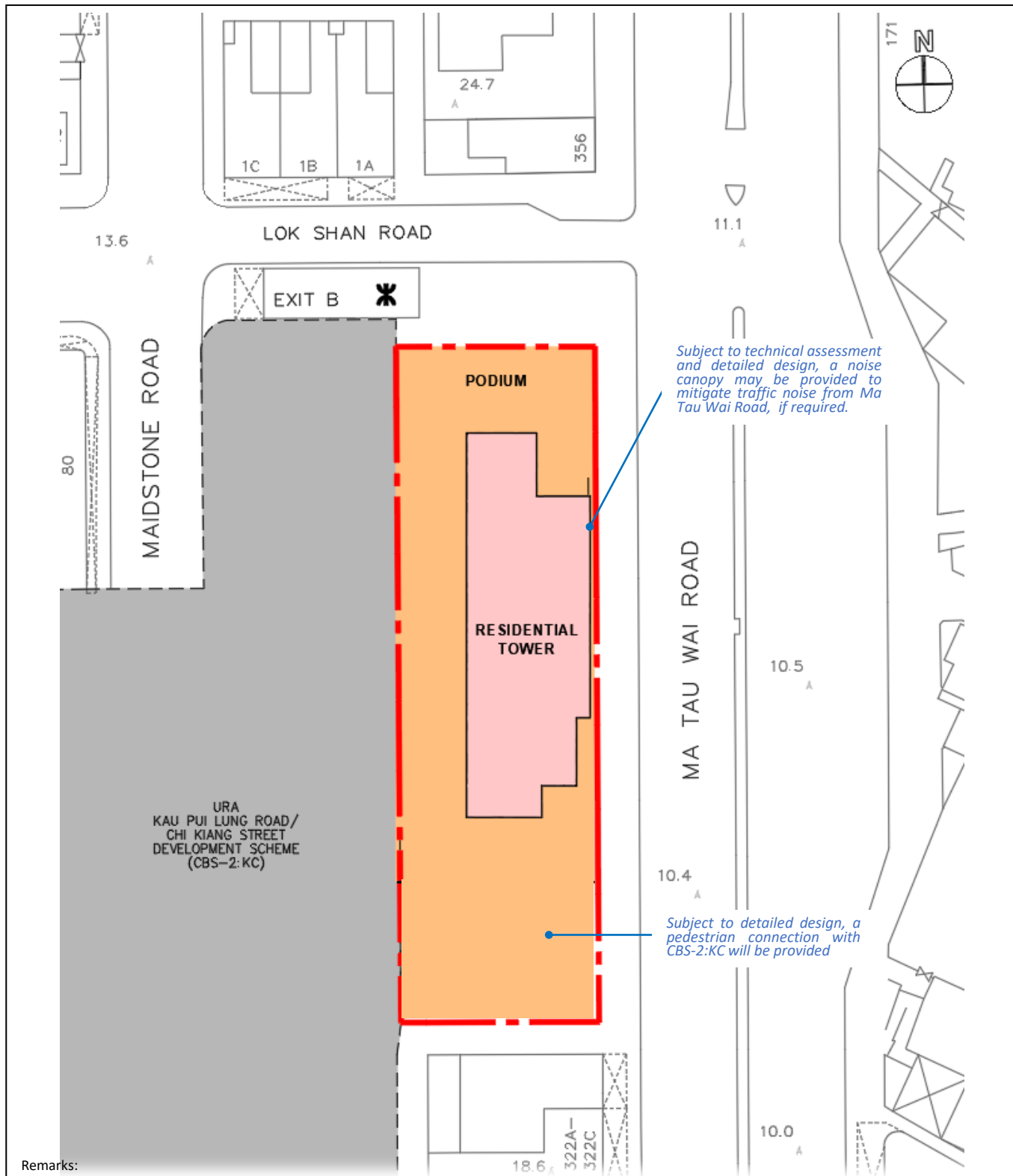
6.2 **Table 6.1** below summarizes the visual sensitivity and impact of the selected VPs.

Table 6.1 – Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP 1: Lok Shan Road Sitting-out Area	High	Negligible
VP 2: To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road	Medium	Negligible
VP 3: Footpath of Ma Tau Wai Road opposite to Kiang Su Street	Medium	Slight
VP 4: Entrance of Ko Shan Road Park	Medium	Negligible
VP 5: Kau Pui Lung Road Playground	Medium	Negligible
VP 6: Lok Man Sun Chuen at the Junction of Lok Shan Road and Kau Pui Lung Road	Medium	Negligible
VP 7: Ma Tau Wai Road / Ma Hang Chung Road Rest Garden	Medium	Slight

6.3 By comparing the views to the OZP Compliant Proposal and the Current S16 Planning Proposal from the 7 selected VPs, the subject S16 Planning Application will **have negligible to slight visual impacts** across all assessed VPs. The anticipated changes in building mass will be limited, as the total PR remains unchanged at 9.0. The proposed minor increase in building height from 120mPD to 140mPD will only result in minor magnitude of visual change, as the Current Indicative Proposal generally blends in with the adjacent CBS-2:KC with 140mPD.

6.4 In conclusion, it is anticipated that the subject S16 planning application would unlikely induce significant adverse visual impacts to the surroundings.



Remarks:
 This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.
 URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.



Application Site
Boundary



Area Zoned “R(A)”

