

Appendix B:

Visual Impact Assessment (VIA)

Section 16 Planning Application for Proposed Minor Relaxation of Domestic Plot Ratio and Building Height Restrictions for the Permitted Residential Development with Commercial / Retail Uses of the Urban Renewal Authority Ma Tau Wai Road / Lok Shan Road Development Project (KC-020), and Proposed Public Vehicle Park

VISUAL IMPACT ASSESSMENT

May 2026

Urban Renewal Authority

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1. INTRODUCTION

- 1.1. This VIA was prepared in support of the planning application pursuant to Section 16 of the Town Planning Ordinance (Cap. 131) (S16 Planning Application), for minor relaxation of domestic plot ratio (DPR) and building height restrictions (BHR), and proposed Public Vehicle Park (PVP) for the URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020 / the Project).
- 1.2. The Project is broadly bounded by Ma Tau Wai Road to the east, a back lane to the south, the URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC) to the west and Lok Shan Road to the north (**Figure 1.1** refers). It is currently occupied by a group of tenement buildings mainly for domestic use on upper floors and for non-domestic use on ground floors.
- 1.3. The Application Site falls within an area zoned “Residential (Group A)” (“R(A)”) on the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31 (OZP) (**Figure 1.2** refers). It is subject to a maximum DPR of 7.5 and total plot ratio (PR) of 9.0, with BHR of 120mPD.
- 1.4. Pursuing a “district-based” approach, the Application Site is intended to be holistically planned and designed to create synergies with the adjoining CBS-2:KC to optimize planning gains. To facilitate design flexibility for a cohesive combined development, it is proposed to align with the development controls of CBS-2:KC. As such, this S16 Planning Application seeks TPB permission of the following:
 - (i) minor relaxation of permissible DPR from 7.5 to 8.0, with total permissible plot ratio remains the same as 9.0;
 - (ii) minor relaxation of BHR from 120mPD to 140mPD; and
 - (iii) proposed PVP use.
- 1.5. The proposed relaxation in the S16 Planning Application can facilitate a more flexible layout across the two sites (i.e. the Application Site and CBS-2:KC) which are under same permissible BHR and PR controls upon this S16 approval. Nevertheless, despite that a combined development will be proposed, the 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.
- 1.6. The S16 Planning Application is a “non-scheme-based” submission. The notional design and indicative development parameters provided in the application are solely for illustration purpose and for conducting necessary technical assessments. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

- 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. 41 – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41).
- 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 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.

2. THE INDICATIVE DEVELOPMENT PROPOSAL

- 2.1. With the planning intention for holistic and integrated development for the Application Site and the adjoining CBS-2:KC, the subject S16 Planning Application proposed to relax the permissible DPR from 7.5 to 8.0 and BHR from 120mPD to 140mPD for the Application Site, to align with the DPR and BHR controls of CBS-2:KC. With both projects having the same maximum DPR of 8.0, a total PR of 9.0 and BHR of 140mPD, it can facilitate more design flexibility for a cohesive combined development.
- 2.2. The S16 Planning Application also seeks to allow more flexibility on the PR interchangeability between domestic PR and non-domestic PR for the future development. It will not propose any restriction on the non-domestic PR, which allows flexibility in adjusting the final GFA mix and the provision of non-domestic PR at detailed design stage, subject to the maximum DPR of 8.0 and a total PR of 9.0 of the Application Site.
- 2.3. PVP is also proposed for the Application Site, for which PVP use is currently a Column 2 use requiring planning permission from TPB, to facilitate design flexibility for accommodating the required PVP parking spaces by CBS-2:KC in the future combined development, if necessary.
- 2.4. While the subject S16 Planning Application is a non-scheme-based submission, the notional block plan and section plan are provided in **Figure 2.1 and Figure 2.2** for illustration purpose and for conducting necessary technical assessments (Notional Design). Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

Comparison of the OZP Compliant Proposal and the Current S16 Planning Proposal

- 2.5. A comparison of major development parameters between the OZP Compliant Proposal authorized by SDEV in August 2025 (OZP Compliant Proposal) and the Current Indicative Proposal of the S16 Planning Application (Current S16 Planning Proposal) is provided in **Table 2.1** below.

Table 2.1: Comparison of the OZP Compliant Proposal and Current S16 Planning Proposal

Development Parameters	OZP Compliant Proposal ⁽¹⁾ [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Area - Application Site Area (for PR Calculation) (m ²)	About 1,578	About 1,566 ⁽²⁾	-12 (-0.8%)
Maximum PR ⁽³⁾ - Total PR - Domestic PR	9.0 7.5	9.0 8.0 ⁽³⁾	No change +0.5 (+6.7%)
GFA ⁽³⁾ Total GFA (m ²) Domestic GFA (m ²)	About 14,202 About 11,835	About 14,094 ⁽²⁾ About 12,528 ^{(2) (3)}	-108 (-0.8%) +693 (+5.9%)
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 ⁽⁴⁾	Not more than 3 storeys	Not more than 3 storeys	No change
Average Flat Size (m²)	About 51	About 45 ⁽⁵⁾	-6 (-11.8%)
No. of Flats	About 232 ⁽⁶⁾	About 279 ⁽⁷⁾	+47 (+20.3%) ⁽⁹⁾
Anticipated Population ⁽⁸⁾	626	753	+127 (+20.3%) ⁽⁹⁾

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.
- (2) According to the latest land boundary survey, the net site area is 1,566m² resulting to corresponding adjustment in total GFA, subject to agreement with LandsD in the land grant application stage.
- (3) The domestic and non-domestic PR/GFA are for illustrative purpose only. To allow flexibility and optimum use of development potential, development at the Application Site is subject to a maximum domestic PR and total PR. The actual domestic and non-domestic PRs and GFAs would be worked out at detailed design stage.
- (4) Including 2 retail floors located on podium and 1 retail floor located on basement level.
- (5) Minor reduction of the average flat size in response to the market needs.
- (6) Estimated based on average flat size, the actual no. of flats would be worked out at detailed design stage.
- (7) 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.
- (8) Derived by assuming 2.7 occupants as per the average domestic household size in Kowloon City District based on Population Census 2021.
- (9) To facilitate a hypothetical like-for-like analysis, if applies the average flat size of 51sq.m.as adopted in the OZP Compliant Proposal to divide the proposed domestic GFA of 12,528 sq.m (i.e. PR=8).of the Current Indicative Proposa,it will provide about 246 no. of flats (i.e., +14 flats / +6% when compared with the OZP Compliant Proposal. An anticipated population is about 664 (i.e., +38 persons / +6% when compared with the OZP Compliant Proposal).

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. 41, 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 (i.e. 140mPD x 3 = 420m) as an assumption.
- 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 could view the Application Site. In view of such, this VIA does not include assessment of any SVP.

3.2.5 In view of the above, the following local VPs are identified for assessment (**Figure 3.1** and **Figure 3.2** refer):

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

3.3 Visual Context and Character

3.3.1 The visual context is shaped by the combined composition of all the visual elements which come into sight of the viewers. Presently the assessment area is predominantly built-up areas with the following visual elements (**Figure 3.3** refers):

- The Application Site comprises private buildings at Nos. 324 – 354 Ma Tau Wai Road (even nos. only) and part of a government lane at the western boundary. The site is currently occupied by a group of tenement buildings with 3 - 9 storey, with domestic uses on upper floors and non-domestic use on ground floor.
- Adjoining the western boundary of the Application Site is URA's Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC), which involves redevelopment of a cluster of existing Civil Servants' Co-operative Building Society (CBS) buildings. CBS-2:KC was implemented by way of a development scheme in accordance with Section 25 of the URAO and has been approved by CE in C in February 2024. According to the Approved DSP, CBS-2:KC is planned for high density residential development with BHR of 140mPD and provision of government, institution or community (GIC) facilities and commercial/ retail uses, at-grade pedestrianised avenue/ event plaza, public open space (POS) and PVP.
- Apart from CBS-2:KC, the vicinity of the Application Site comprises a mixture of low to medium rise tenement buildings and some recent high-rise residential developments, such as the Lucky Mansion (~69mPD) and 51 – 57 Maidstone Road (under constructions) located to the north, 80 Maidstone Road (~122mPD) and City 151 (~115mPD) located to the west, as well as Celestial Heights (~150mPD) located to the northwest.
- To the further west and southwest of the Application Site across Kau Pui Lung Road is Lok Man Sun Chuen (~59-81mPD), which is a

large-scale public rental estate developed by The Hong Kong Housing Society (HKHS).

- To the immediate south of the Application Site are mainly medium-rise residential buildings with the lower floors used for commercial uses such as retail shops such as Mai Lok Building (~48mPD), Kwong Yiu Building (~65mPD), Lucky Building (~70mPD) and Braemar Court (~84mPD),
- To the east of the Application Site across Ma Tau Wai Road is a Government, Institution or Community (GIC) and Open Space cluster with the Lok Shan Road Sitting-out Area, To Kwa Wan Complex Playground, To Kwa Wan Market and Government Offices (~20-52mPD), and a number of schools (~26-32mPD) such as S.K.H. Good Shepherd Primary School, ELCHK Hung Hom Lutheran Primary School and Po Leung Kuk Lam Man Chan English Primary School.

3.3.2 Apart from the major visual elements discussed above, there are recreation grounds such as Lok Shan Road Sitting-out Area and To Kwa Wan Complex Playground located to the east of the Application Site across Ma Tau Wai Road, Ma Tau Wai Road/ To Kwa Wan Road Garden Playground, Ko Shan Theatre and Ko Shan Road Park are located to the further south, Kau Pui Lung Road Playground is located to the west, as well as some scattered public open spaces such as Ma Tau Wai Road / Ma Hang Chung Road Rest Garden are located within the assessment area.

3.3.3 In addition, some know future development such as the URA's Kowloon City Action Area 1 (KCAA1) located to the further south of the Application Site across East Kowloon Corridor is located within the assessment area.

3.3.4 With the consideration of the above, it is observed that the Application Site is situating in a dense urban core and the height of the building blocks gradually stepped down from 140mPD to 100mPD from inland area near Lok Man Sun Chuen to the waterfront, which the Current S16 Planning Proposal would fully respect.