NOTIONAL BLOCK PLAN

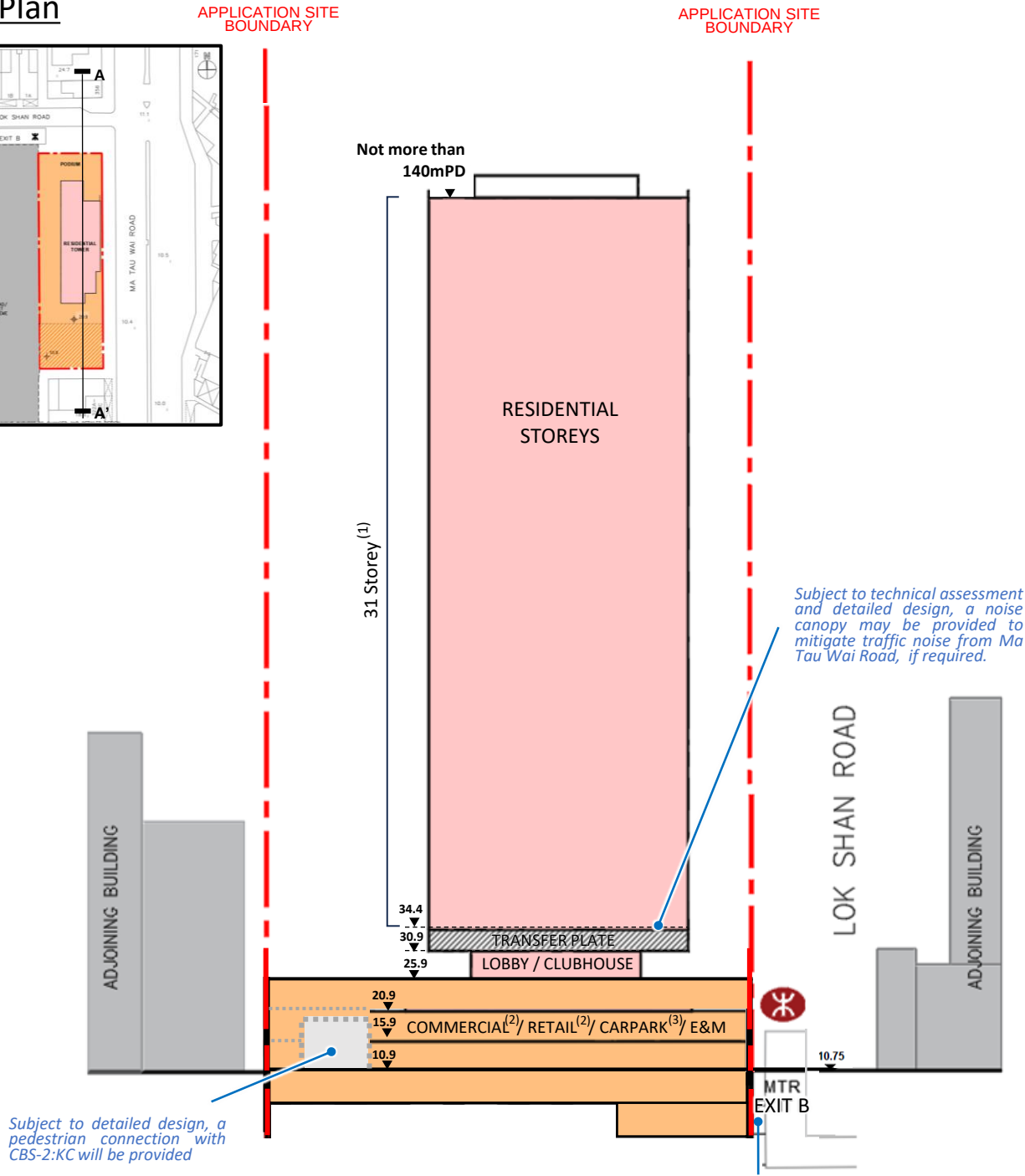
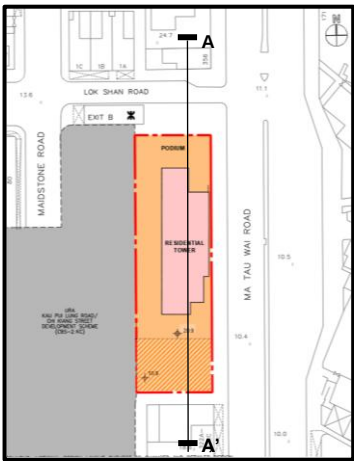
URA DEVELOPMENT PROJECT
 MA TAU WAI ROAD / LOK SHAN ROAD
 (KC-020)

VISUAL IMPACT ASSESSMENT



Figure 2.1

Key Plan



Subject to detailed design, a pedestrian connection with CBS-2:KC will be provided

Subject to technical assessment and detailed design, a noise canopy may be provided to mitigate traffic noise from Ma Tau Wai Road, if required.

Potential Connection to To Kwa Wan MTR Station (subject to details in technical and financial implications)

Remarks:

This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.

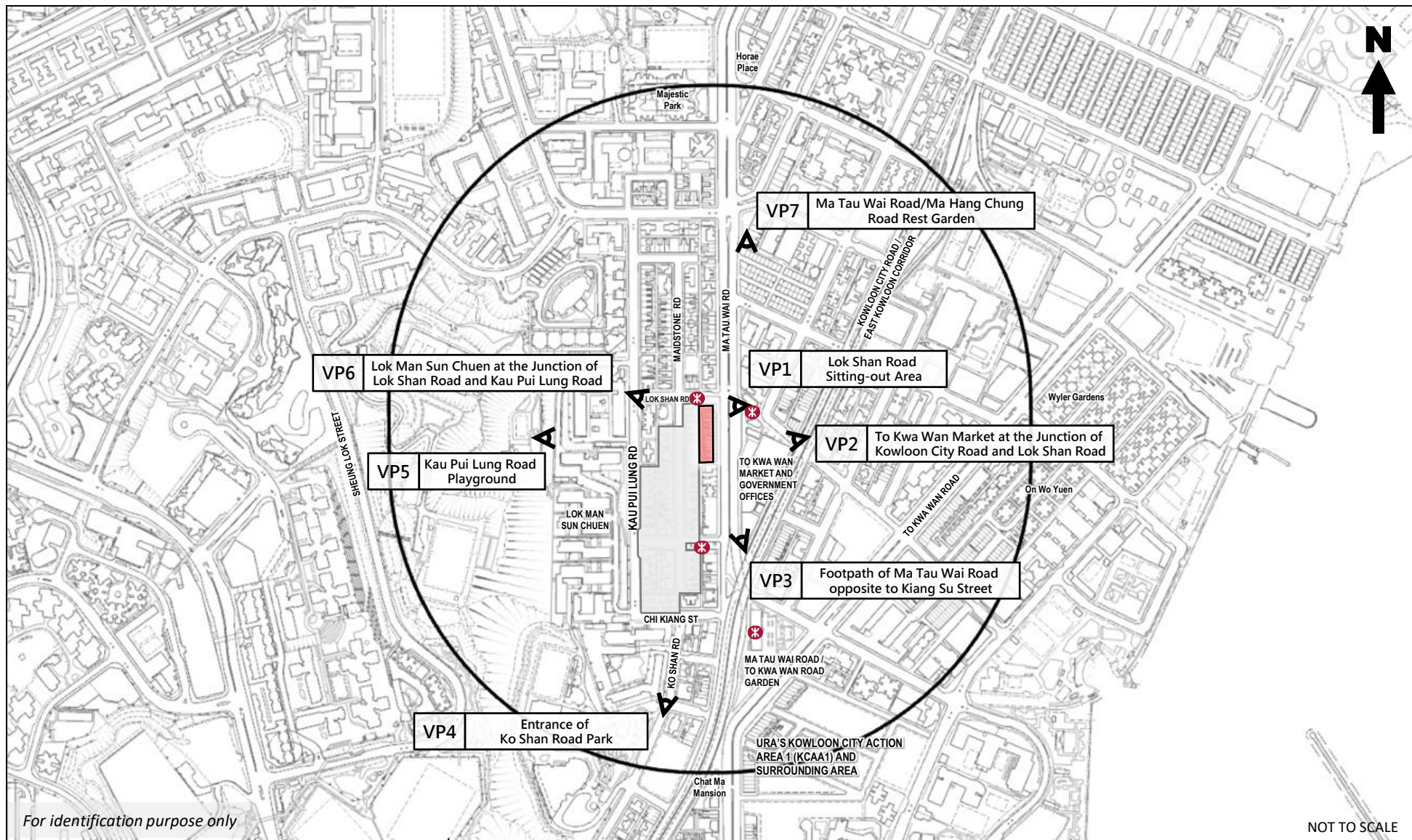
- (1) Reference to typical floor-to-floor height of 3.3m to 3.5m adopted in Hong Kong’s private residential development.
- (2) Not more than 3 storeys of commercial / retail uses will be accommodated within the basement and/or podium levels. Details will be worked out at detailed design stage.
- (3) The proposed location of the carpark may reference to the latest PNAP APP-2, which permits full GFA exemption for up to two levels of above-ground carparks. Details will be worked out at detailed design stage.

NOTIONAL SECTION PLAN

URA DEVELOPMENT PROJECT
MA TAU WAI ROAD / LOK SHAN ROAD
(KC-020)
VISUAL IMPACT ASSESSMENT



Figure 2.2



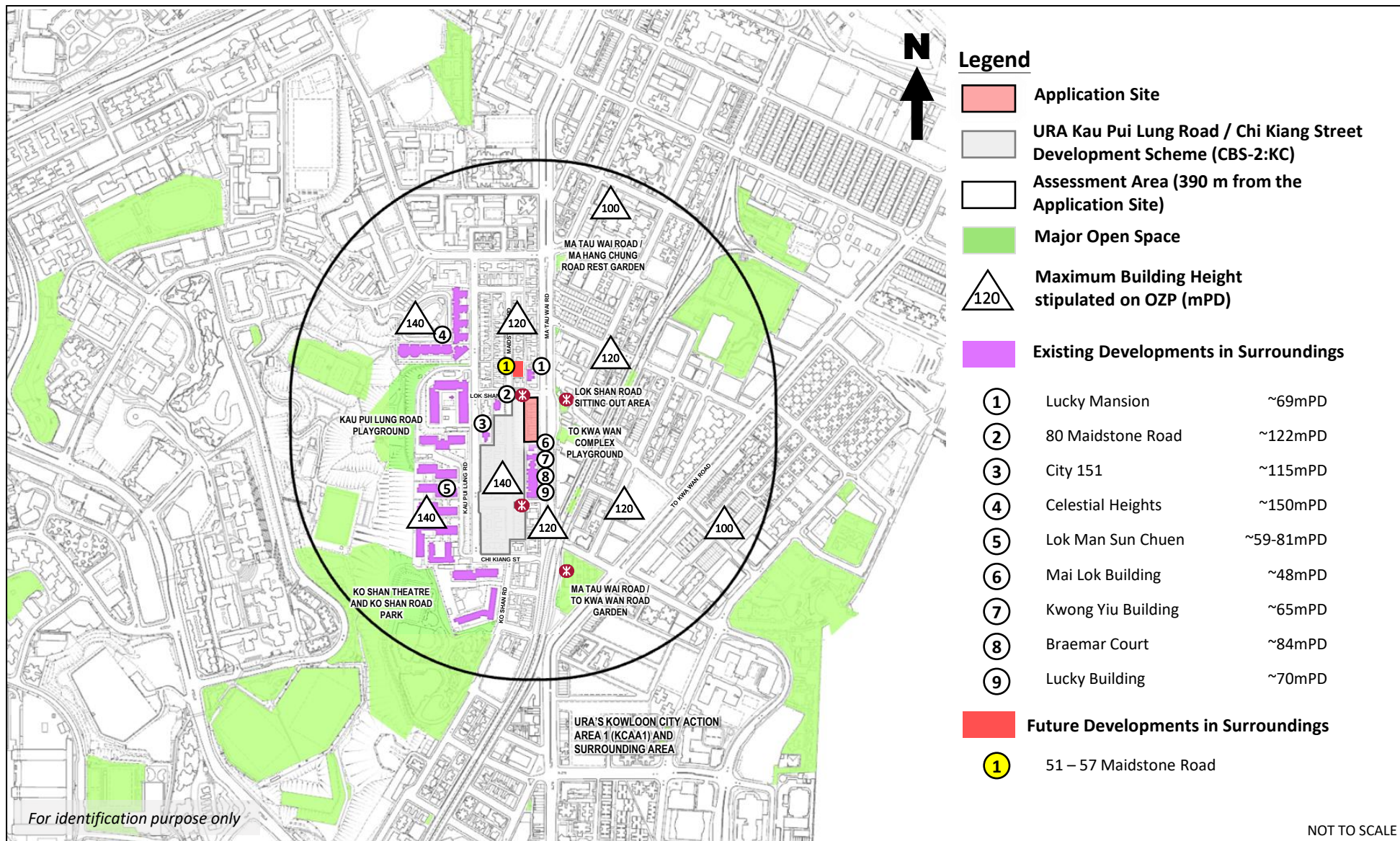
- Legend**
- Application Site
 - URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC)
 - Assessment Area (390 m from the Application Site)
 - A Location of Viewing Points