3.4 Visual Quality of Current S16 Planning Proposal

3.4.1 The Current S16 Planning Proposal will adopt holistic site planning and urban design with the adjoining CBS-2:KC to create a cohesive and integrated built environment. While the subject S16 Planning Application is a non-scheme-based submission, the following key visual qualities are anticipated:

- **Cohesive built environment:** The Current S16 Planning Proposal enable flexible block layout and urban design across the Application Site and CBS-2KC, which will create an enhanced and cohesive built environment among the two sites.
- **Compatibility with surrounding environment:** The future building at the Application Site will have a maximum building height of 140mPD, which aligns with the adjoining CBS-2:KC, Lok Man Sun Chuen and Celestial Height, and fit harmoniously with the building height gradation of the area, which steps down gradually from 140 mPD to 100mPD from inland area near Lok Man Sun Chuen to the waterfront.
- **Enhanced visual permeability and comfort:** The Current S16 Planning Proposal with proposed maximum building height of 140mPD, which enables provision of slimmer tower block for better building separation, thus enhancing visual permeability and comfort of the surrounding area.
- **Enhanced visual and spatial connection:** The podia layout and the at-grade spaces of the Application Site and CBS-2:KC will be holistically planned and design. The planned at-grade pedestrian avenue / event plaza and public open space at CBS-2KC will connect with the Current S16 Planning Proposal, which would further enhance the visual and spatial connection between the east and west, i.e. from the Lok Man Sun Chuen residential cluster at the western side of Kau Pui Lung Road to the POS and GIC clusters at the eastern side of Ma Tau Wai Road, via the at-grade spatial connection at the future combined site of KC-020 and CBS-2:KC and the existing pedestrian-crossing facilities at Ma Tau Wai Road.
- **Maintain vibrant street frontage and visual interest:** The proposed shared-use of vehicular run in/out(s) at Kau Pu Lung Road, would maintain the vibrant retail street frontage and visual interests along Ma Tau Wai Road and Lok Shan Road.

4. KEY VISUAL SENSITIVE RECEIVERS AT LOCAL VIEWPOINTS

- 4.1 As per the requirements of TPB PG-No. 41, 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.

Table 4.1 – Brief Analysis of Visually Sensitive Receivers at Selected Viewing Points

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
<p>VP 1: Lok Shan Road Sitting-out Area</p> <p>VSR: Facility users, nearby residents and pedestrians</p> <p>Type of User: Recreation/ Traveller</p>	<p>About 40m to the east of the Application Site</p>	<p>Fair – An oblique view of the north-eastern boundary of the Application Site, capturing the existing low to medium rise tenement buildings along Ma Tau Wai Road with Lok Man Sun Chuen at the back and a sky view partially obstructed by the existing low to medium rise buildings.</p>	<p>Partial – The podium and the lower floors of the residential tower of the Notional Design are visible from this VP due to its proximity to the Application Site.</p> <p>Frequent View – This VP is located right next to To Kwa Wan MTR Station Exit A with high level of pedestrian activity. Due to the proximity to the Application Site, the pedestrians and facilities users will have a frequent view of the Application Site.</p>	<p>High</p>
<p>VP 2: To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road</p> <p>VSR: Users of the To Kwa Wan Market, nearby residents and pedestrians</p>	<p>About 100m to the east of the Application Site</p>	<p>Fair – The view of the eastern boundary of the Application Site, capturing a low-rise building (i.e. To Kwa Wan Market), wide pavement in the foreground and an urbanised skyline in the background.</p>	<p>Partial View – This VP is close to the Application Site and the view is partially screened off by existing buildings in the foreground.</p> <p>Occasional View – High level of pedestrian activity, with mainly local residents / pedestrians engaging in grocery shopping near To Kwa Wan Market, is observed at this VP. While the VSRs are mostly transient in nature, they will have occasional view of the Application Site due to its proximity.</p>	<p>Medium</p>

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				
<p>VP 3: Footpath of Ma Tau Wai Road opposite to Kiang Su Street</p> <p>VSR: Nearby residents, business operators / workers, pedestrians/ drivers along Ma Tau Wai Road</p> <p>Type of User: Traveller</p>	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.	<p>Partial View – The view is partially screened off by existing buildings along Ma Tau Wai Road.</p> <p>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.</p>	Medium
<p>VP 4: Entrance of Ko Shan Road Park</p> <p>VSR: Visitors to the Park, nearby residents and pedestrians</p>	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.	Low

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.	Low
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

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
<p>VSR: Nearby residents and pedestrians</p> <p>Type of User: Traveller</p>			transient in nature, they will have occasional view of the Application Site due to its proximity.	
<p>VP 7: Ma Tau Wai Road / Ma Hang Chung Road Rest Garden</p> <p>VSR: Facility users, nearby residents and pedestrians</p> <p>Type of User: Recreation/ Traveller</p>	About 250m to the north of the Application Site	Poor – The view of the northern boundary of the Application Site reveals an existing vibrant streetscape with a high level of vehicular and pedestrian activity along Ma Tau Wai Road. This view captures an existing tree in the rest garden on the left and crossing facilities with a traffic light on the right, and a narrow sky view obstructed by existing medium to high-rise buildings on both sides of Ma Tau Wai Road.	<p>Partial View – The view is partially screened by existing buildings along Ma Tau Wai Road.</p> <p>Occasional View – Although high level of pedestrian and vehicular activities is observed, the focus of the VSRs are likely directed toward the vibrant streetscape.</p>	Medium

5 ASSESSMENT OF VISUAL IMPACTS

5.1 Methodology for the Appraisal of Visual Impacts

5.1.1 With reference to TPB PG-No. 41, the visual appraisal of the overall visual impacts to VSRs can be determined by four 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);
- 3) Effects on Public Viewers (i.e., to assess the visual changes from key public viewing points with a direct sightline to the proposed development); and
- 4) Effect on Visual Resources (i.e., to assess the change in visual condition, quality, and character of the AVI).

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
Enhanced	The proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public VPs.
Partly Enhanced/ Partly Adverse	The proposed development will exhibit enhanced visual effects to some of the identified key public VPs and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public VPs.
Negligible	The proposed development will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public VPs, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	The proposed development will, with or without mitigation measures, result in overall term some negative visual effects to most of the identified key public VPs.

Moderately Adverse	The proposed development will, with or without mitigation measures, result in overall term negative visual effects to most of the key identified public VPs.
Significantly Adverse	The proposed development will in overall term cause serious and detrimental effects to most of the identified key public VPs even with mitigation measures.

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:

- i. **Existing Condition** – Illustrating the existing condition of the VPs.
- ii. **OZP Compliant Proposal** (i.e. the Baseline Scenario) – Referring to the proposal authorised by SDEV in August 2025, with maximum DPR of 7.5, total plot ratio (PR) of 9.0 and BHR of 120mPD in accordance to the development controls of the subject ‘R(A)’ zone in the OZP (**Appendix 1** refers). The notional design of CBS-2KC have also been incorporated as the baseline scenario.
- iii. **Current S16 Planning Proposal** (i.e. the Proposed Scenario) – Referring to the Notional Design of the Current S16 Planning Proposal, with proposed maximum DPR of 8.0, total plot ratio (PR) of 9.0 and BHR of 140mPD (**Figure 2.1** and **Figure 2.2** refers).

5.2.2 The appraisal of the visual impacts of each VP is conducted by comparing the visual changes between the OZP Compliant Proposal and the Current S16 Planning Proposal and summarised in **Table 5.2** below. The corresponding photomontages are shown in **Figures 5.1 to 5.7**.

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 and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
VP 1: Lok Shan Road Sitting-out Area	About 40m to the east of the Application Site	Recreation/ Traveller	<p>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.</p> <p>Both the OZP Compliant Proposal and the Current S16 Planning Proposal (both proposals) will inevitably be visible with a large building mass at this VP due to its close proximity to the Application Site.</p> <p>Comparing with the OZP Compliant Proposal, the visual composition remains the same.</p>	<p>The visual openness to the sky is already partially obstructed by the existing low to medium rise buildings along Ma Tau Wai Road.</p> <p>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.</p>	<p>The key visual elements are the existing buildings and partially obstructed sky view.</p> <p>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 and resources.</p>	<p>VSRs at this VP include pedestrians travelling to/ from To Kwa Wan MTR Station Exit A, who are transient in nature, as well as those resting at the sitting-out area.</p> <p>Due to the close proximity to the Application Site, the VSRs can view the proposed tower under both proposals. Since the visual composition is the same in both proposals, the impact of visual change on VSRs is considered negligible.</p>	Negligible

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
<p>VP 2: To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road</p>	<p>About 100m to the east of the Application Site</p>	<p>Traveller</p>	<p>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).</p> <p>The building mass under both proposals, which aligns with the adjoining CBS-2:KC, will be visible behind the To Kwa Wan Market.</p> <p>Comparing to the OZP Compliant Proposal, the visual composition remains the same.</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>The impact to public viewers at this VP is negligible as the VSRs are mainly local residents/ pedestrians engaging in grocery shopping near To Kwa Wan Market with relatively short sight duration towards the Application Site and the visual composition remains unchanged compared to the OZP Compliant Proposal.</p>	<p>Negligible</p>

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
<p>VP 3: Footpath of Ma Tau Wai Road opposite to Kiang Su Street</p>	<p>About 120m to the southeast of the Application Site</p>	<p>Traveller</p>	<p>As shown in Figure 5.3, the visual composition of this VP mainly includes the existing buildings 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.).</p> <p>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.</p>	<p>The existing sky view is already partially obstructed by the existing buildings along both sides of Ma Tau Wai Road.</p> <p>The visual openness will only result in minor additional obstruction when compared with the OZP Compliant Proposal.</p>	<p>Despite the slight visual change brought by the Current S16 Planning Proposal, the impact on 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.</p>	<p>There will be slight impact on public viewers at this VP, as the Current S16 Planning Proposal will bring minor changes to the visual composition compared to the OZP Compliant Proposal. In addition, the VSRs at this VP are mainly footpath users traveling to work at the buildings located at the east of Ma Tau Wai Road with short during of stay, their attention is likely focused on the road/ traffic conditions rather than the Application Site.</p>	<p>Slightly adverse</p>