LOCATIONS OF VIEWING POINTS (VP1 TO VP7)

MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT

(KC-020)

VISUAL IMPACT ASSESSMENT



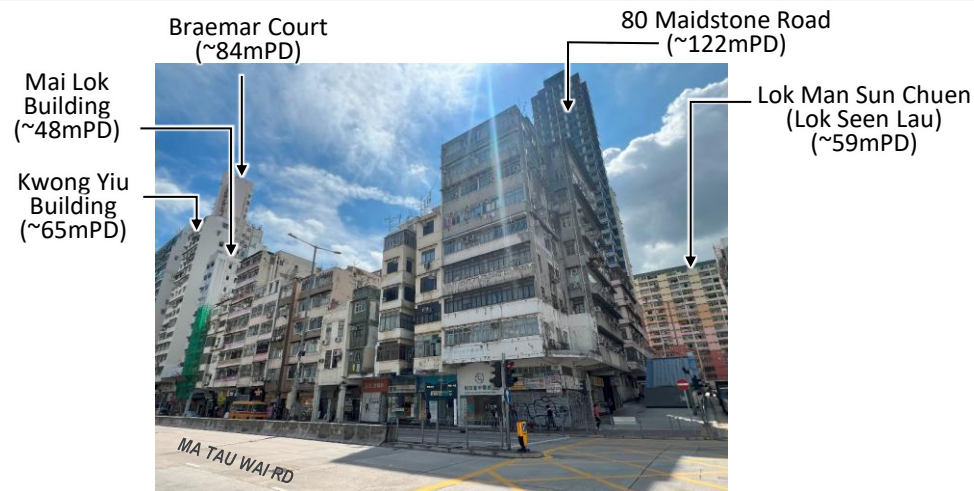
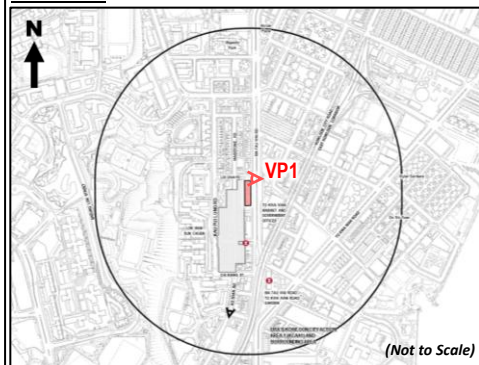
VISUAL CONTEXT AND CHARACTER

MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT

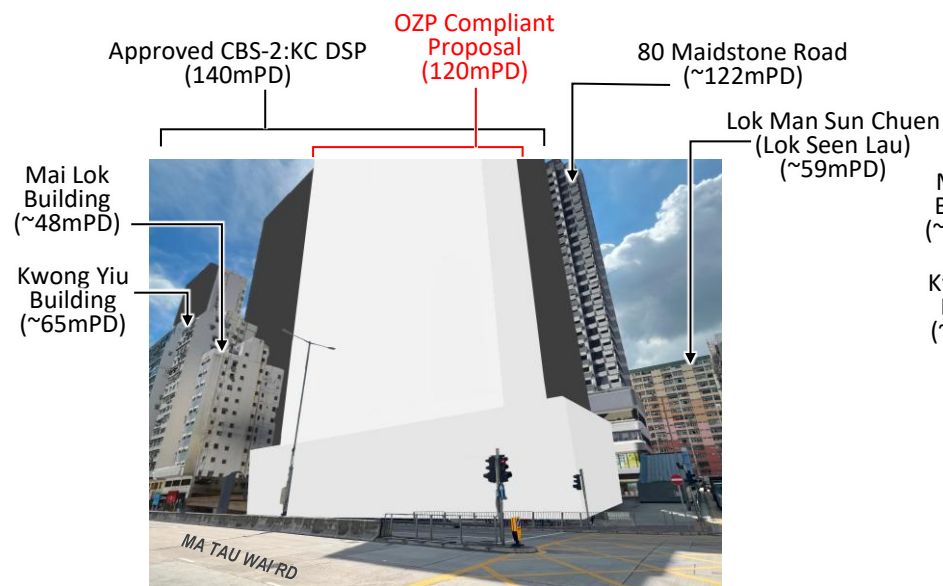
(KC-020)

VISUAL IMPACT ASSESSMENT

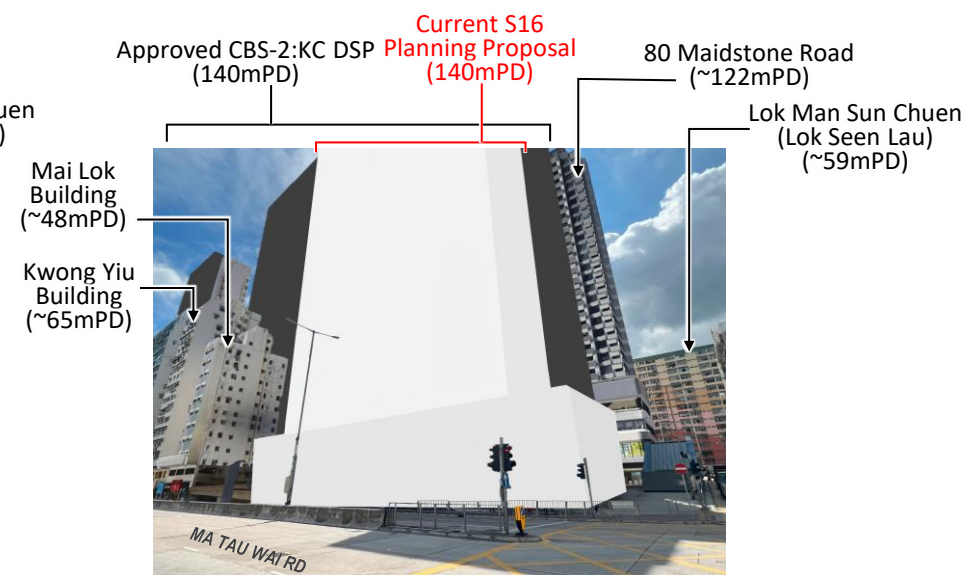
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



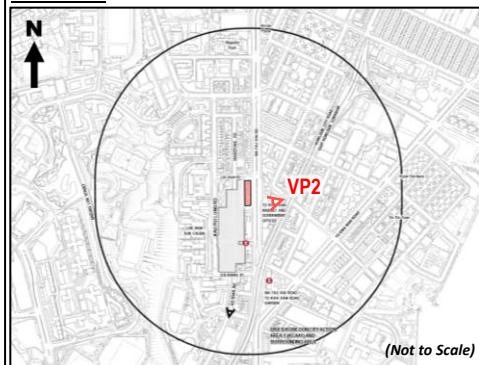
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP1 (Lok Shan Road Sitting-out Area)

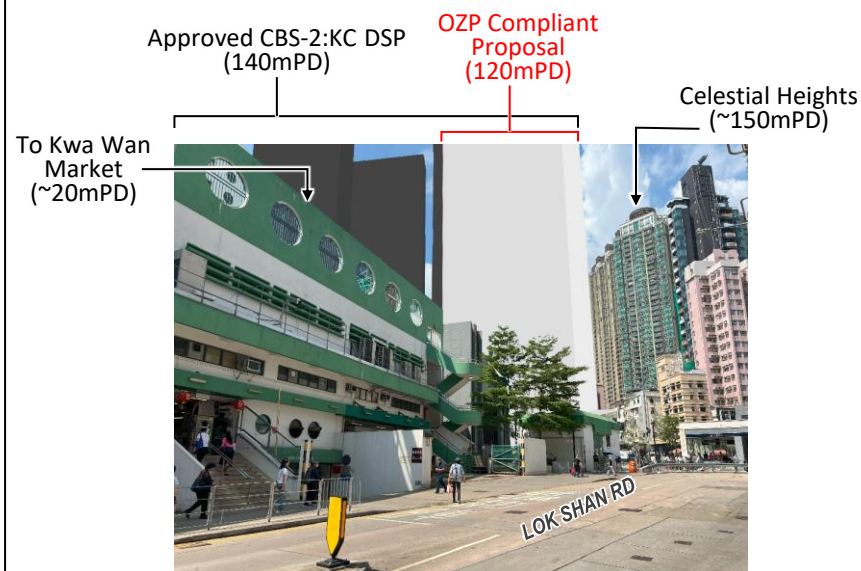
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

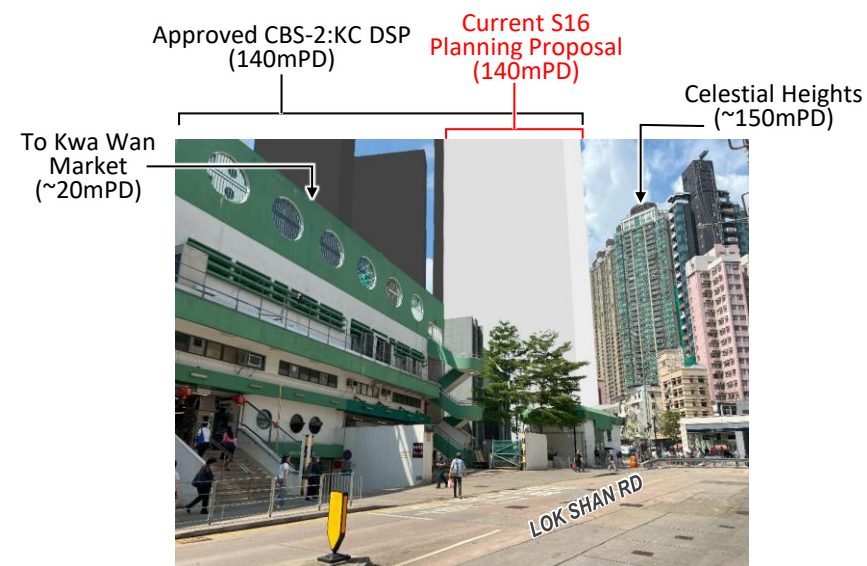
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



Current S16 Planning Proposal (140mPD)

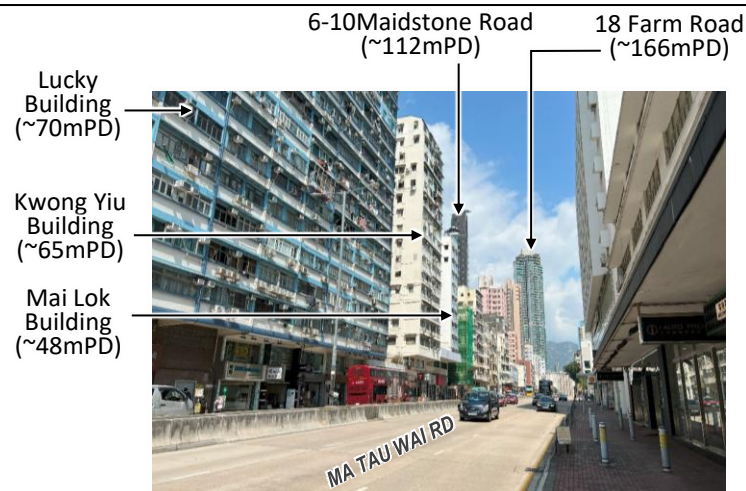
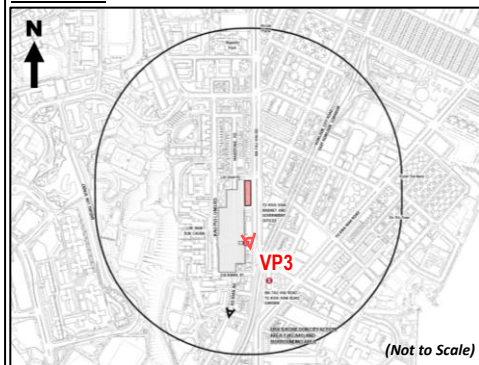
PHOTOMONTAGES OF VP2

(To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road)