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
VP 4: Entrance of Ko Shan Road Park	About 311m to the south of the Application Site	Traveller / Recreation	<p>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 building (i.e. The Church Of The Good Shepherd) and a mix of low to high-rise buildings.</p> <p>The proposed building mass is not visible at this VP in both proposals as it has been completely screen off the existing trees and CBS-2:KC. As such the degree of change in visual composition is considered negligible.</p>	<p>The visual openness to the sky is already partially blocked by the existing trees and buildings.</p> <p>Meanwhile, as the proposed tower is not visible at this VP under both proposals, no visual obstruction or impacts on visual permeability is anticipated.</p>	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 VP under both proposal, there will be no change to the existing visual elements and resources.	The effect to VSRs is negligible as they are mainly visitors heading to the park, which their views are of short duration. Besides, the view towards the proposed residential towers has been completely blocked by existing trees and CBS-2:KC.	Negligible
VP 5: Kau Pui Lung Road Playground	About 200m to the west of the	Recreation/ Traveller	As shown in Figure 5.5 , the visual composition of this VP features Lok Man Sun Chuen in the	This VP possess a relatively open sky view with only a small degree of visual obstruction by	The visual elements at this VP are dominated by a relatively good sky	The impact to VSRs of this VP, who are mainly users of the Playground, is low.	Negligible

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
	Application Site		<p>foreground and various middle to high-rise buildings (City 151, 80 Maidstone Road and 51-57 Maidstone Road (under constructions)).</p> <p>The visual composition remains largely the 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.</p>	<p>the existing medium to high-rise buildings at the foreground.</p> <p>The visual openness and permeability remains largely the same in both proposals, as the proposed tower has been largely screened by CBS-2:KC.</p>	<p>view under an urban setting with Lok Man Sun Chuen and various existing buildings.</p> <p>The proposed tower will be largely blocked by and blends in with CBS-2:KC and the existing buildings under both proposal.</p> <p>The degree of visual change on visual elements and resources is very minor when compared to the OZP Compliant Proposal.</p>	<p>The proposed tower will blend with CBS-2:KC and the existing the urban setting in To Kwa Wan Area and is basically hidden behind CBS-2:KC as same as the OZP Compliant Proposal.</p>	

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
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	<p>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.</p> <p>With building mass in both proposals has been largely screen off by CBS-2:KC, there is only minor change in visual composition mainly cause by the minor increase in building height in the Current S16 Planning Proposal.</p>	<p>The existing sky view is limited and largely block by the existing buildings along both sides of Lok Shan Road.</p> <p>While the proposed tower has been largely screened off by CBS-2:KC under both proposal, the minor increase in building height under the Current S16 Planning Proposal would only induce very minor change to visual openness and permeability.</p>	<p>The visual elements at this VP includes the continuous building mass along Lok Shan Road with limited sky view.</p> <p>Under both proposals, the proposed tower will be visible and further reduced the existing sky view. Nevertheless, when compared with the OZP Compliant Proposal, there is only minor change in visual elements and resources mainly due to the minor increase in building height.</p>	Viewers from this VP are mainly local residents and pedestrians passing by Kau Pui Lung Road and Lok Shan Road, who are transient in nature with relatively short sight duration, the effect of visual changes on VSRs from this VP is considered as low.	Negligible
VP 7:	About 250m to the north	Traveller	As shown in Figure 5.7 ,	The existing sky view is limited and largely block	The visual elements at this VP includes	VSRs at this VP are include pedestrians	Slightly adverse

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
Ma Tau Wai Road / Ma Hang Chung Road Rest Garden	of the Application Site		<p>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.</p> <p>The building mass under both proposals, which is compatible with CBS-2:KC and the surrounding existing buildings will be visible behind the To Kwa Wan Market.</p> <p>Comparing to the OZP Compliant Proposal, there is only minor change in visual composition, mainly cause by the minor increase in building</p>	<p>by the existing buildings along both sides of Ma Tau Wai Road. CBS-2:KC will further block the existing sky view upon development.</p> <p>Despite the proposed tower under both proposals will result in further obstruction of the sky view, the visual openness and visual permeability remains unchanged.</p>	<p>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.</p> <p>While the proposed tower under both proposals will be visible and form as a visual element in this VP, only minor change on visual elements and resources will be induced by Proposed S16 Planning Proposal when comparing to the OZP Compliant Proposal.</p>	<p>crossing the junction of Ma Tau Wai Road and Ma Hang Chung Road, who are transient in nature, as well as and those resting at the garden.</p> <p>Despite the VSRs can view the proposed tower under both proposals, their focus are likely directed towards the vibrant streetscape rather than the proposed tower.</p> <p>Since only minor change is visual composition is observed by comparing both proposals, the effect on visual change on VSRs will be minor.</p>	

Location of VP	Distance and Direction from the Application Site:	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			height in the Current S16 Planning Proposal.				

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.

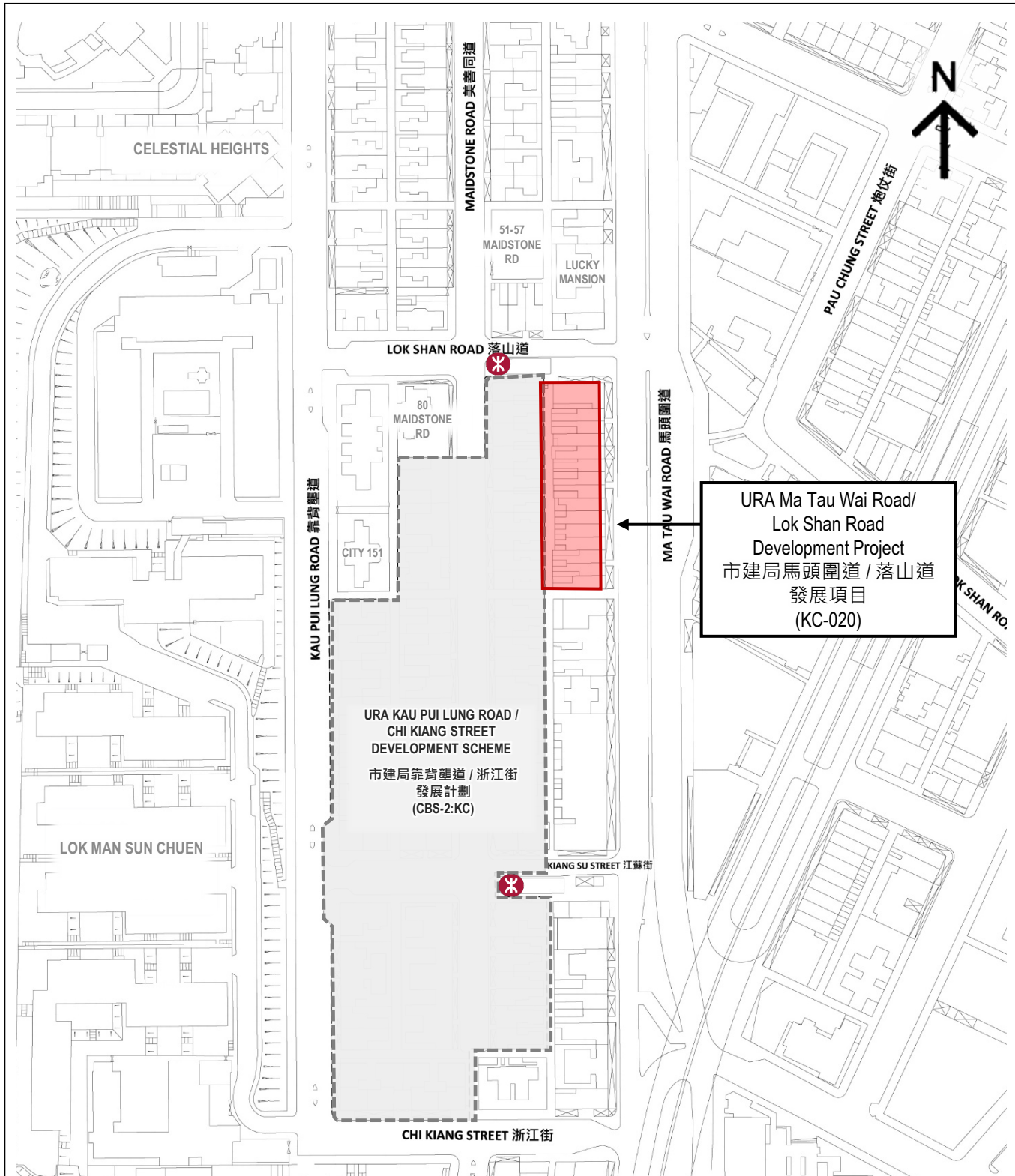
6.2 **Table 6.1** below summarizes the visual sensitivity and impact of the selected VPs.

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	Slightly adverse
VP 4: Entrance of Ko Shan Road Park	Low	Negligible
VP 5: Kau Pui Lung Road Playground	Low	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	Slightly adverse

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 slightly adverse 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, the subject S16 Planning Application is considered fully acceptable from visual point of view.