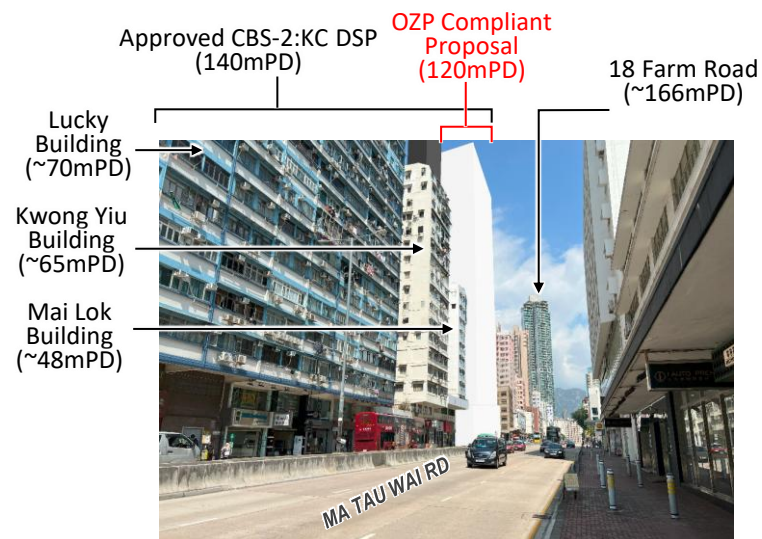
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

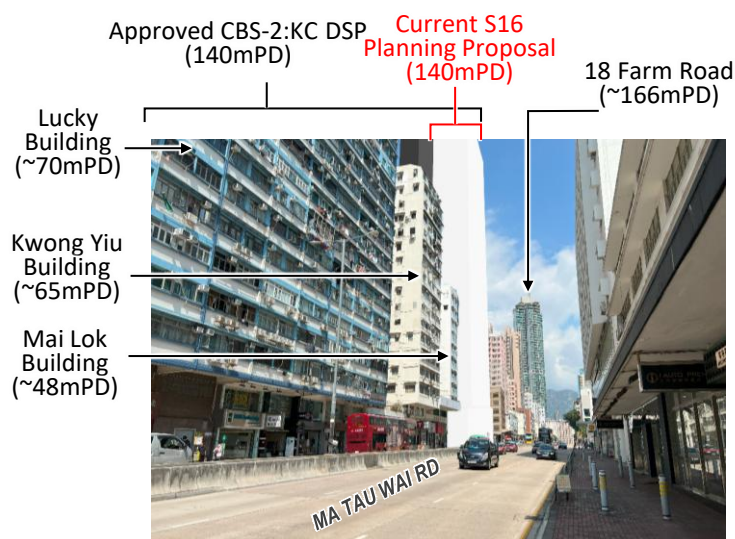
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



Current S16 Planning Proposal (140mPD)

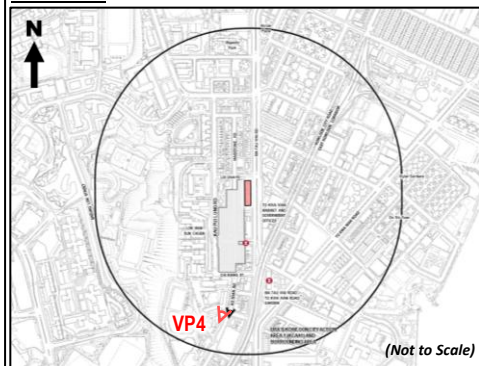
PHOTOMONTAGES OF VP3

(Footpath of Ma Tau Wai Road opposite to Kiang Su Street)

MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

Key Plan



Hop Shing Commercial Building
(~84 mPD)

Kar Shun Building
(~82 mPD)

Loyal Mansion
(~64 mPD)

The Church of the
Good Shepherd
(~22 mPD)



Existing Condition

Approved
CBS-2:KC DSP
(140mPD)

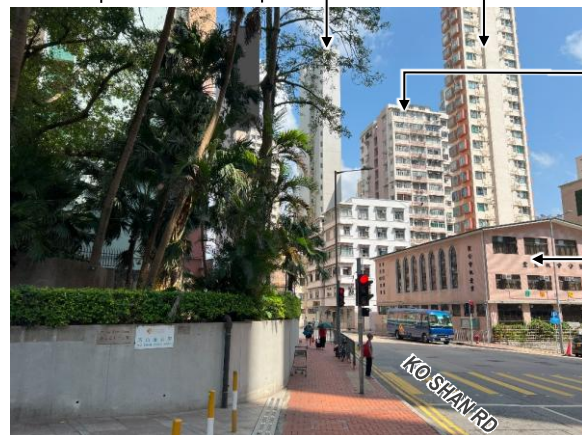
**OZP Compliant
Proposal
(120mPD)**

Hop Shing Commercial Building
(~84 mPD)

Kar Shun Building
(~82 mPD)

Loyal Mansion
(~64 mPD)

The Church of the
Good Shepherd
(~22 mPD)



OZP Compliant Proposal (120mPD)

Approved
CBS-2:KC DSP
(140mPD)

**Current S16
Planning Proposal
(140mPD)**

Hop Shing Commercial Building
(~84 mPD)

Kar Shun Building
(~82 mPD)

Loyal Mansion
(~64 mPD)

The Church of the
Good Shepherd
(~22 mPD)



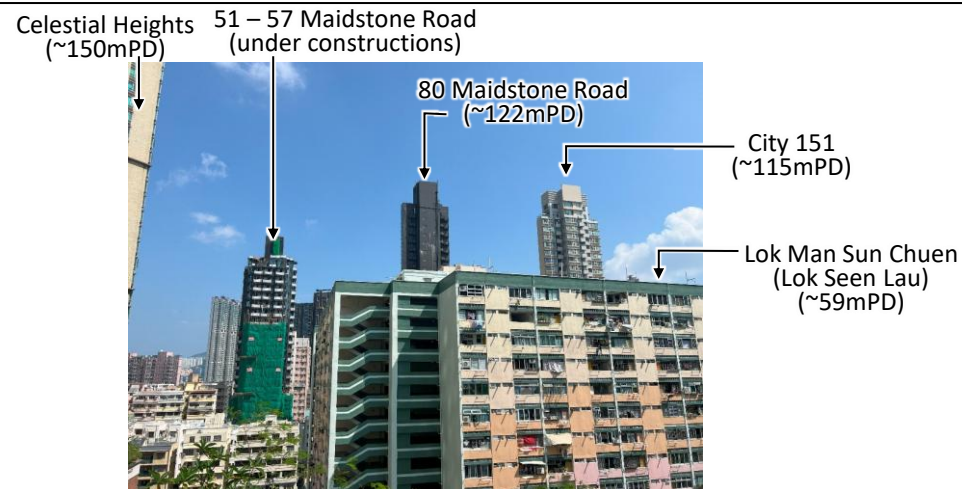
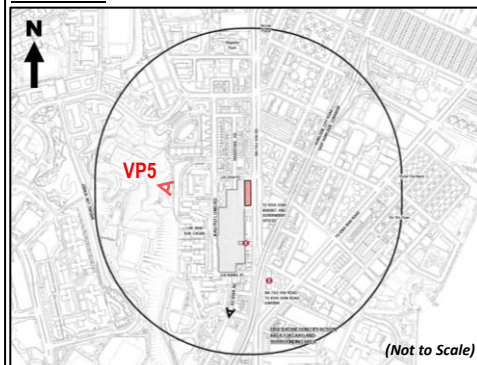
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP4 (Entrance of Ko Shan Road Park)

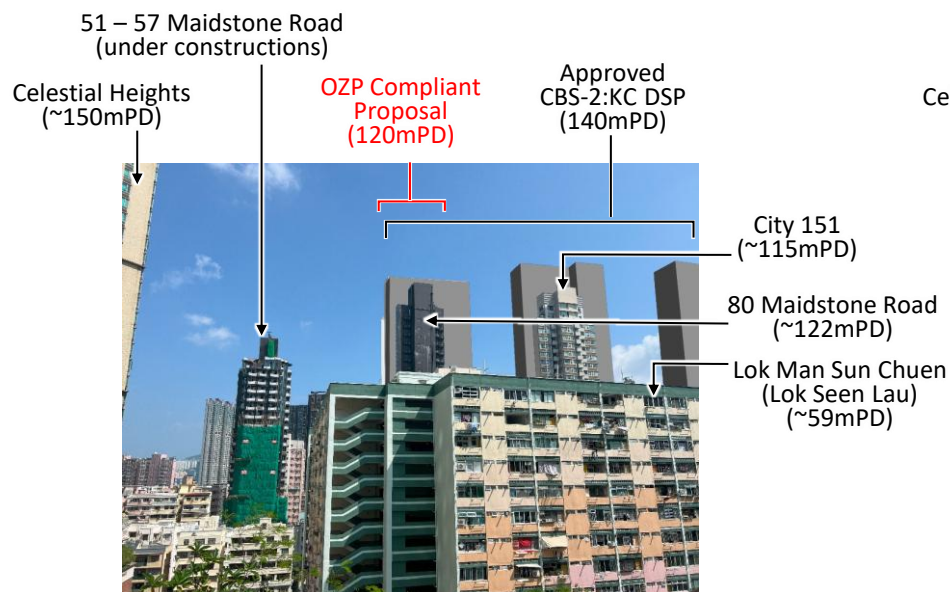
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

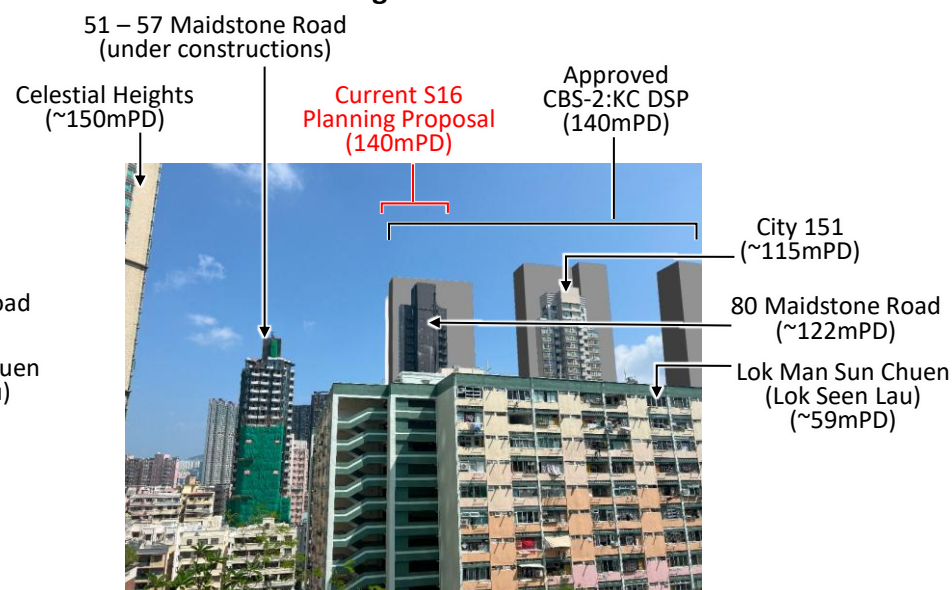
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



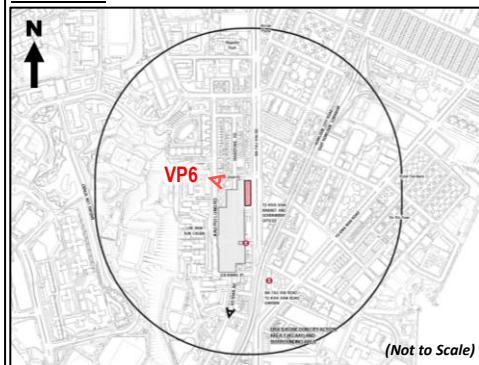
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP5 (Kau Pui Lung Road Playground)