EXTRACTED PLAN PREPARED ON 11.12.2024 BASED ON SURVEY SHEET NO. 11-NE-16A, 11-NE-16C, 11-NW-20B, 11-NW-20D

- Application Site
- URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC)

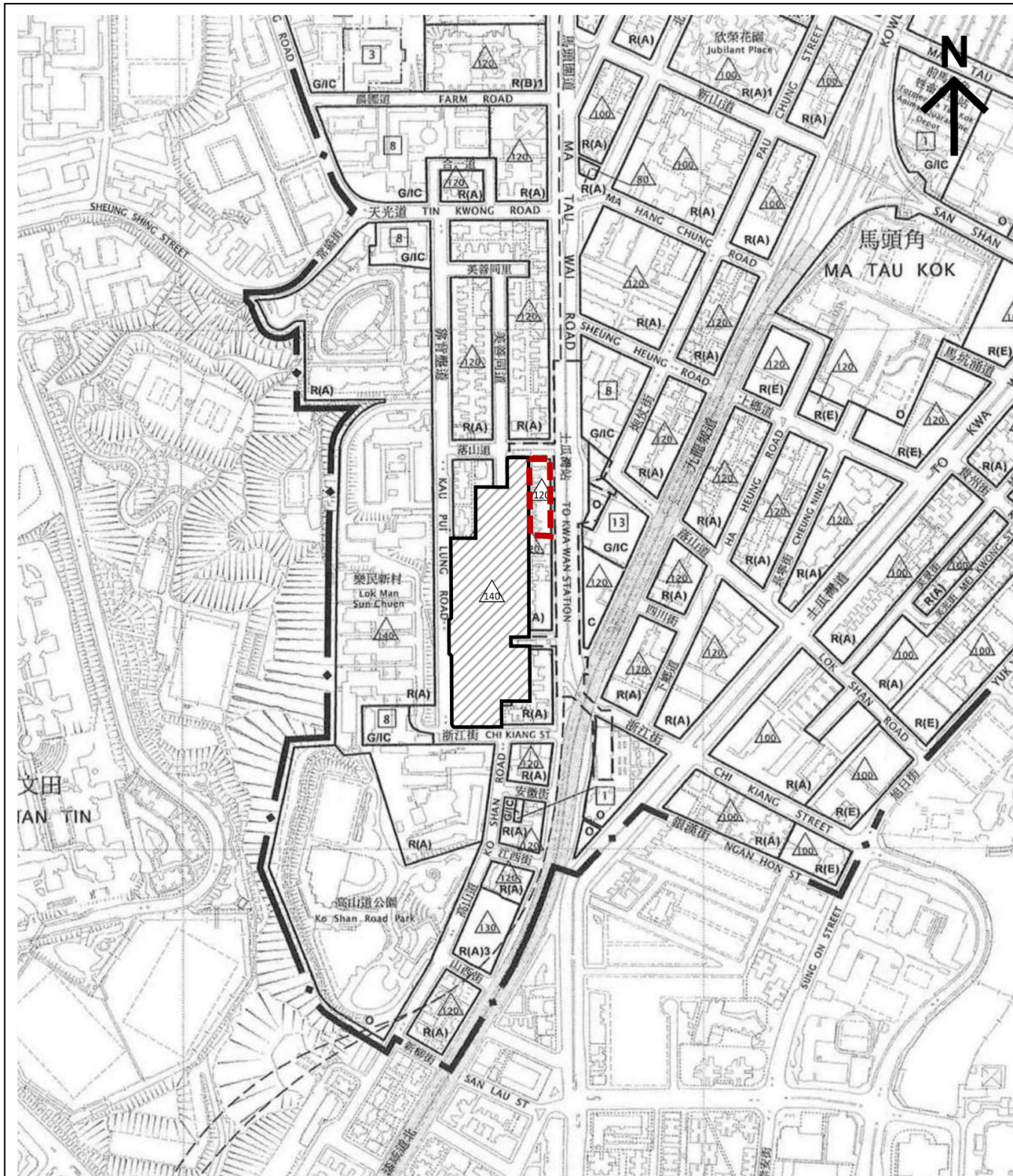
LOCATION PLAN

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




VISUAL IMPACT ASSESSMENT



Figure 1.1



EXTRACT PLAN BASED ON APPROVED MA TAU KOK OUTLINE ZONING PLAN No. S/K10/30 AND APPROVED URBAN RENEWAL AUTHORITY KAU PUI LUNG ROAD / CHI KIANG STREET DEVELOPMENT SCHEME PLAN No. S/K10/URA/2

-  Boundary of Application Site
-  Boundary of the Ma Tau Kok OZP
-  Boundary of the Approved DSP of CBS-2:KC

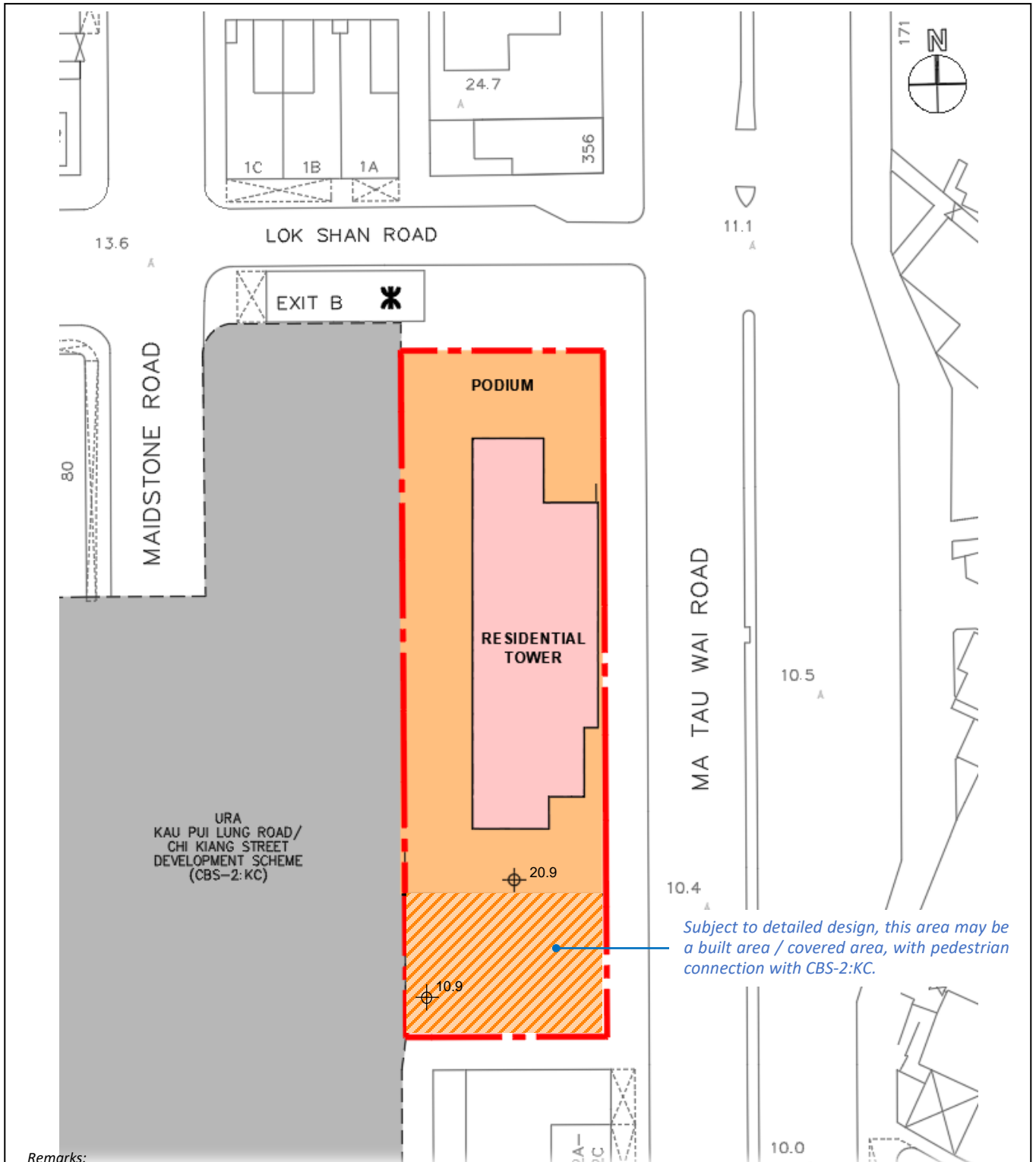
EXTRACT OF THE EXISTING STATUTORY PLANS

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

VISUAL IMPACT ASSESSMENT





Figure 1.2



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. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

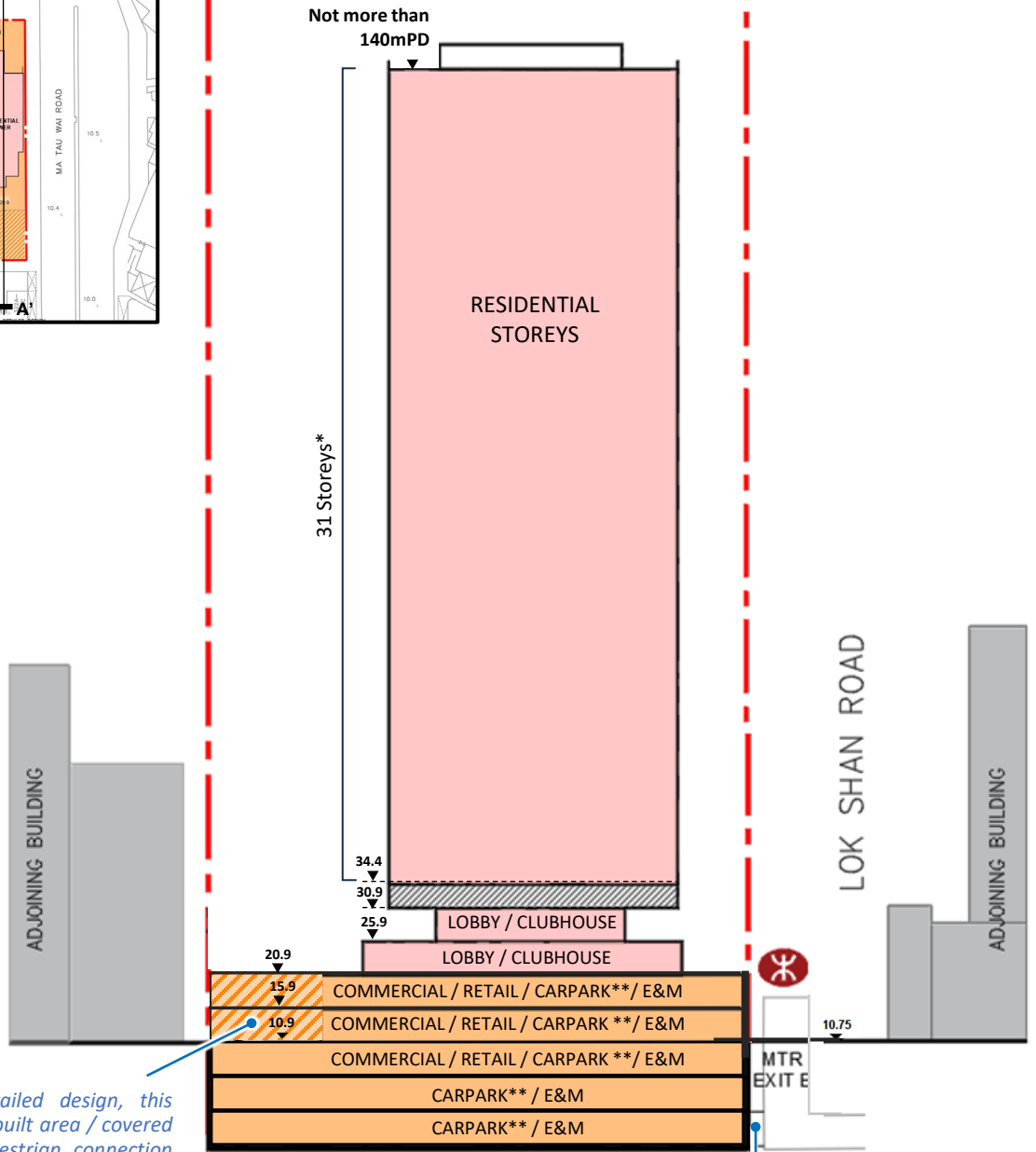
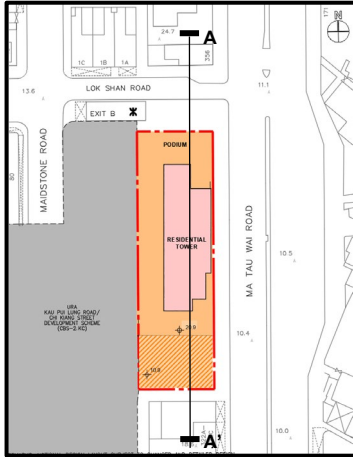
URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.

 Application Site Boundary	<p><u>NOTIONAL BLOCK PLAN</u></p> <p>URA DEVELOPMENT PROJECT MA TAU WAI ROAD / LOK SHAN ROAD (KC-020)</p> <p>VISUAL IMPACT ASSESSMENT</p>	 <p>市區重建局 URBAN RENEWAL AUTHORITY</p> <p>Figure 2.1</p>
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Key Plan

APPLICATION SITE BOUNDARY

APPLICATION SITE BOUNDARY



Subject to detailed design, this area may be a built area / covered area, with pedestrian connection with CBS-2:KC.

Potential Connection 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. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

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.

* Reference to typical floor-to-floor height of 3.3m to 3.5m adopted in Hong Kong's private residential development.

** 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

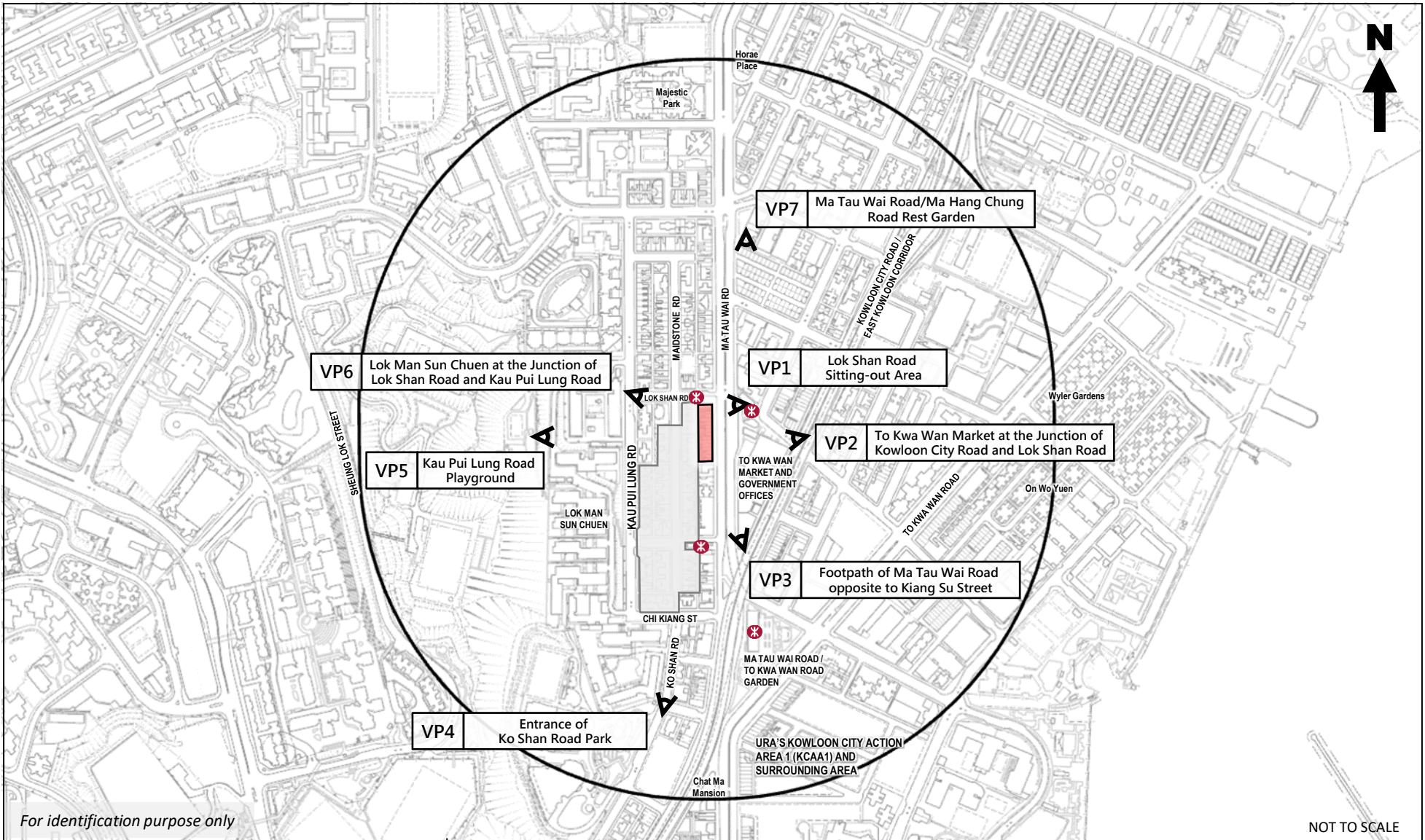
URA DEVELOPMENT PROJECT
 MA TAU WAI ROAD / LOK SHAN ROAD
 (KC-020)

VISUAL IMPACT ASSESSMENT



Figure 2.2

Application Site Boundary



For identification purpose only

NOT TO SCALE

Legend

- Application Site
- URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC)
- Assessment Area (420 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**



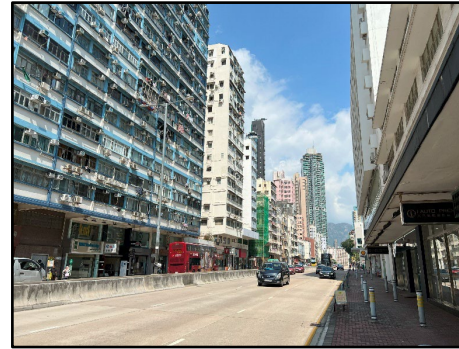
Figure 3.1



VP1
Lok Shan Road Sitting-out Area



VP2
**To Kwa Wan Market at the Junction
of Kowloon City Road and
Lok Shan Road**



VP3
**Footpath of Ma Tau Wai Road
opposite to Kiang Su Street**



VP4
Entrance of Ko Shan Road Park



VP5
Kau Pui Lung Road Playground



VP6
**Lok Man Sun Chuen at Junction of
Lok Shan Road and
Kau Pui Lung Road**

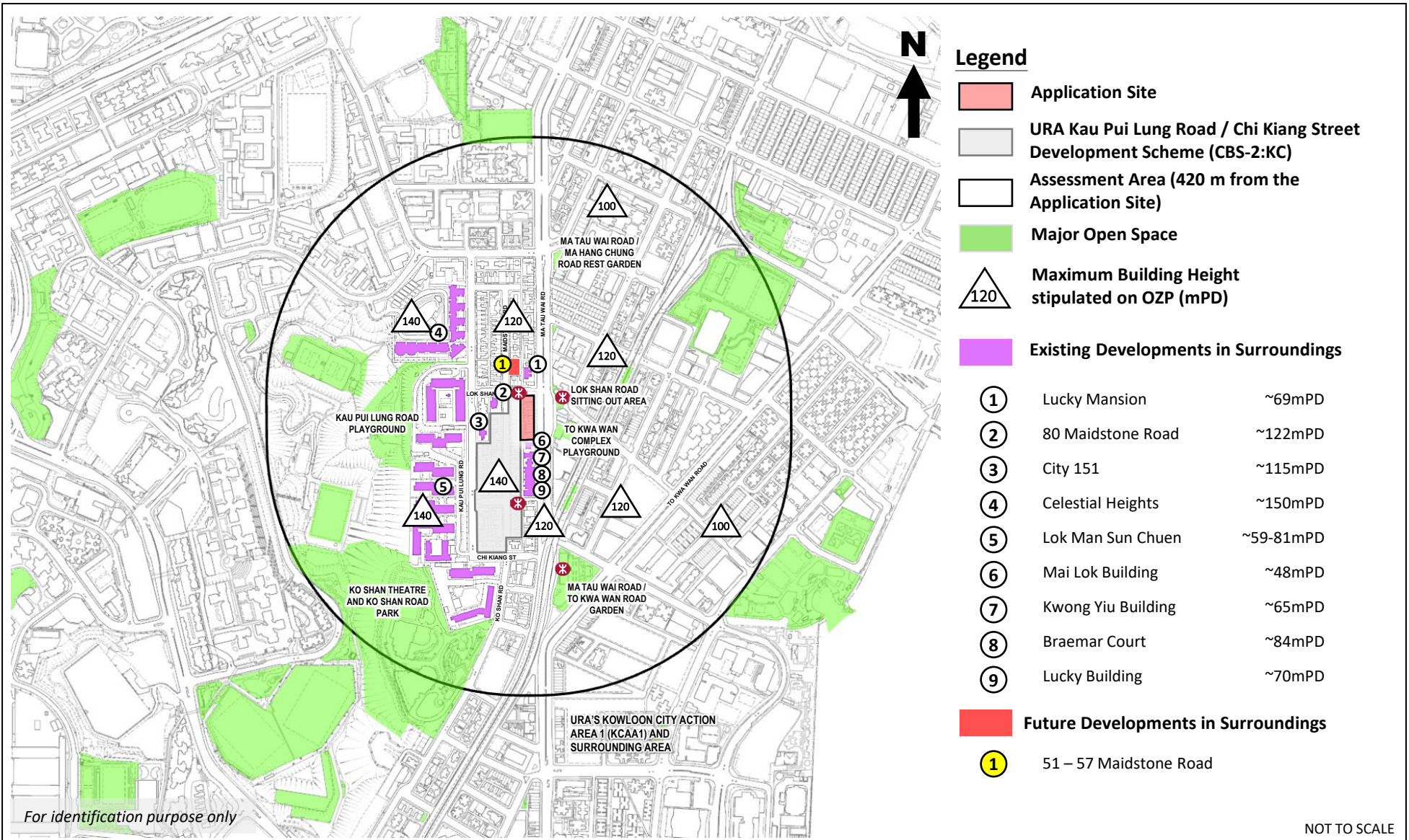


VP7
**Ma Tau Wai Road / Ma Hang Chung
Road Rest Garden**

PHOTOS OF VIEWING POINTS (VP1 TO VP7)

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

VISUAL IMPACT ASSESSMENT



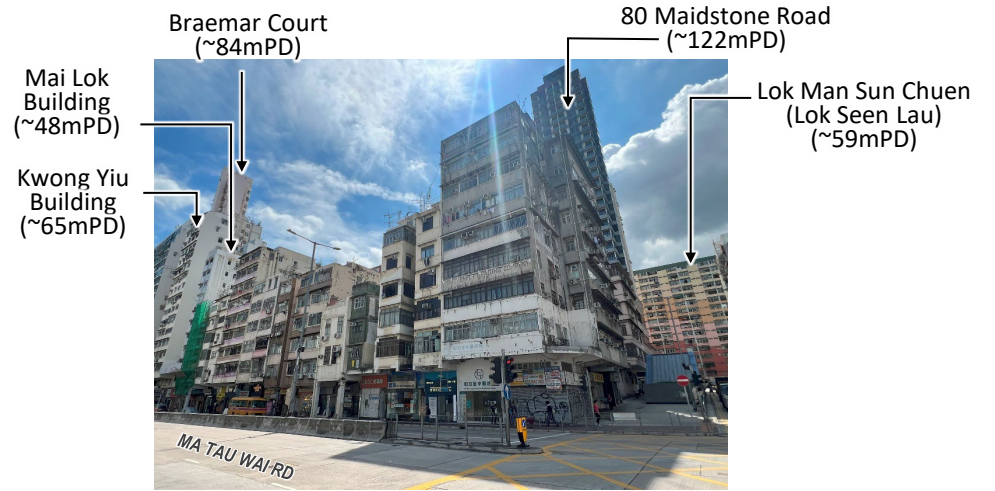
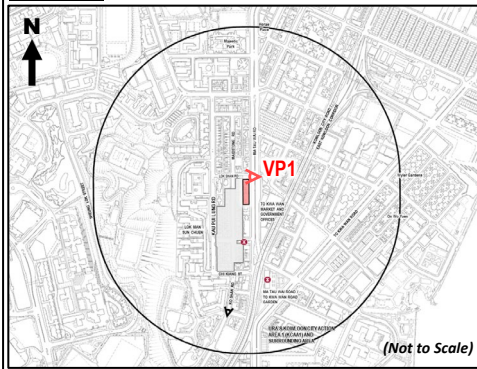
VISUAL CONTEXT AND CHARACTER

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

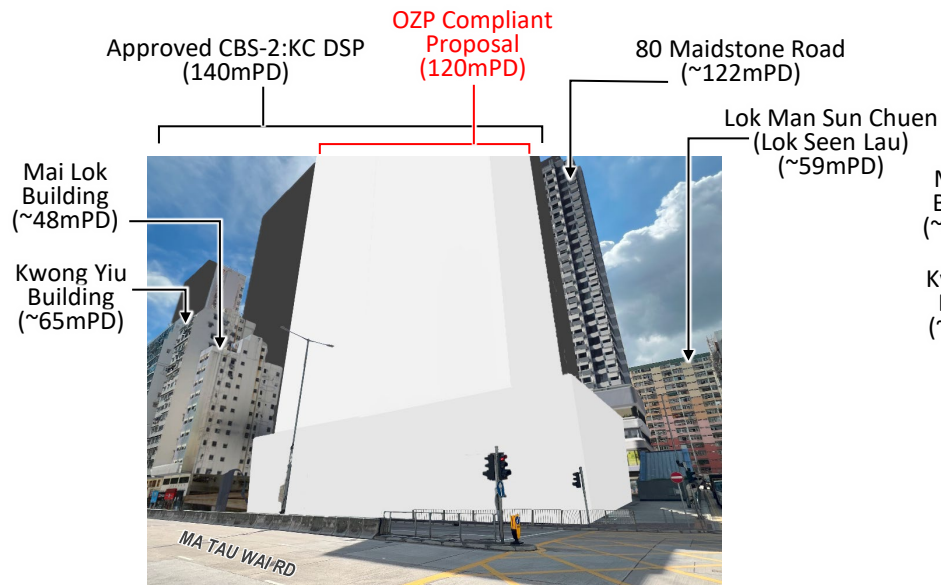


Figure 3.3

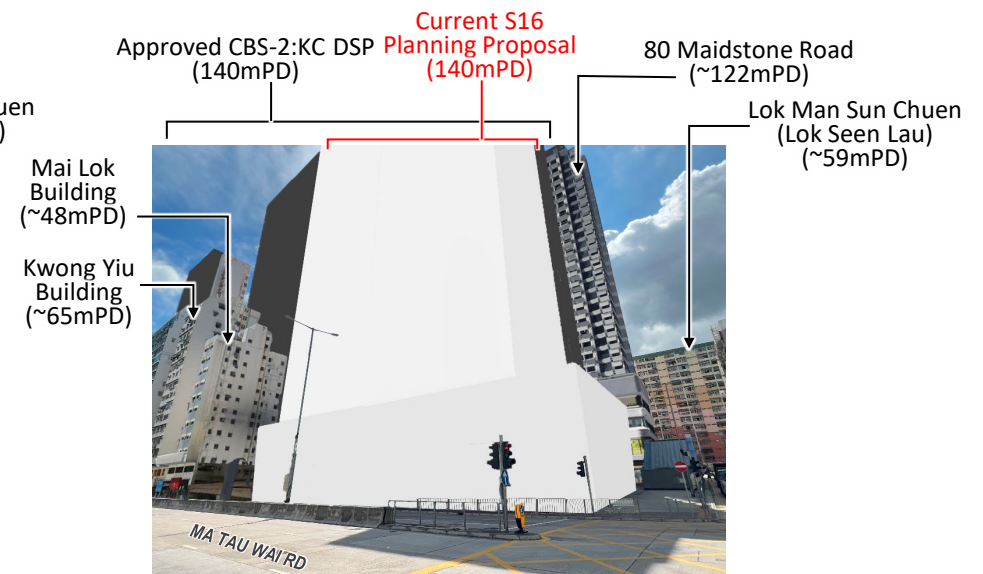
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



Current S16 Planning Proposal (140mPD)

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

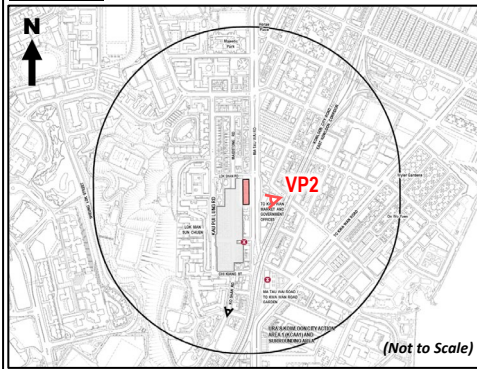
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

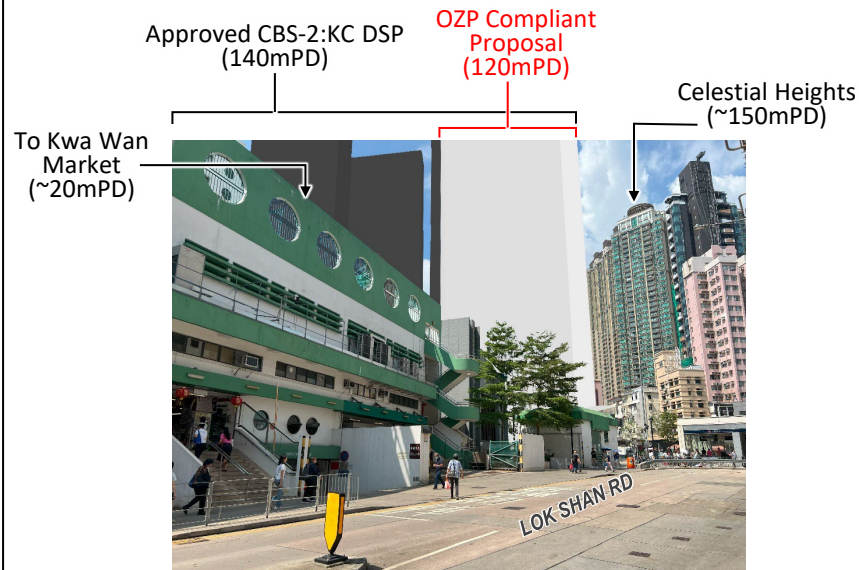


Figure 5.1

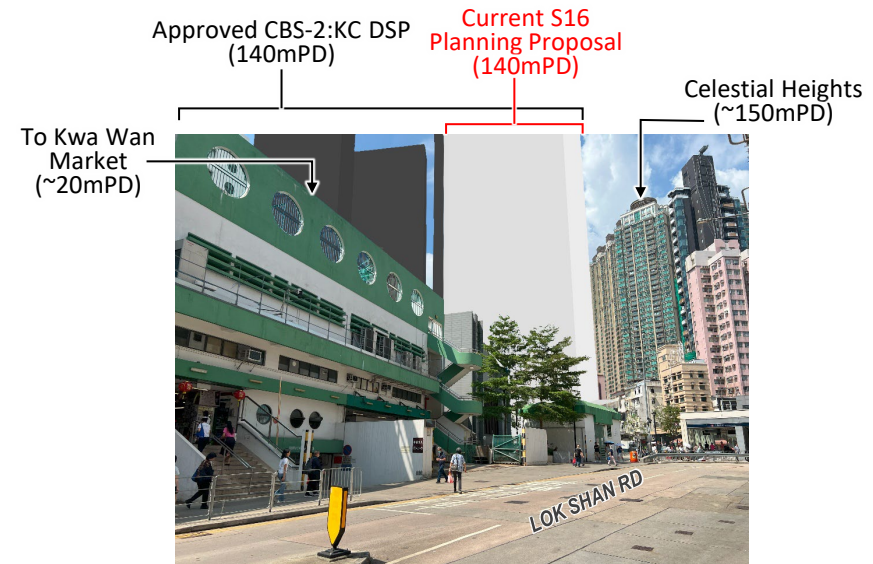
Key Plan



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)

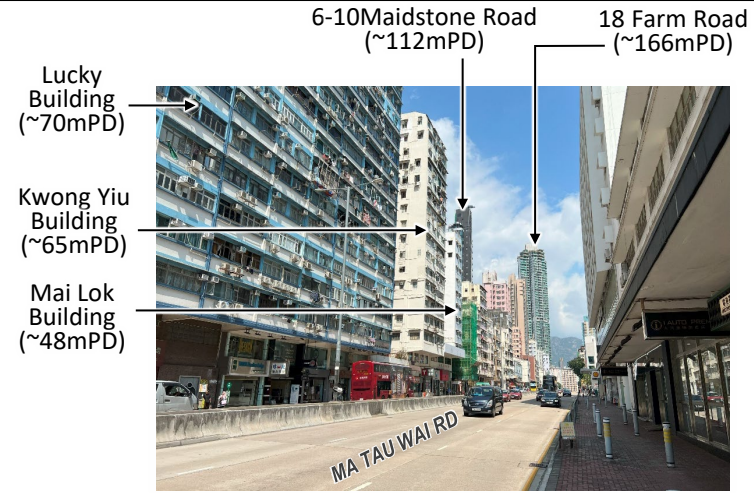
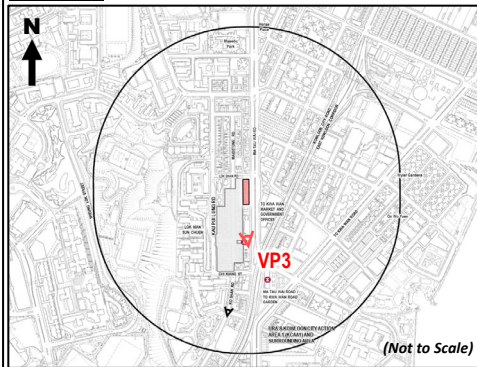
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

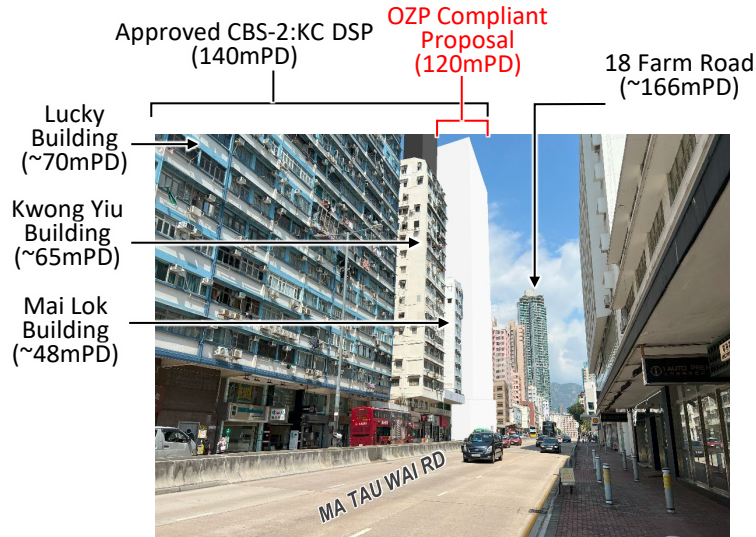


Figure 5.2

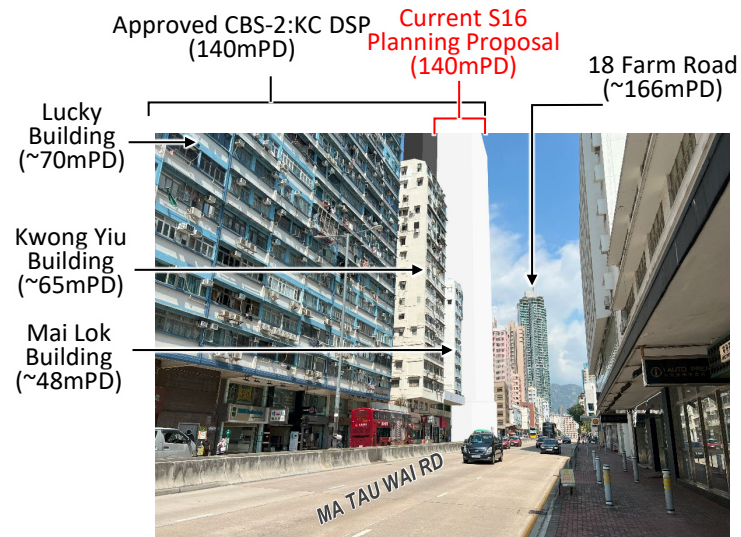
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



Current S16 Planning Proposal (140mPD)

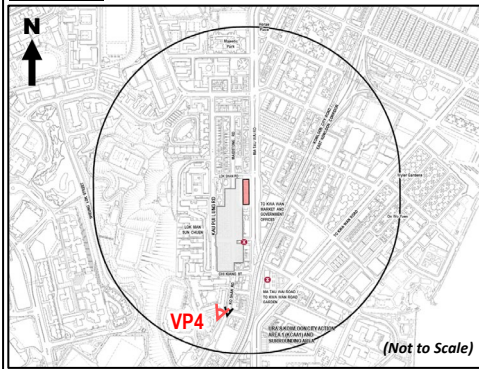
PHOTOMONTAGES OF VP3

(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)

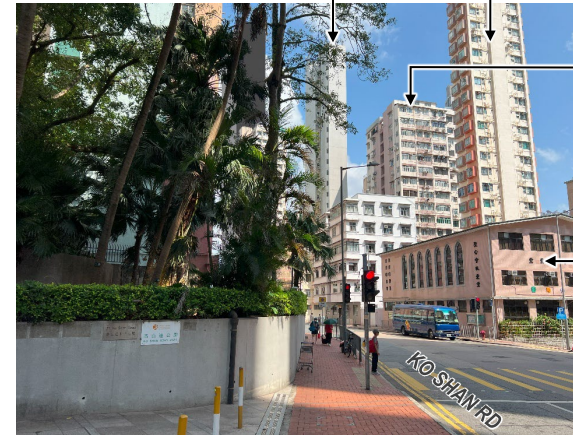
Loyal Mansion (~64 mPD)

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)**

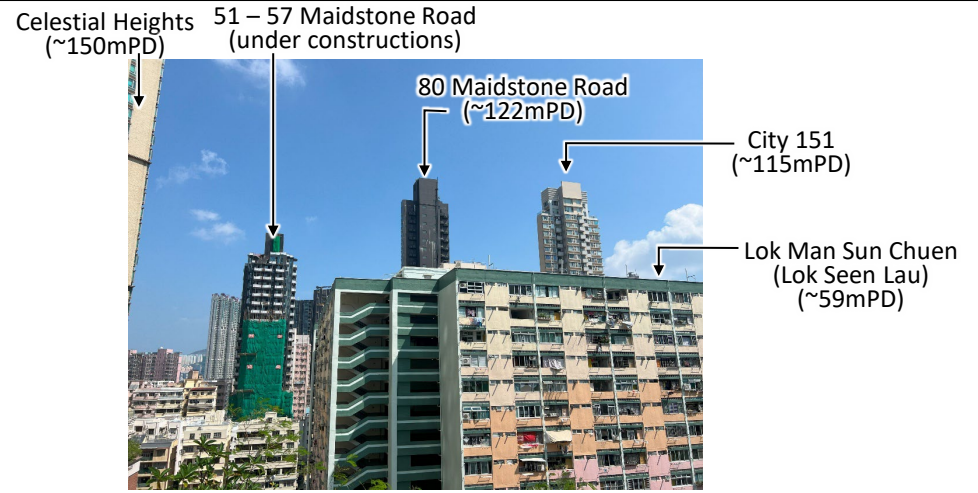
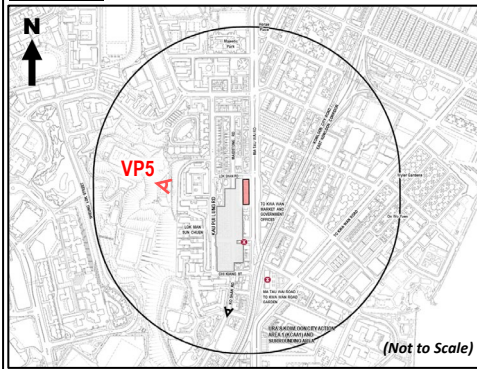
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT

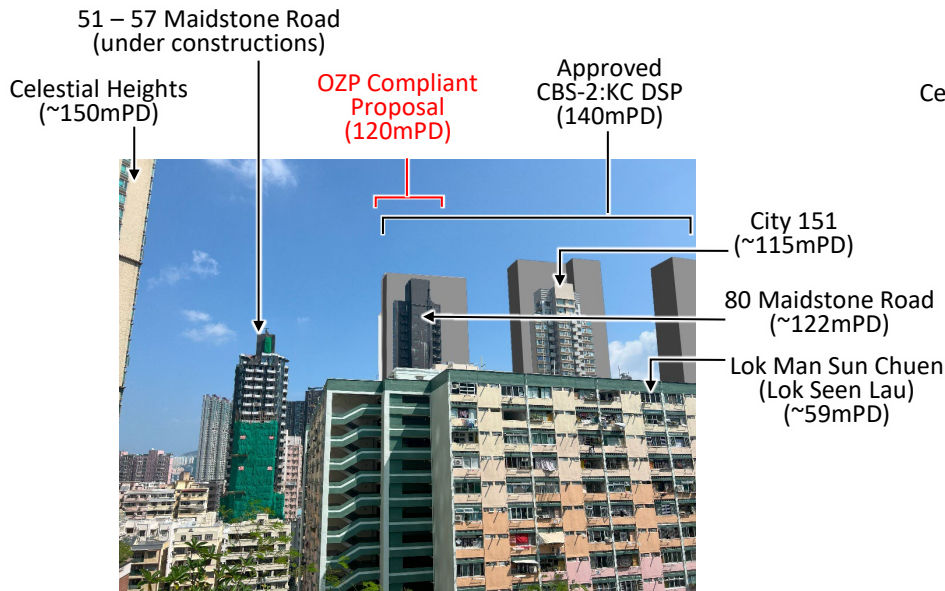


Figure 5.4

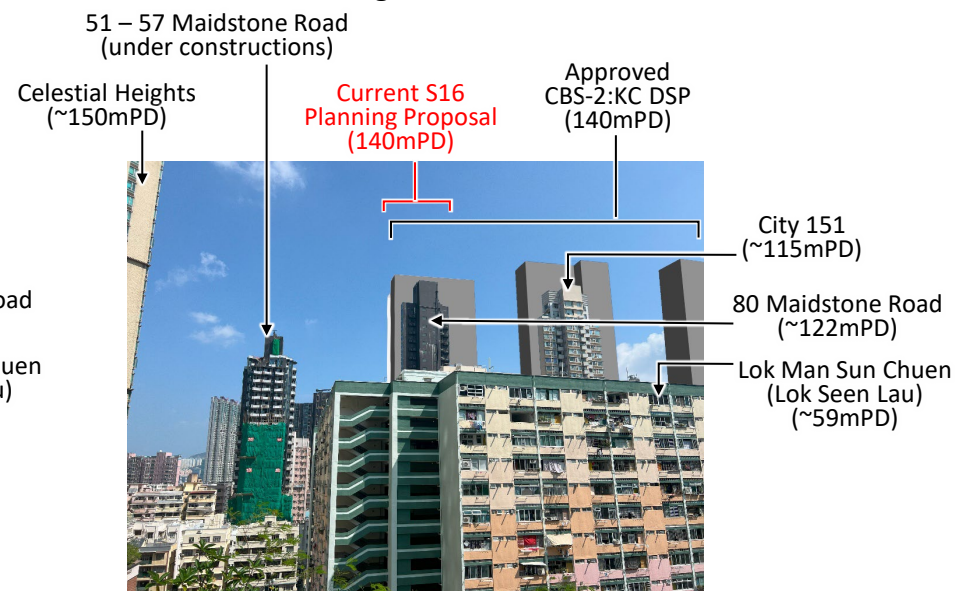
Key Plan



Existing Condition



OZP Compliant Proposal (120mPD)



Current S16 Planning Proposal (140mPD)

**PHOTOMONTAGES OF VP5
(Kau Pui Lung Road Playground)**

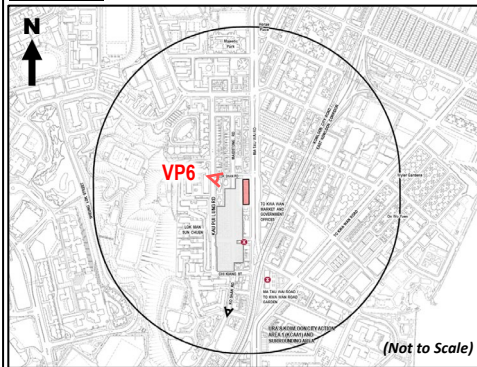
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT



Figure 5.5

Key Plan



Fu Yu Court
(~48mPD)



80 Maidstone Road
(~122mPD)
Morning Joy Building
(~81mPD)

Existing Condition

Fu Yu Court
(~48mPD)

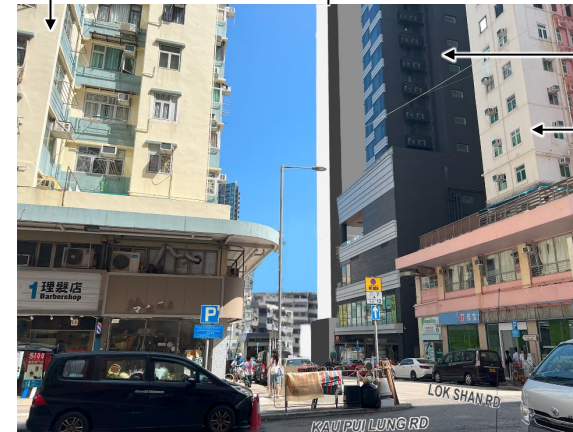
OZP Compliant Proposal (120mPD)
Approved CBS-2:KC DSP (140mPD)



OZP Compliant Proposal (120mPD)

Fu Yu Court
(~48mPD)

Current S16 Planning Proposal (140mPD)
Approved CBS-2:KC DSP (140mPD)



Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP6

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

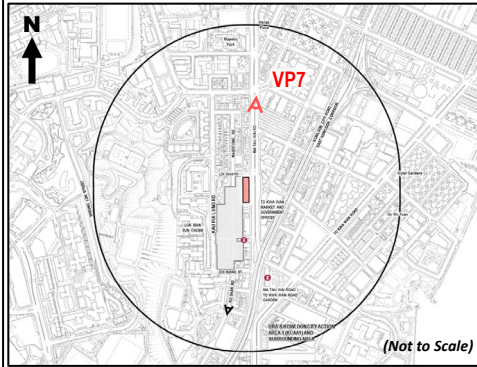
MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)

VISUAL IMPACT ASSESSMENT



Figure 5.6

Key Plan



Pak Tai Mansion (~40mPD) 80 Maidstone Road (~122mPD) Delight Court (~84mPD)



Existing Condition

OZP Compliant Proposal (120mPD) Approved CBS-2:KC DSP (140mPD) 80 Maidstone Road (~122mPD) Delight Court (~84mPD)



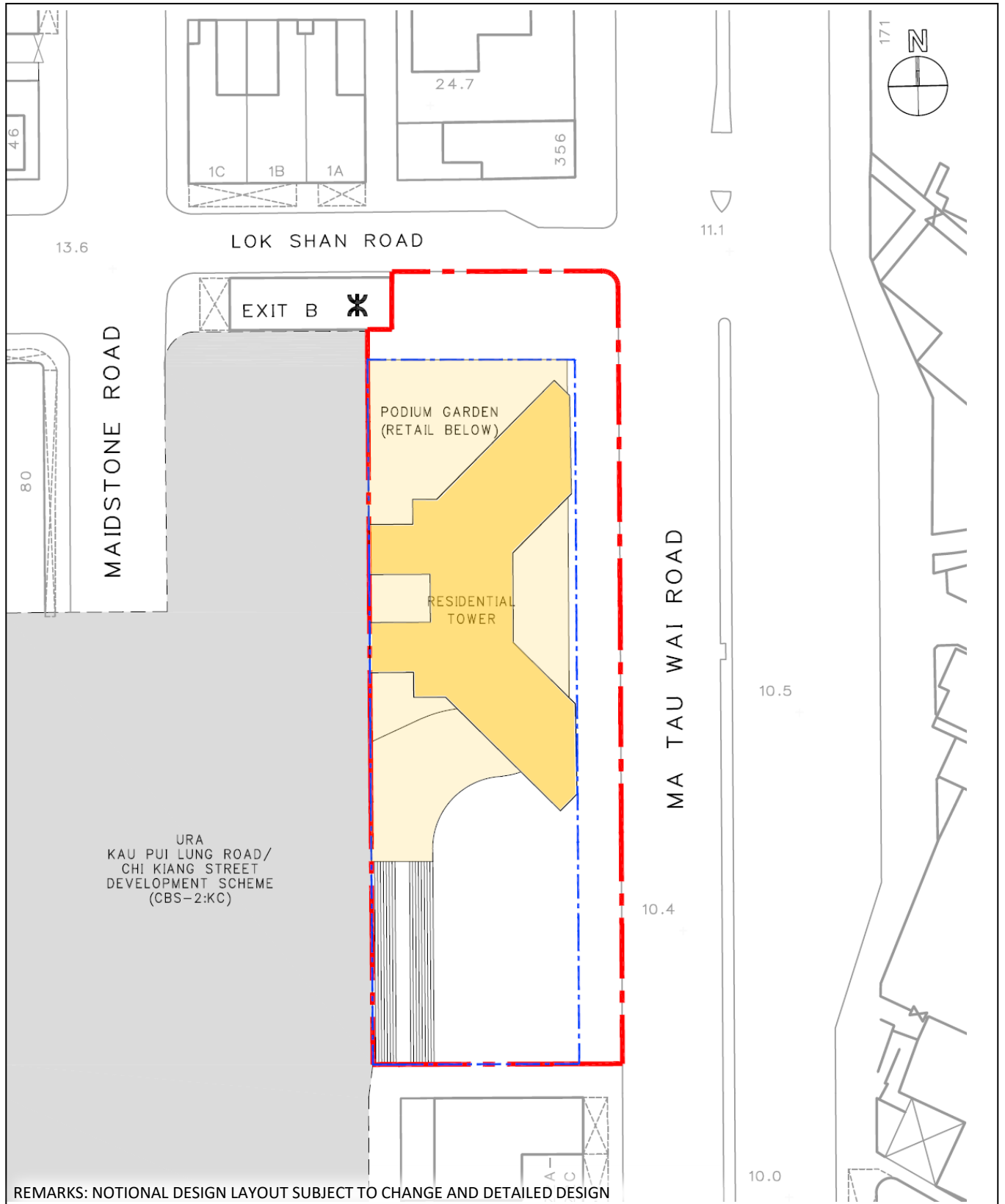
OZP Compliant Proposal (120mPD)

Current S16 Planning Proposal (140mPD) Approved CBS-2:KC DSP (140mPD) 80 Maidstone Road (~122mPD) Delight Court (~84mPD)



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**



REMARKS: NOTIONAL DESIGN LAYOUT SUBJECT TO CHANGE AND DETAILED DESIGN

- - - PROJECT BOUNDARY
- - - AREA ZONED "R(A)"

**NOTIONAL BLOCK PLAN OF THE OZP
COMPLIANT PROPOSAL (120mPD)**

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

VISUAL IMPACT ASSESSMENT



Appendix 1