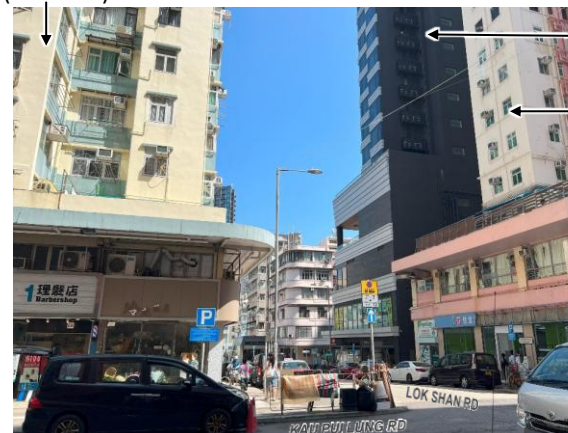
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

Key Plan



Fu Yu Court
(~48mPD)



80 Maidstone Road
(~122mPD)

Morning Joy Building
(~81mPD)

Existing Condition

Fu Yu Court
(~48mPD)

OZP Compliant
Proposal
(120mPD)

Approved
CBS-2:KC DSP
(140mPD)



OZP Compliant Proposal (120mPD)

80 Maidstone Road
(~122mPD)

Morning Joy Building
(~81mPD)

Fu Yu Court
(~48mPD)

Current S16
Planning Proposal
(140mPD)

Approved
CBS-2:KC DSP
(140mPD)



Current S16 Planning Proposal (140mPD)

80 Maidstone Road
(~122mPD)

Morning Joy Building
(~81mPD)

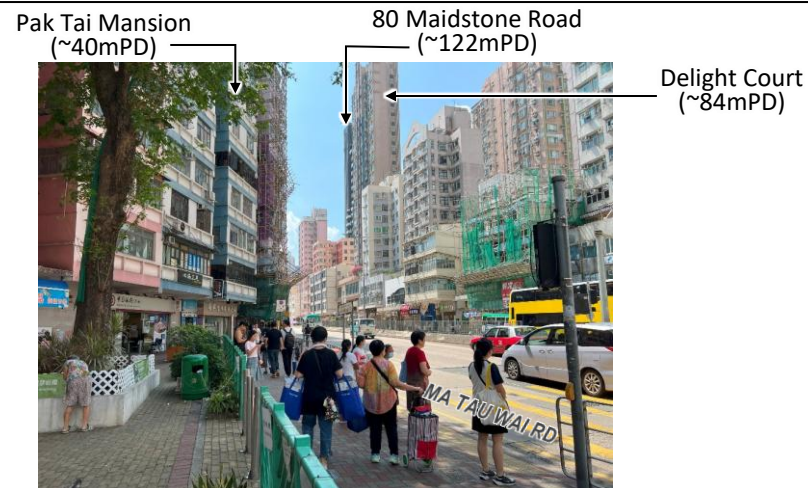
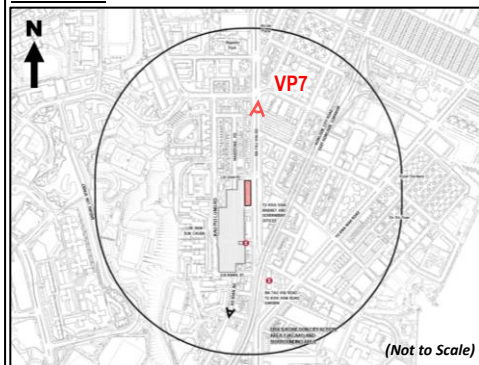
PHOTOMONTAGES OF VP6

(Lok Man Sun Chuen at the Junction of Lok Shan Road and Kau Pui Lung Road)

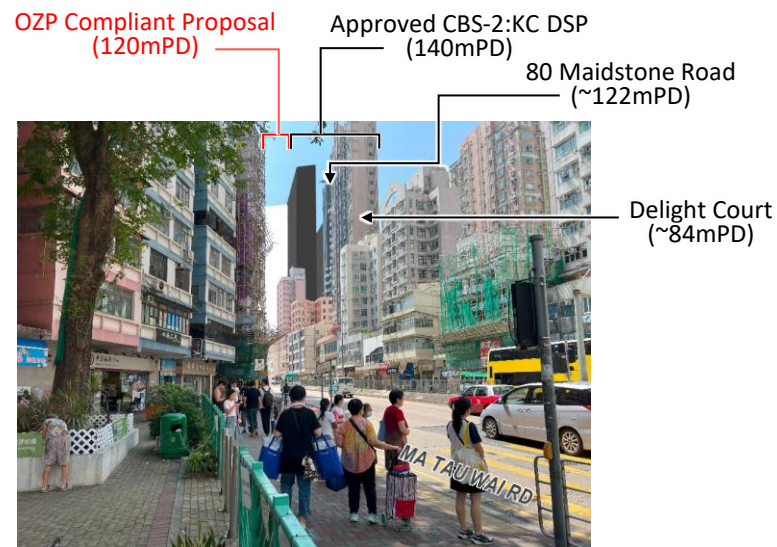
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

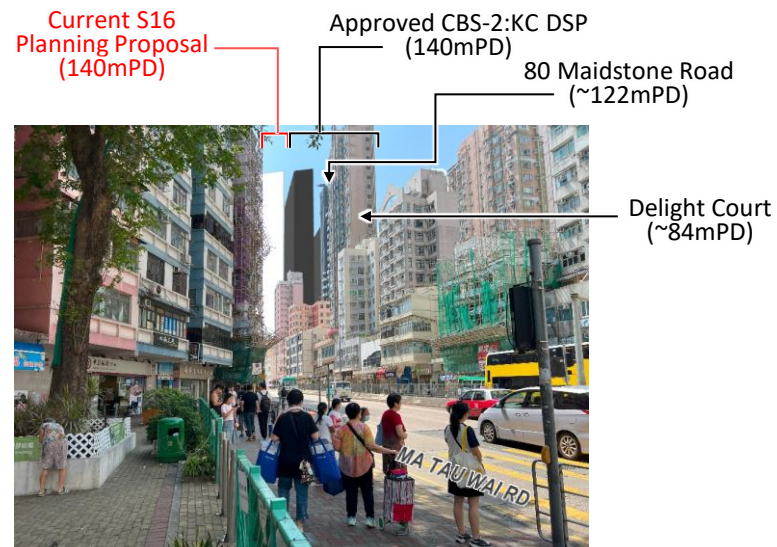
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP7

(Ma Tau Wai Road / Ma Hang Chung Road Rest Garden)

MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT