



**Section 16 Planning Application for Proposed
Minor Relaxation of Domestic Plot Ratio and
Building Height Restrictions for the URA Kai Tak
Road / Sa Po Road Development Scheme (KC-015)**

VISUAL IMPACT ASSESSMENT

June 2026

Urban Renewal Authority



CONTENTS

Page

1. INTRODUCTION	1
2. THE INDICATIVE DEVELOPMENT PROPOSAL	3
3. AREA OF ASSESSMENT	6
4. KEY VISUAL SENSITIVE RECEIVERS AT LOCAL VIEWPOINTS	11
5 ASSESSMENT OF VISUAL IMPACTS	18
6 EVALUATION OF OVERALL VISUAL IMPACT	31

List of Tables

Table 2.1	Comparison of Indicative Development Parameters of the Approved DSP Proposal and Current S16 Planning Proposal
Table 4.1	Brief Analysis of Visually Sensitive Receivers at Selected Viewing Points
Table 5.1	Classification of Overall Visual Impacts
Table 5.2	Appraisal of Visual Impacts of Selected Viewpoints
Table 6.1	Summary of Visual Impacts

List of Figures

Figure 1.1	Location Plan
Figure 1.2	Extract of Approved DSP No. S/K10/URA1/2
Figure 2.1	Notional Block Plan
Figure 2.2	Notional Section Plan
Figure 3.1	Locations of Local Viewing Points (VP1 – VP7)
Figure 3.2	Photos of Local Viewing Points (VP1 – VP7)
Figure 3.3	Location and Photo of Strategic Viewing Point (VP8)
Figure 3.4	Visual Context and Character
Figure 5.1	Photomontages of VP 1 – Prince Edward Road East Bus Stop
Figure 5.2	Photomontages of VP 2 – Kai Tak Road
Figure 5.3	Photomontages of VP 3 – Kowloon Walled City Park
Figure 5.4	Photomontages of VP 4 – Future GIC Complex of KC-017
Figure 5.5	Photomontages of VP 5 – Olympic Avenue
Figure 5.6	Photomontages of VP 6 – Kai Tak Station Square
Figure 5.7	Photomontages of VP 7 – Tung Tau Estate
Figure 5.8	Photomontages of VP 8 – Quarry Bay Park (SVP4)

List of Appendices

Appendix 1	Notional Design for the Approved DSP Proposal (Approved by the Chief Executive in Council (CE in C) on 29 September 2020.)
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1. INTRODUCTION

- 1.1. This Visual Impact Assessment (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 maximum domestic plot ratio (DPR) and building height restriction (BHR) for the URA Kai Tak Road / Sa Po Road Development Scheme (KC-015) (the Scheme).
- 1.2. The Scheme is located in Kowloon City and is bounded by Kai Tak Road, Prince Edward Road East, Sa Po Road and Carpenter Road. It adjoins Site C1 of URA Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017) at its southwestern boundary. It is currently vacant, as the demolition works were completed in 2024 (**Figure 1.1** and **Figure 1.2** refer).
- 1.3. The Application Site falls within the area zoned “Residential (Group A)” (“R(A)”) on the approved URA Kai Tak Road / Sa Po Road Development Scheme Plan No. S/K10/URA1/2 (the Approved DSP) (**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. With an aim to enhance development flexibility to meet market needs, adopt Modular Integrated Construction (MiC) method and aboveground carpark design, this S16 Planning Application seeks Town Planning Board (TPB)’s permission for the Scheme on the following:
- (i) minor relaxation of DPR from 7.5 to 8.0, with total permissible plot ratio remains the same as 9.0; and
 - (ii) minor relaxation of BHR from 120mPD to 140mPD.
- 1.5. 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.
- 1.6. To support the S16 Planning Application, this Visual Impact Assessment (VIA) report is prepared to assess the potential visual impact arising 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).

1.7. This VIA report has made reference to the selected viewpoints (VPs) adopted in the Visual Appraisal for the Approved DSP dated February 2019 (VA for Approved DSP), with minor adjustments to account for the changes in development context. The VPs adopted in this VIA has obtained no in-principal objection from the Urban Design & Landscape Section of Planning Department (UD&L, PlanD) in October 2025. The notional design of the Approved DSP has been adopted as the baseline visual condition for assessment (**Appendix 1** refers).

1.8. 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. The subject S16 Planning Application seeks TPB permission for (i) minor relaxation of maximum permissible DPR from 7.5 to 8.0, while keeping the total PR unchanged at 9.0 to enhance development flexibility to meet market needs and (ii) minor relaxation of BHR from 120mPD to 140mPD to facilitate the adoption of MiC and aboveground carpark design to respond to the recent Government initiatives.

2.2. The proposed minor relaxation of DPR from 7.5 to 8.0 could allow for construction of more domestic areas to meet the market needs. The relaxation also allows 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. The proposed minor relaxation of BHR from 120mPD to 140mPD is as a result of two factors:

- (i) an increase of about 11m for MiC; and
- (ii) an increase of about 9m¹ for above-ground carpark subject to detailed design.

Should MiC not be adopted by practisers in the implementation of the future development, the minor relaxation of BHR to 129mPD would still be needed for the above-ground carpark design.

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 Approved DSP Proposal and the Current S16 Planning Proposal

2.5. A comparison of indicative development parameters between the notional design of the Approved DSP Proposal and the Current S16 Planning Proposal is provided in **Table 2.1** below.

¹ An increase of about 7 – 9m for adoption of above-ground carpark, subject to detailed design.

Table 2.1: Comparison of Indicative Development Parameters of the Approved DSP Proposal and Current S16 Planning Proposal

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Area - Application Site Area (for PR Calculation) (m ²)	About 5,352	About 5,307 ⁽¹⁾	-45 (-0.8%)
Maximum PR ⁽³⁾ - Total PR - Domestic PR	9.0 7.5	9.0 8.0 ⁽²⁾	No Change +0.5 (+6.7%)
Max GFA ⁽³⁾ Total GFA (m ²) Domestic GFA (m ²)	About 48,168 About 40,140	About 47,763 ⁽¹⁾⁽²⁾ About 42,456 ⁽¹⁾⁽²⁾⁽³⁾	-405 (-0.8%) +2,316 (+5.8%)
Max. BH (mPD)	120	140	+20 (+16.7%)
GIC Facilities⁽⁴⁾ (m²)	About 800	About 800	No Change
Sunken Plaza (m²)	About 1000	About 1000	No Change
Under Notional Design			
No. of Residential Towers	3 towers	2 towers	-1 (-33.3%)
No. of Storeys - Domestic - Clubhouse - Podium - Basement	29 storeys 1 storey 3 storeys 5 storeys	31 storeys 1 storey 5 storeys 2 storeys	+2 (+6.9%) No Change +2 (+66.7%) -3 (-60.0%)
Average Flat Size (m²)	About 42.8 ⁽⁵⁾	About 42.8	No Change ⁽⁵⁾
No. of Flats	About 938 ⁽⁵⁾⁽⁶⁾	About 992 ⁽⁶⁾	+54 (+5.8%) ⁽⁵⁾
Anticipated Population	About 2251 ⁽⁵⁾⁽⁷⁾	About 2480 ⁽⁸⁾	+229 (+10.2%) ⁽⁵⁾
Site Coverage ⁽⁹⁾	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100% Non-domestic portion above 15m: Not more than 65%	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100% Non-domestic portion above 15m: Not more than 65%	No change

Remarks:

- (1) As per area zoned "R(A)" under the Approved DSP with minor adjustment of area to reflect the net site area under land grant, resulting to corresponding adjustment in GFA.
- (2) Excluding 10% of MiC floor area which could be disregarded from calculation of GFA and plot ratio as per Joint Practice Note No. 8.
- (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) GIC to be exempted from GFA calculation under the Approved DSP.
- (5) For a like-to-like analysis, an average flat size of about 42.8 sq.m. under the Current S16 Planning Proposal has been applied to both the approved DSP 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 Approved DSP for KC-015 approved by CE in C in Sep 2020 had adopted an average flat size of about 49.6 sq.m. with about 938 no. of flats and an estimated population of about 1940.
- (6) The actual no. of flats would be worked out at detailed design stage.

- (7) *In lined with the notional design adopted for the Approved DSP, the estimated population is based on the average domestic household size of 2.4 persons in Lung Shing District Council Constituency Area under the Population By-census 2016.*
- (8) *Based on Population Census 2021, the average domestic household size in Lung Shing District Council Constituency Area is 2.5 persons.*
- (9) *Assumed in accordance with the First Schedule of Building (Planning) Regulation that for a Class C site with building height over 61m, the site coverage shall not exceed 40% for a domestic building or for the domestic part of a composite building, and shall not exceed 65% for a non-domestic building, or for the non-domestic part of a composite building. If 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 Approved DSP Proposal have been retained, including:

- Provision of a split-level sunken plaza of about 1,000sq.m., which connects with the future subway (to be constructed by CEDD) linking Kai Tak Development Area (KTDA) and its Underground Shopping Street (USS), to create a nodal point to connect this part of Kowloon City District with KTDA for enhancing the area's connectivity and walkability. The sunken plaza will be opened for public use and will incorporate retail components, sitting area and event space for place-making opportunities to enrich users' experience, as well as providing a 50m setback of towers from Prince Edward Road East to enhance wind flow penetration;
- Replanning and converting the existing portion of Sa Po Road within the Application Site to optimize the configuration of the sunken plaza, provide solution space for bus queuing at the pavement of Prince Edward Road East and enhanced pedestrian circulation;
- Provide not less than 800 sq.m. of GFA for GIC uses to meet the community needs; and
- Provide PVP to address local parking demand. The URA submitted a Technical Note on Public Vehicle Park for KC-015 in April 2025 to Transport Department (TD), proposing minor reduction of PVP provision from 300 nos. under the Approved DSP to 217 nos. to reflect an updated estimate of local parking demand. The Note has obtained no in-principle objection from TD and no in-principle objection from Kowloon City District Council (KCDC) after consultation. As such, the current S16 Planning Proposal adopts the reduced numbers of PVP provision (i.e. 217 private car parking spaces).

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 notional design of the Approved DSP Proposal, 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 Approved DSP Proposal is provided in **Appendix 1** and its indicative development parameters is available in **Table 2.1**.

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 illustrated in **Figure 3.1**, the assessment area extends to a cluster of public housing, which includes Mei Tung Estate, Tung Tau Estate and Tung Wui Estate, as well as a portion of the Kowloon Walled City Park to the north; the Light Public Housing at Olympic Avenue to the east; a cluster of medium-to-high rise residential developments in KTDA to the south; and the Nga Tsin Wai Road area which is the urban core of Kowloon City with a mixed of existing tenement buildings, recent high-rise residential developments and the planned URA KC-017 development to the west. Apart from the coverage of the assessment area, the strategic viewpoint from Quarry Bay Park located across the Victoria Harbour (i.e. SVP 4), has also been identified for assessment (**Figure 3.3** refers).
- 3.2.3 The VPs for selected this VIA has made reference to those adopted in the VA for the Approved DSP, as the visual context surrounding the Application Site remains largely unchanged that most of the VPs adopted in the VA for Approved DSP are considered applicable and valid for the current assessment. Minor adjustments have been made where necessary to reflect the changes in development context. The VPs

adopted in this VIA has obtained no in-principal objection from UD&L, PlanD in October 2025.

- 3.2.4 In view of the above, the following VPs, including 7 local VPs (**Figure 3.1** and **Figure 3.2** refer) and 1 Strategic VP (**Figure 3.3** refers), are identified for assessment:

Local VPs

- VP 1:** Prince Edward Road East Bus Stop
- VP 2:** Kai Tak Road
- VP 3:** Kowloon Walled City Park
- VP 4:** Future GIC Complex of KC-017 (near the existing entrance of Carpenter Road Park)
- VP 5:** Olympic Avenue
- VP 6:** Kai Tak Station Square
- VP 7:** Tung Tau Estate

Strategic VP

- VP8:** Quarry Bay Park (SVP4)

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 3.4** refers):

- The Application Site is currently vacant and is surrounded by site hoarding, as the demolition works were completed in 2024. The Application Site falls within the Nga Tsin Wai Road area, the urban core of Kowloon City, characterized with sporadic redevelopment, where older, low-rise tenement buildings coexist with recent high-rise residential developments.
- Immediately adjoins the Application Site in the same street block have two relatively new high-rise buildings, namely High Place (~87mPD) which is a private residential development adjoin the northeastern corner of the Application Site and the Carlson Court (~76mPD) at Sa Po Road which is an off-campus student residence managed by the Hong Kong Baptist University.

- Adjoining part of the south western boundary of the Application Site is the Site C1 of the URA KC-017 development. KC-017 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 September 2023. Site C1 of KC-017 is planned with a BHR of 40mPD, comprising a low-rise commercial/ retail block at its north and the at-grade gateway square at its south, which will connect with the existing Tak Ku Ling Road Rest Garden and the sunken plaza at the Application Site, forming a scalable gateway between the Nga Tsin Wai Road area of Kowloon City area and the KTDA. The remaining sites of KC-017 is located further west, which comprises Site A and C2 (also known as the main sites) planned for high-rise residential development with BHR of 160mPD, and Site B planned as a Government, Institution or Community (GIC) complex with BHR of 100mPD.
- The area to the west of the Application Site across Kai Tak Road comprises a mix of low-to-medium rise tenement buildings with ground floor shops, together with a recent high-rise residential development known as AVA 55 (~92mPD).
- To the north and northeast of the Application Site across Carpenter Road are two recent high-rise residential developments known as Billionaire Royale (~170mPD) and Le Billionaire (~145mPD).
- To the east of the Application Site across Sa Po Road are the medium-rise residential building named Po Shing Court (~52mPD) and the Regal Oriental Hotel (~51mPD).
- To the south of the Application Site across Prince Edward Road East is the KTDA, which features a mix of community, housing, business, tourism and infrastructural uses. The KTDA is under active construction and the area situated at the closest proximity to the Application Site is a cluster of planned residential developments with BHR of 100mPD to 135mPD. To the further south is the Kai Tak Sports Park with BHR of 55mPD, which mainly comprises the main stadium, public sports ground and indoor sports centre building with various active and passive open spaces.

3.3.2 Apart from the major visual elements discussed above, the vicinity includes various recreation grounds, such as Shek Ku Lung Playground to the north-east of the Application Site; Kowloon Walled City Park and

Carpenter Road Park to the north-west across the Carpenter Road, Olympic Garden and Argyle Street Playground to the further south-west and the Kai Tak Station Square within the KTDA to the further south-east across Prince Edward Road East.

- 3.3.3 With the consideration of the above, it is observed that the Application Site is situated within a dense urban core characterised by a stepped building height profile which gradually stepped down from inland area where buildings across Carpenter Road, i.e. Billionaire Royale and Le Billionaire with building height of 170mPD & 145mPD respectively, down to the Kai Tak area where buildings step down from 135mPD to 55mPD to the waterfront, which the Current S16 Planning Proposal would fully respect.

3.4 Visual Quality of Current S16 Planning Proposal

- 3.4.1 While the subject S16 Planning Application is a non-scheme-based submission, the Current S16 Planning Proposal proposed to adopt MiC construction method and aboveground carpark design, with incorporation of the following key visual qualities:

- **Compatibility with surrounding environment:** The future buildings at the Application Site with a maximum building height of 140mPD adheres to the established stepped building height profile of the area, which descent from inland area with taller buildings (e.g. Billionaire Royale with 170mPD) down to the Kai Tak area where buildings step down from 135mPD to 55mPD to the waterfront.
- **Enhance visual permeability of the surrounding developments:** By reducing the number of towers to 2 nos. and strategically repositioning them away from Kai Tak Road, the Current S16 Planning Proposal opens up the views of the neighbouring developments (e.g. the High Place and AVA 55), enhancing visual permeability and comfort of the surrounding area.
- **Enhance visual and spatial connection:** The Current S16 Planning Proposal retains the provision of a split-level sunken plaza which serves as a significant visual anchor to visually and spatially connect with the at-grade gateway square of the adjacent KC-017 and the existing Tak Ku Ling Road Rest Garden, forming a cohesive and sizable gateway between the urban core of Kowloon City and KTDA.

- **Maintain vibrant street frontage and visual interest:** The Current S16 Planning Proposal prioritizes visual interest at the human scale by ensuring the provision of active ground-floor retail frontages to maintain the vibrant and visually stimulating streetscape.
- **Preservation of strategic ridgeline views:** The proposed maximum building height of 140mPD ensures the preservation of strategic ridgeline views by remaining well within the 20% building-free zone below the ridgelines as recommended in the HKPSG, thus ensuring the visual connection to the natural mountain backdrop is well protected and maintained.

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 receivers 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
VP 1: Prince Edward Road East Bus Stop VSR: Nearby residents and pedestrians, users of the Kowloon City Bus-bus Interchange (BBI) Type of User: Traveller	About 100m to the south-west of the Application Site	Fair – An oblique view of the south-western boundary of the Application Site, capturing the pavement of Prince Edward Road East in the foreground with bus stops at Kowloon City BBI at the right, existing tenement buildings to the left and a sky view partially obstructed by existing medium-to-high rise buildings such as Le Billionaire, Billionaire Royale and the Regal Oriental Hotel at the back.	Partial View – The proposed sunken plaza, podium and the lower floors of the residential towers of the Notional Design are visible from this VP due to its proximity to the Application Site. Frequent View – This VP is located right next to various bus stop (i.e. the Kowloon City BBI) with a 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.	High
VP 2: Kai Tak Road VSR: Nearby Residents, shoppers at G/F	About 35m to the west of the Application Site	Fair – The view of the western boundary, capturing vacant Application Site surrounded by site hoardings on the left, a row of low-to-medium rise tenement buildings on the right, and a sky view partially obstructed by a relatively new	Partial View – The podium and the lower floors of the residential towers of the Notional Design are visible from this VP due to its proximity to the Application Site.	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
shops and pedestrians/ drivers of Kai Tak Road Type of User: Traveller		high-rise building (i.e. the Carlson Court) and various residential developments in the KTDA in the background.	Occasional View – This VP is observed with low level of pedestrian and vehicular activities. The VSRs are mainly pedestrians and drivers passing by Kai Tak Road, who are mostly transient in nature, with short duration of stay and major attention on the road/ traffic condition.	
VP 3: Kowloon Walled City Park VSR: Tourist to Kowloon Walled City Park, facility users, nearby residents and pedestrians Type of User: Recreation	About 290m to the north-west of the Application Site	Good – The view of the north-western boundary of the Application Site, capturing the greenery within the park in the foreground, and a sky view partially obstructed by existing medium-to-high rise buildings in the background.	Partial View – The podium and the lower floors of the residential tower of the Notional Design will be screened off by the trees in the foreground. Occasional View – This VP is located within the Kowloon Walled City Park, an area frequently visits by many tourists and recreational users. The focus of the VSRs is on the park's heritage elements and leisure activities and their view towards the partially-blocked residential towers of the Notional Design is considered occasional.	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
VP 4: Future GIC Complex of KC-017 (near the existing entrance of Carpenter Road Park) VSR: Visitors to the Park, nearby residents and pedestrians Type of User: Recreation/ Traveller	About 380m to the west of the Application Site	Fair – The view of the western boundary of the Application Site, capturing trees at the entrance of Carpenter Road Park on the left, and low-rise buildings (i.e. the existing Lok Sin Tong Transitional Housing and some tenement buildings) on the right in the foreground, and a sky view partially obstructed by existing medium-to-high rise buildings in the background.	Partial View – The major views to the Application Site will be screened off by existing developments in the foreground, leaving only a partial view of the residential tower of the Notional Design. Occasional View – While the VSRs at this VP are primarily pedestrians walking along Carpenter Road who are transient in nature, the frequency of view is considered occasional due to the partial obstruction caused by existing buildings.	Medium
VP 5: Olympic Avenue	About 370m to the south-west of the	Fair – An oblique view of the south-western boundary of the Application Site, capturing a network of roads and flyovers in the foreground and a sky view partially	Partial – The podium and the lower floors of the residential tower of the Notional Design will be screen by the network of roads and flyovers and existing trees and vegetation in the foreground.	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
VSR: Nearby residents and pedestrians/ drivers along the Olympic Avenue Type of User: Traveller	Application Site	obstructed by various existing high-rise, single-block buildings within Kowloon City.	Rare View – A low level of pedestrian activity is observed at this VP, within mainly pedestrian passing by the footpath of the Olympic Avenue and the construction sites of KTDA. The VSRs will have a rare view of the Application Site as they are mostly transient in nature.	
VP 6: Kai Tak Station Square VSR: Nearby residents and pedestrians Type of User: Traveller	About 440m to the south-east of the Application Site	Poor – An oblique view of the south-eastern boundary of the Application Site from KTDA, capturing an existing high-rise subsidized housing (i.e. Kai Yan Court) on the left, a construction site of a high-rise private residential development on the right in the foreground, and an obstructed sky-view in the background.	Glimpsed View – Views are mostly screened off by the existing buildings of Kai Yan Court and the construction site of high-rise private residential development in the foreground. Rare View – Although this VP is located within the Station Square with a high level of pedestrian activity observed, the frequency of views towards the Application Site is considered rare due to the obstruction caused by existing and construction sites of high-rise residential buildings in the foreground.	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
VP 7: Tung Tau Estate VSR: Nearby residents and pedestrians/ drivers along Lok Sin Road Type of User: Traveller	About 340m to the north-east of the Application Site	Fair – An oblique view of the north-eastern boundary of the Application Site, capturing existing medium to high-rise public housing blocks (i.e. Tung Wui Estate and Tung Tau Estate) along both sides of Lok Sin Road in the foreground with a sky view partially obstructed by two high-rise buildings (i.e. Billionaire Royale and Le Billionaire)	Partial View – Major views will be screened off by existing developments in the foreground with partial view of the residential towers of the Notional Design. Rare View – While the VSRs at this VP are primarily pedestrians and drivers along Lok Sin Road who are transient in nature, the frequency of views is considered rare due to the obstruction caused by existing buildings.	Medium
VP8: Quarry Bay Park (Strategic VP (SPV4)) VSR: Facility users, pedestrians along the Quarry Bay Promenade	About 4.3km to the southeast of the Application Site on the opposite side of the harbour	Good – Long distance panoramic views towards the Application Site largely characterized by the existing high-rise and high-density development in Kwun Tong, Kowloon Bay and KTDA, featuring the Victoria Harbour and the continuous ridgelines extending from Beacon Hill to the Lion Rock and Kowloon Peak as backdrop.	Glimpsed view – long distance view of the Notional Design, which will be blended and compatible with the urban built environment along the harbourfront. Rare view – Although active pedestrian activities are observed and anticipated, the Notional Design will be largely screened off by buildings in KTDA. Meanwhile, the VSR's view along the promenade would mainly focus on	High

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			Victoria Harbour, skyline, ridgeline and urban developments.	

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. **Approved DSP Proposal** (i.e. the Baseline Scenario) – Referring to the notional design for the Approved DSP for KC-015, with maximum DPR of 7.5, total PR of 9.0 and BHR of 120mPD in accordance to the development controls of the subject “R(A)” zone in the approved DSP (**Appendix 1** refers).
- 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 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 Approved DSP Proposal and the Current S16 Planning Proposal and summarised in **Table 5.2** below. The corresponding photomontages are shown in **Figures 5.1 to 5.8**.

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: Prince Edward Road East Bus Stop	About 100m to the south-west of the Application Site	Traveller	As shown in Figure 5.1, the visual composition of this VP mainly features a wide pavement of Prince Edward Road East with bus stops (i.e. Kowloon City BBI) and various existing medium-to-high rise buildings (e.g. Le Billionaire, Billionaire Royale and the Regal Hotel etc.) Due to the close proximity to the Application Site, both the Approved DSP Proposal and the Current S16 Planning Proposal (both proposals) will inevitably	The visual openness to the sky is already partially obstructed by the existing medium-to-high rise buildings. Both proposals will result in further obstruction of the sky view, nevertheless a portion of the sky view is still visible. Comparing to the Approved DSP Proposal, the visual openness and permeability remains the same.	The key visual elements are the existing pavement of Prince Edward Road East with bus stops, the existing buildings and the partially obstructed sky view. Under both proposals, the sunken plaza, podium and the lower floors of the proposed towers will be visible and become a dominant visual element, which would reduce the existing sky view.	VSRs of this VP primarily comprise transient pedestrians and local residents, as well as passengers waiting at the bus stops. The attention of these VSRs is predominantly directed towards the road traffic and the buses at the Kowloon City BBI, which direct their line of sight away from the Application Site and resulting in only short, incidental views. Although the VSRs can view the proposed	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
			visible with a large building mass at this VP. Nevertheless, comparing with the Approved DSP Proposal, the visual composition remains the same.		If compared with the Approved DSP Proposal, there is no change in visual elements and resources.	towers under both proposals due to the close proximity of this VP to the Application Site, the impact of visual change on VSRs is considered negligible since the visual composition is the same in both proposals.	
VP 2: Kai Tak Road	About 35m to the west of the Application Site	Traveller	As shown in Figure 5.2 , the visual composition of this VP mainly features low-to-medium tenement buildings along Kai Tak Road with a glimpse of planned residential development in KTDA across the	As the Application Site is currently vacant as demolition works were completed in 2024, this VP possess a relatively open sky view with only a small degree of visual obstruction by the existing buildings at the foreground.	The key visual elements are the existing buildings along Kai Tak Road. Under both proposals, the proposed sunken plaza, podium and the lower floors of	VSRs of this VP are mainly local residents returning home, shoppers at G/F shops and pedestrians/drivers along Kai Tak Road, who are transient in nature with a relatively short duration of sight	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
			Prince Edward Road East in the background. Both proposals will inevitably visible with a large building mass at this VP due to its close proximity to the Application Site. Nevertheless, the visual composition remains largely the same when compared with the Approved DSP Proposal.	While, both proposals will result in some obstruction of the existing sky view, a portion of the sky view will remain visible. When compared directly with the Approved DSP Proposal scenario, the degree of visual openness and permeability remains largely the same.	the proposed towers will be visible and become a dominant visual element, which would reduce the existing sky view. When compared with the Approved DSP Proposal, the visual elements and resources remains largely the same.	towards the Application Site. Due to the close proximity to the Application Site, the VSRs can view the proposed tower under both proposals. Since the visual composition in both proposals remains largely the same, the impact of visual change on VSRs is considered negligible.	
VP 3:	About 290m to the north-west of the	Recreation	As shown in Figure 5.3 , the visual composition of this VP mainly captures	This VP possess a relatively open sky view with small degree of	Despite the slight visual change brought by the	There will be slight impact on VSRs at this VP, as the Current S16 Planning Proposal will	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
Kowloon Walled City Park	Application Site		the vegetations within the Kowloon Walled City Park in the foreground, and various existing middle-to-high rise buildings in the background. The visual composition remains largely unchanged, as park's vegetation screens off the building mass in both proposals. While a minor increase in building height is noted in the Current S16 Planning Proposal when compared to the Approved DSP Proposal, this visual composition remains	visual obstruction from the existing medium-to-high rise buildings. While the proposed towers under both proposals will be visible and will impinge upon this sky view, the additional impact caused by the minor height increase in the Current S16 Planning Proposal would be minor.	Current S16 Planning Proposal, the impact on key visual elements at this VP, namely are the existing vegetations within the Kowloon Walled City Park in the foreground and the background buildings and a partially obstructed sky view, is very minor when compared to the Approved DSP Proposal.	bring minor changes to the visual composition compared to the Approved DSP Proposal. In addition, as the VSRs namely, tourist of the Kowloon Walled City Park and nearby residents/ pedestrians, will likely be engaging in heritage visits and recreational activities, which their attention is primarily directed towards their immediate surroundings within the park, rather than towards distant view of the Application Site.	

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
			compatible with the surrounding development context.				
VP 4: Future GIC Complex of KC-017 (near the existing entrance of Carpenter Road Park)	About 380m to the west of the Application Site	Traveller / Recreation	As shown in Figure 5.4 , the visual composition of this VP is framed by existing trees at the entrance of Carpenter Road Park on the left and low-rise buildings (i.e. the existing Lok Sin Tong Transitional Housing and a few existing tenement buildings) on the right. The background consists of medium-to-high rise buildings that partially obstruct the sky view.	The existing sky view is already partially obstructed by the existing medium-to-high rise buildings in Kowloon City (i.e. Le Billionaire, Billionaire Royale and AVA 55). The visual openness will only result in minor additional obstruction when compared with the Approved DSP Proposal.	Despite the slight visual change brought by the Current S16 Planning Proposal, the impact on key visual elements, namely the existing trees, buildings and the partially obstructed sky view, is very minor when compared to the Approved DSP Proposal.	VSRs from this VP are transient in nature, which includes local residents and pedestrians on Carpenter Road as well as visitors en route to the Carpenter Park or the future GIC Complex of KC-017. Given their movement and short duration of stay, their attention is likely focused on immediate surroundings and road conditions rather than distant views of the	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
			When compared to the Approved DSP Proposal, the Current S16 Planning Proposal incorporates a minor increase in building height, the overall visual composition remains compatible with the scale of the surrounding development context.			Application Site. As such, the effect of the visual changes on these VSRs is considered to be slight.	
VP 5: Olympic Avenue	About 370m to the south-west of the Application Site	Traveller	As shown in Figure 5.5 , the visual composition of this VP captures a network of roads and flyovers in the foreground and a sky view partially obstructed by various existing high-	The visual openness to the sky is already partially blocked by the existing roads, flyovers and buildings. While both proposals will result in further obstruction of the sky	The visual elements at this VP includes roads and flyovers in the foreground and a sky view partially obstructed by existing buildings.	The VSRs are transient local residents and pedestrians on Olympic Avenue with short viewing durations, and the S16 Planning Proposal only induces minor	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
			rise single-block buildings. The building mass under both proposals will be visible, but it will be partially screened off by the road network in the foreground. The incremental change induced by the S16 Proposal is limited to a minor increase in building height, which is compatible with the surrounding development context.	view, the additional reduction in visual openness and permeability caused by the minor increase in building height under the Current S16 Planning Proposal is considered minor when compared to the Approved DSP.	Although the proposed towers will be a visible element in this VP under both proposals, the minor increase in building height under the Current S16 Planning Proposal will only induce a slight change to the overall composition of visual elements and resources when compared to the Approved DSP Proposal.	building height increase, thus bring a very minor change to the visual composition when compared with the Approved DSP Proposal. As such, the effect of the visual changes on these VSRs is considered to be slight.	
VP 6:	About 440m to the south-east of the	Traveller	As shown in Figure 5.6 , the visual composition of this VP consists of the	The existing sky view at this VP is limited, being largely obstructed by	The key visual elements at this VP consist of the	The VSRs at this viewpoint are the nearby residents and	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
Kai Tak Station Square	Application Site		high-rise subsidized housing buildings (Kai Yan Court) and private residential buildings under construction within the KTDA, which results in a narrow sky view. As the building mass in both proposals has been largely screened off by the existing buildings of Kai Yan Court and the buildings under construction, the visual composition remains largely the same.	existing buildings and those under construction in the KTDA. Since the proposed towers are largely obscured from view in both proposal, the minor height increase in the Current S16 Planning Proposal causes no change to the overall visual openness and permeability.	continuous building mass within the KTDA and a limited sky view. Under both proposals, the towers will be largely blocked by the foreground buildings. Nevertheless, the incremental change to visual elements and resources induced by the Current S16 Planning Proposal is minor, resulting solely from the slight increase in building height when	pedestrians of the KTDA. Despite the high level of activity at this VP, the effect on these VSRs is considered negligible due to the transient nature of the VSRs with their attention focused on the immediate surroundings and the limited view of the Application Site at this VP.	

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
					compared to the Approved DSP.		
VP 7: Tung Tau Estate	About 340m to the north-east of the Application Site	Traveller	As shown in Figure 5.7, the visual composition of this VP is characterised by existing medium-to-high rise buildings along both sides of Lok Sin Road in the foreground, with a sky view partially obstructed by two high-rise buildings (i.e. Le Billionnaire and Billionnaire Royale). With building mass in both proposals being largely screen off by existing buildings, the minor increase in building height under the	The existing sky view is partially blocked by the buildings along Lok Sin Road. Since the proposed towers of the Notional Design have been largely screened off under both proposals, the minor increase in building height under the Current S16 Planning Proposal causes no discernible change to the existing visual openness and permeability.	The key visual elements at this VP includes the continuous building mass along both sides of Lok Sin Road. The proposed residential towers of the Notional Design will be largely blocked by and blends in with adjacent residential developments to form a continues residential building mass under both	Viewers from this VP are mainly local residents and pedestrians walking along Lok Sin Road. Since they are transient in nature with relatively short sight duration, the effect of visual changes on VSRs from this VP is considered negligible.	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
			Current S16 Planning Proposal does not result in a noticeable visual difference when compared to the Approved DSP Proposal, thus the change in visual composition compared with the Approved DSP Proposal is negligible.		proposals. Therefore, when compared to the Approved DSP, there is no material change to the composition of visual elements and resources.		
VP8: Quarry Bay Park (Strategic Viewing Point)	About 4.3km to the southeast of the Scheme, on the opposite side of the harbour	Recreation	As shown in Figure 5.8 , visual composition of this viewpoint is characterised by the existing high-rise and high-density development in Kwun Tong, Kowloon Bay and KTDA, featuring the Victoria Harbour and the	Under both proposals, the mountain ridgeline and the 20% building-free zone remain entirely unobstructed. Furthermore, strategic views towards Victoria Harbour and the open sky are preserved and unaffected. As such,	The key visual elements at this VP comprises the view of the Victoria Harbour towards the Kowloon Peninsula with open sky view and the ridgeline as backdrop.	Key VSRs from this VP are the users and pedestrians of the Quarry Bay Promenade. Despite of the observed high level of pedestrian activities at this VP, the visual impact on these VSRs is considered	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
			continuous ridgelines extending from Beacon Hill to the Lion Rock and Kowloon Peak as backdrop. From this VP, the substantial building mass of the buildings in KTDA at the forefront has almost entirely shields the Application Site from view. Only a very limited portion of the Notional Design is visible under both proposals, and the change in visual composition between the two scenarios is therefore considered negligible.	the Current S16 Planning Proposal would have negligible impact on the overall visual openness and permeability from this VP.	Since both proposals would not interrupt the 20% building-free zone or the ridgeline, ensuring that the abovementioned key visual elements remain unaffected. As such, the effect on the overall visual elements and resources is considered negligible.	negligible as the primary visual focus of these VSRs is directed towards the Victoria Harbour, the beautiful ridgeline and skyline. Meanwhile, the proposed buildings under both proposals have been largely screened off by the buildings in KTDA.	

6 EVALUATION OF OVERALL VISUAL IMPACT

6.1 This VIA is submitted to evaluate the degree of visual impacts on VSRs from major public VPs arise by the subject S16 Planning Application. The notional design of the Approved DSP Proposal approved by CE in C in September 2020 is adopted as the baseline visual condition to access the potential impact arise by the Current S16 Planning Proposal.

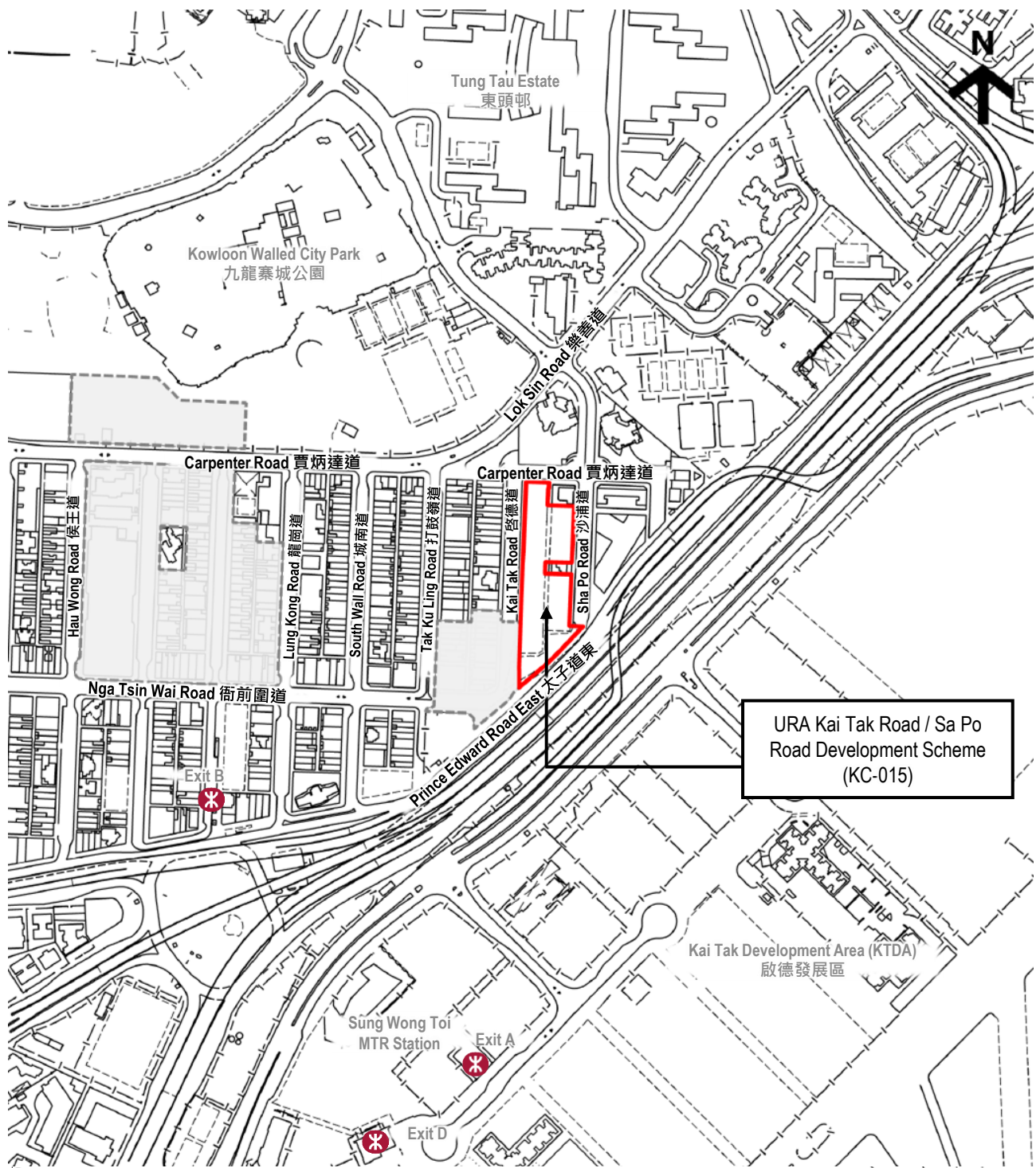
6.2 **Table 6.1** below summarizes the visual sensitivity and impact of the selected VPs.

Table 6.1 – Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP 1: Prince Edward Road East Bus Stop	High	Negligible
VP 2: Kai Tak Road	Medium	Negligible
VP 3: Kowloon Walled City Park	Medium	Slightly adverse
VP 4: Future GIC Complex of KC-017 (near the existing entrance of Carpenter Road Park)	Medium	Slightly adverse
VP 5: Olympic Avenue	Low	Slightly adverse
VP 6: Kai Tak Station Square	Low	Negligible
VP 7: Tung Tau Estate	Medium	Negligible
VP 8: Quarry Bay Park (Strategic VP (SPV4))	High	Negligible

6.3 By comparing the views to the Approved DSP Proposal and the Current S16 Planning Proposal from the 8 selected VPs (7 local VPs and 1 SVP), 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 S16 Planning Proposal generally blends in with the existing urban scape.

6.4 In conclusion, the subject S16 Planning Application is considered fully acceptable from visual point of view.



URA Kai Tak Road / Sa Po Road Development Scheme (KC-015)

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Application Site Area
(KC-015)



URA Nga Tsin Wai Road /
Carpenter Road
Development Scheme
(KC-017)

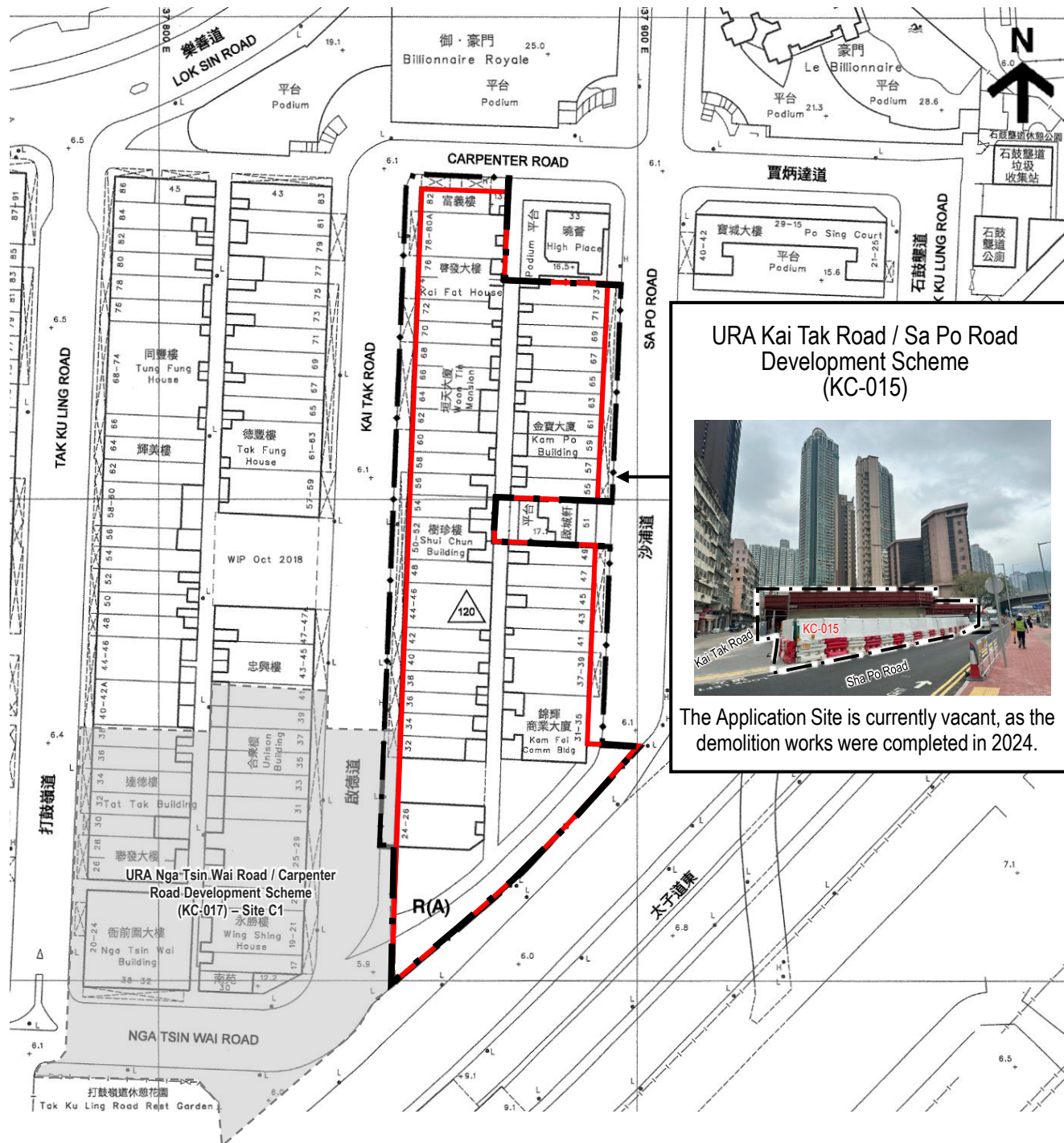
LOCATION PLAN

URA KAI TAK ROAD /
SA PO ROAD
DEVELOPMENT SCHEME
(KC-015)

VISUAL IMPACT ASSESSMENT



Figure 1.1



Extract from the Approved URA Kai Tak Road / Sha Po Road Development Scheme Plan No. S/K10/URA1/2 approved by CE in C on 29 September 2020



DSP Boundary



Application Site Area
(Area zoned "R(A)")

EXTRACT OF APPROVED DSP

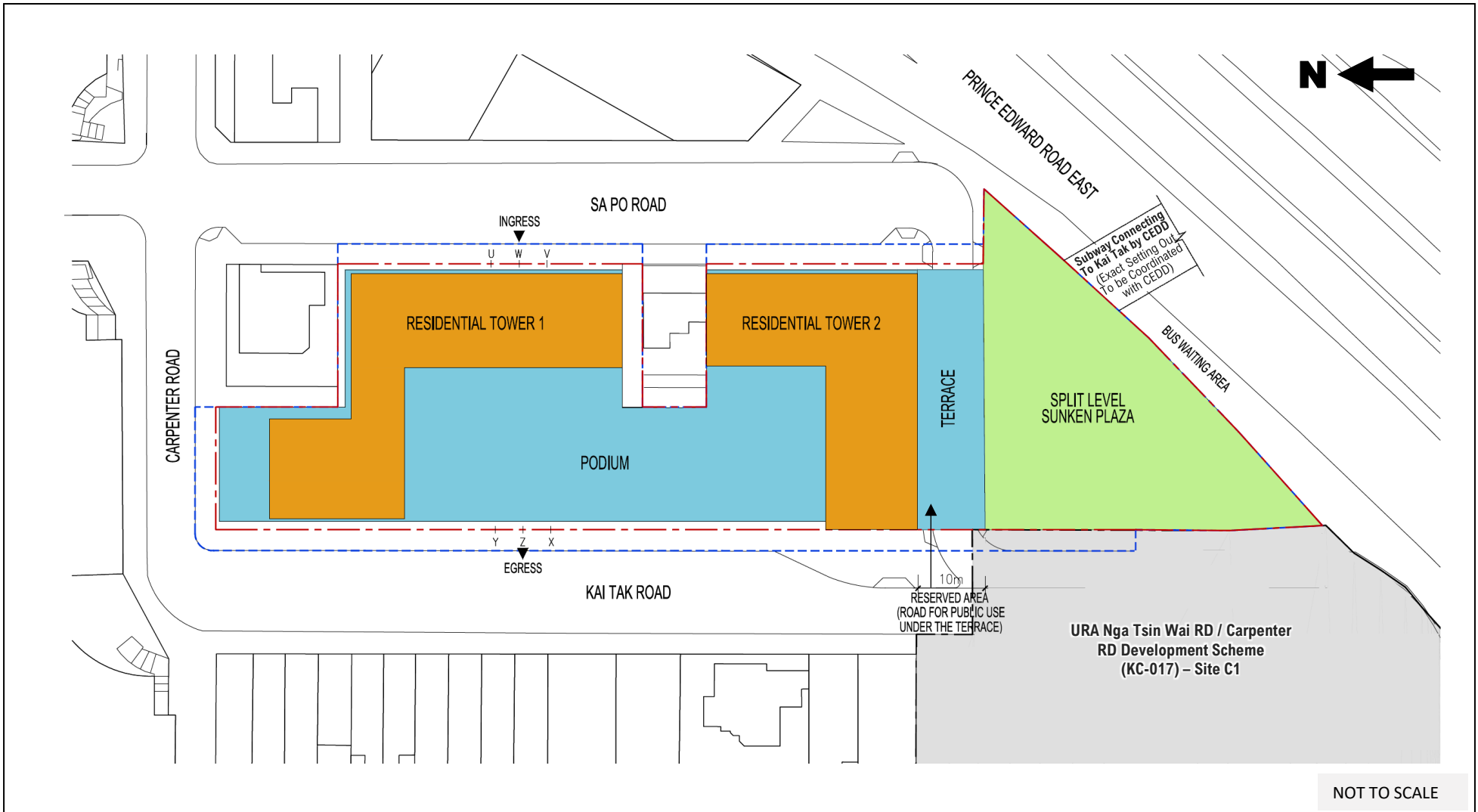
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URA KAI TAK ROAD /
SA PO ROAD
DEVELOPMENT SCHEME
(KC-015)

VISUAL IMPACT ASSESSMENT

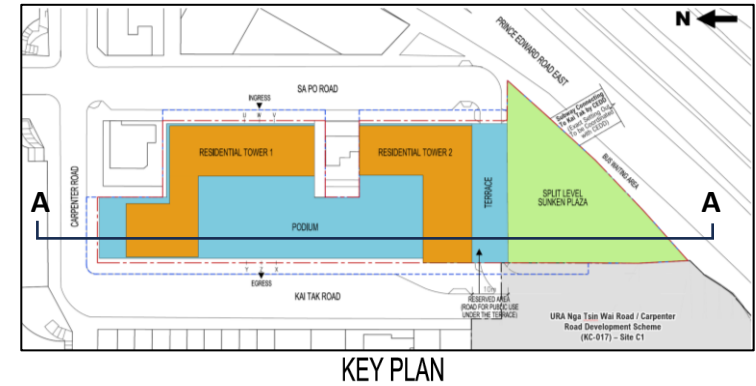
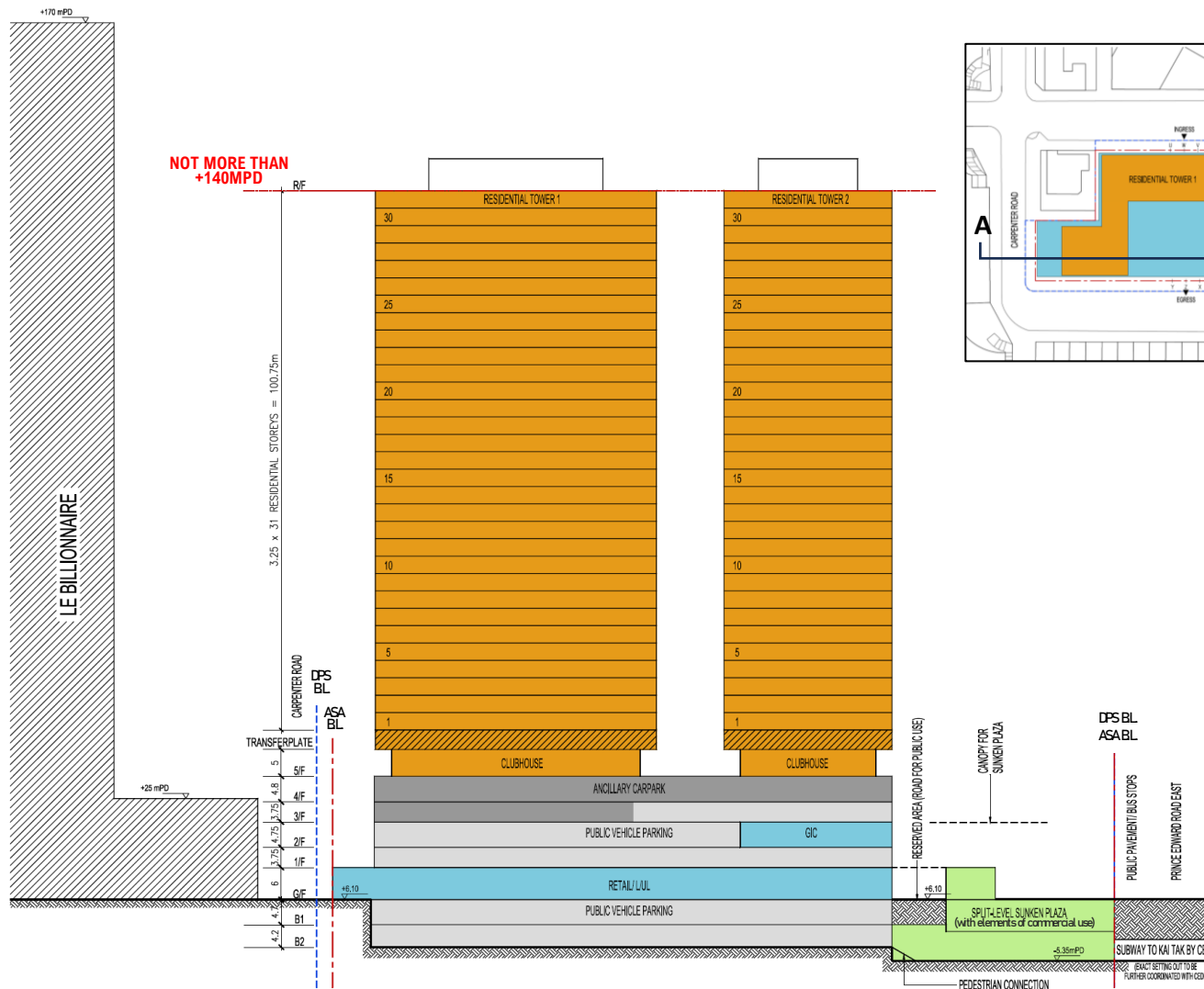


Figure 1.2



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.

--- DSP Boundary --- Application Site Area (Area Zoned “R(A)”)	NOTIONAL BLOCK PLAN URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015) VISUAL IMPACT ASSESSMENT	 市區重建局 URBAN RENEWAL AUTHORITY Figure 2.1
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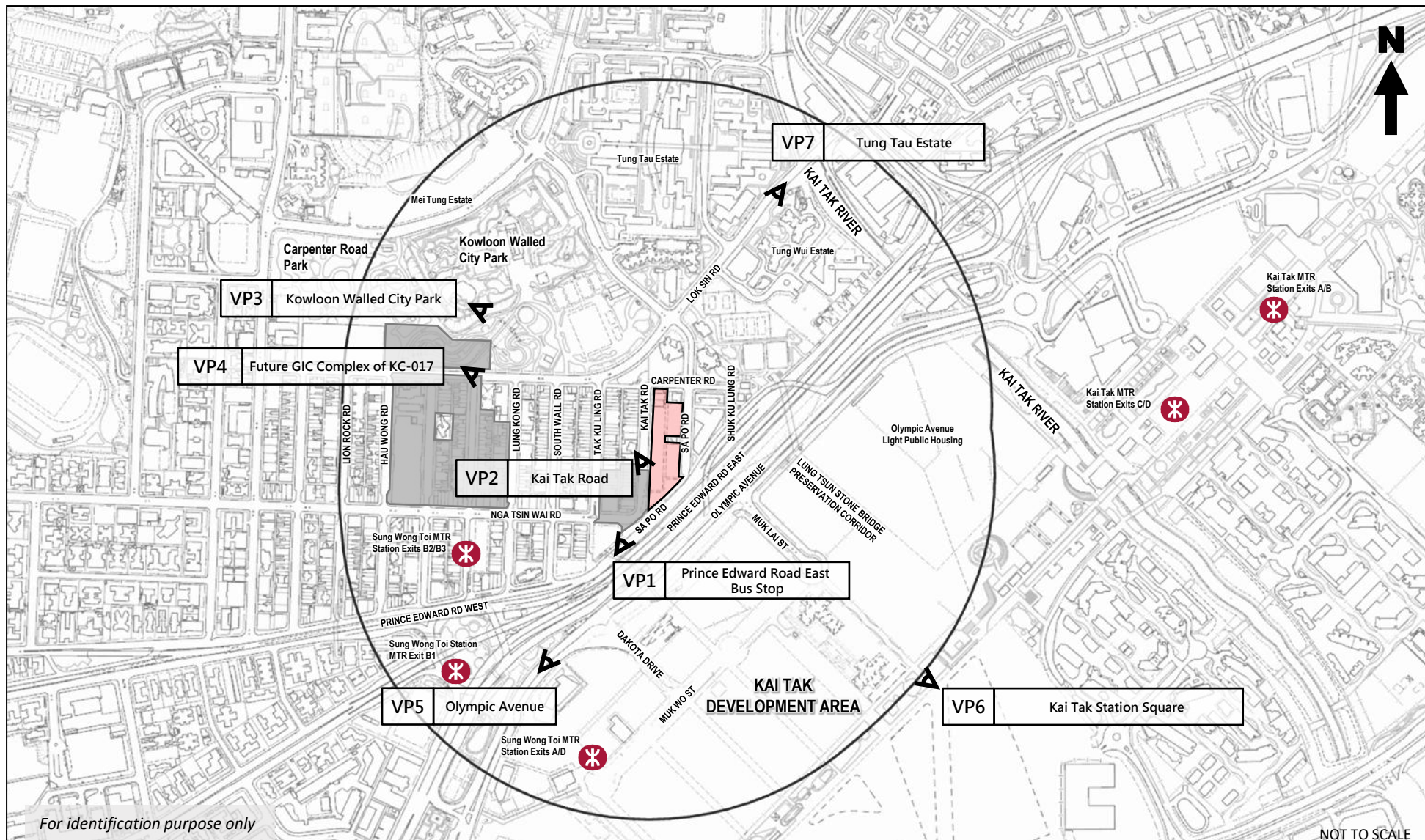
Remarks:
This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

- DSP Boundary
- Application Site Area (Area Zoned “R(A)”)

NOTIONAL SECTION PLAN

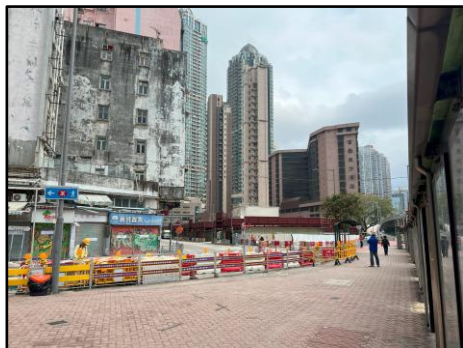
URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

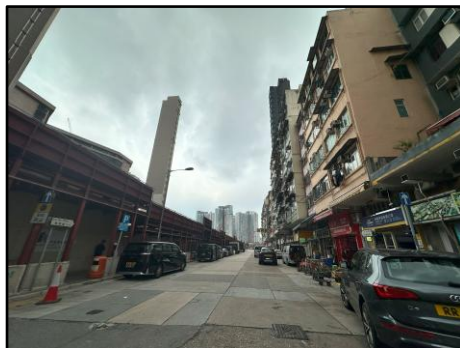


- Legend**
- Application Site (KC-015)
 - URA Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017)
 - Assessment Area (420 m from the Application Site)
 - Location of Viewing Points

LOCATIONS OF VIEWING POINTS (VP1 TO VP7)
URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)
VISUAL IMPACT ASSESSMENT



VP1
Prince Edward Road East Bus Stop



VP2
Kai Tak Road



VP3
Kowloon Walled City Park



VP4
Future GIC Complex of KC-017



VP5
Olympic Avenue



VP6
Kai Tak Station Square



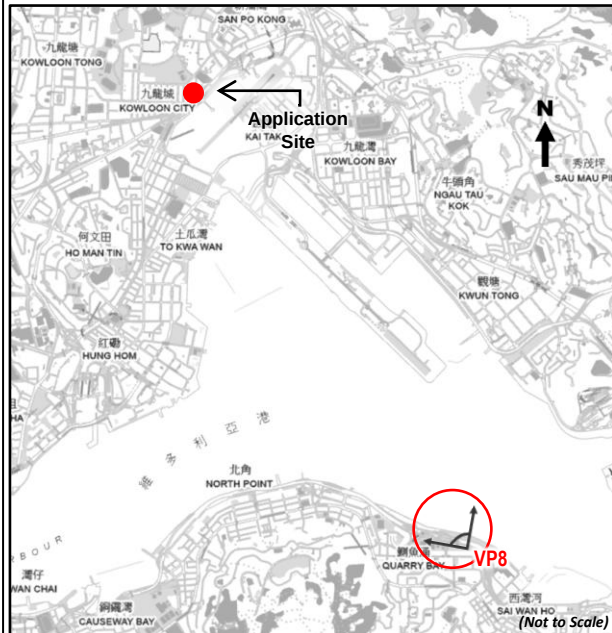
VP7
Tung Tau Estate

PHOTOS OF VIEWING POINTS (VP1 TO VP7)

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

Key Plan



Existing Condition

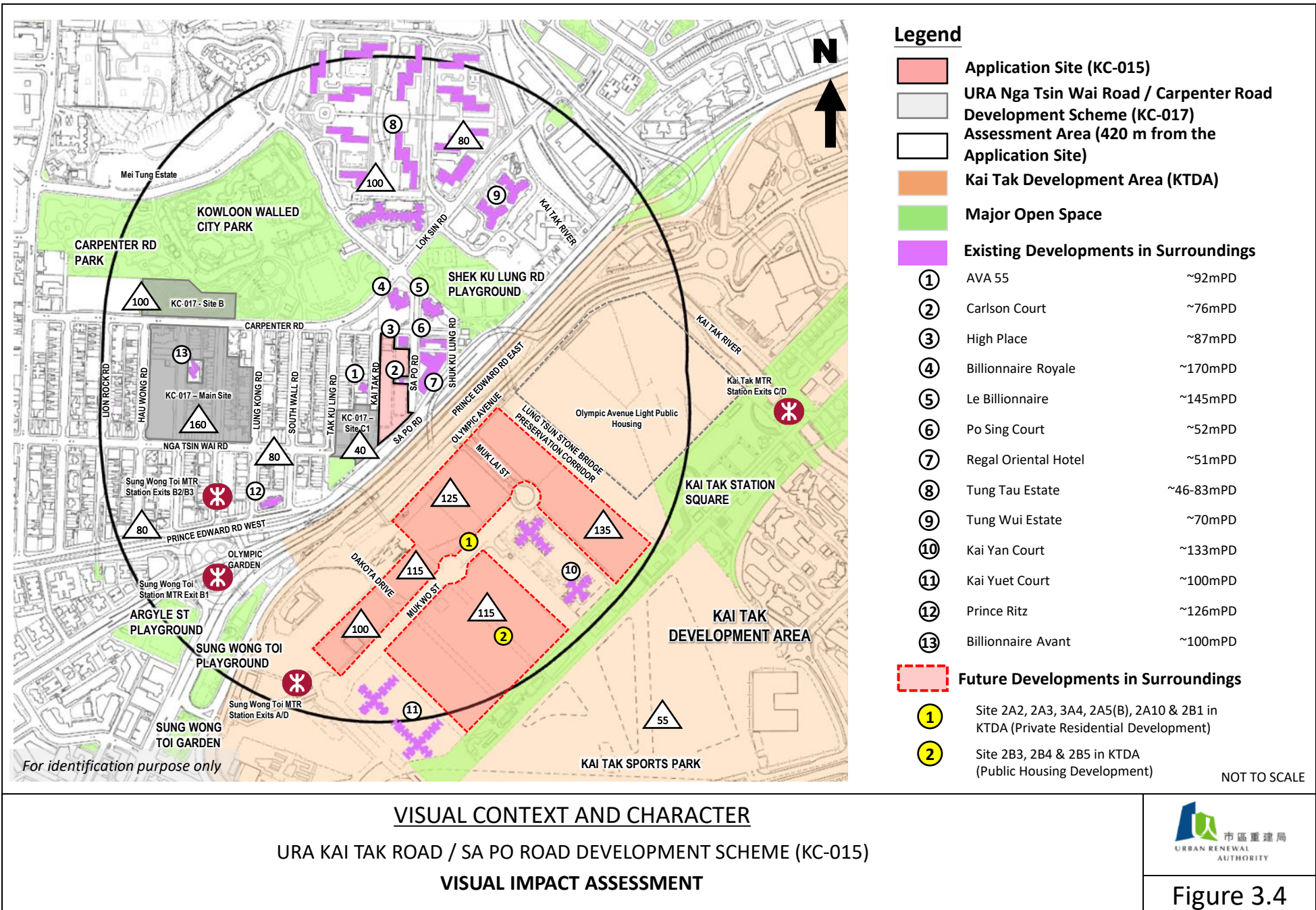


VP8
Quarry Bay Park (SVP4)

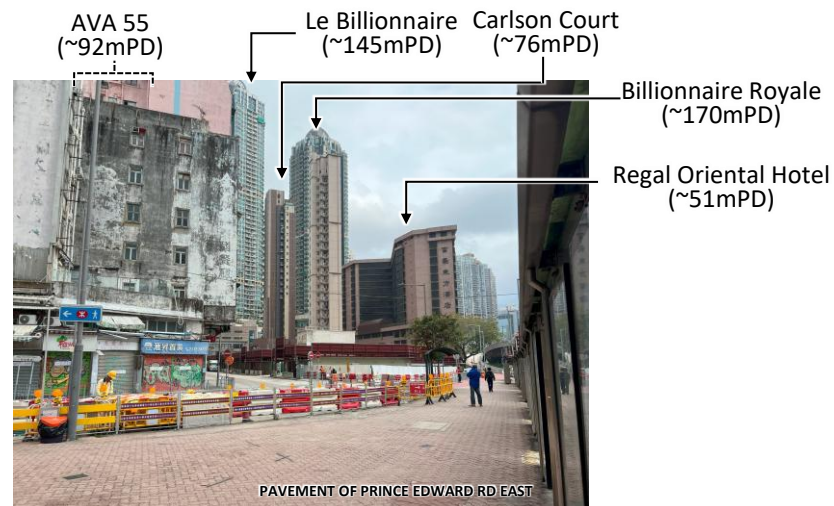
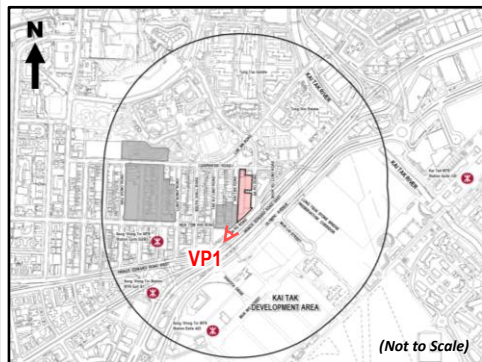
LOCATION AND PHOTO OF STRATEGIC VIEWING POINT (VP8)

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

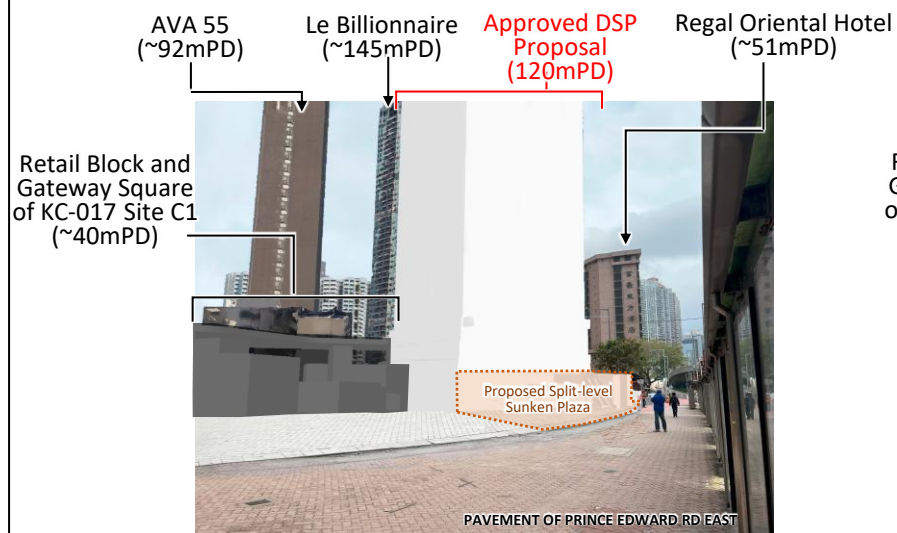
VISUAL IMPACT ASSESSMENT



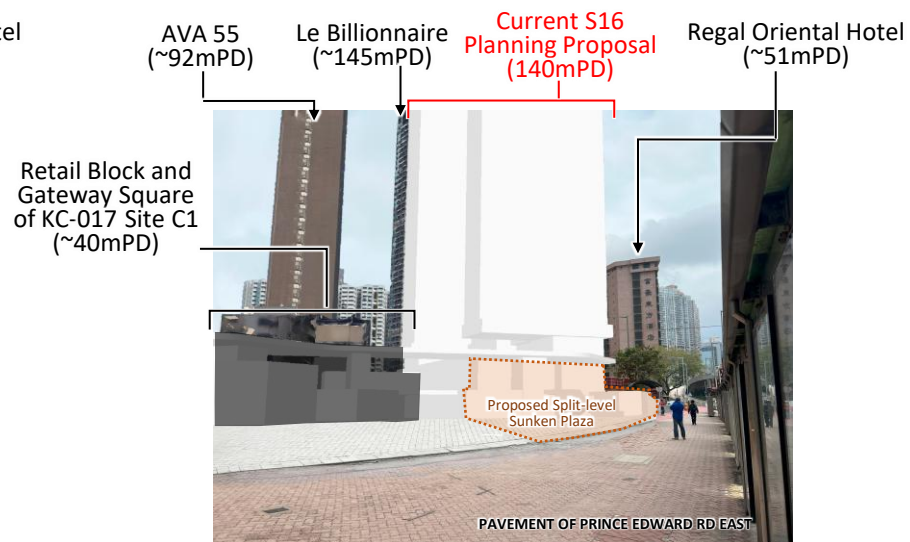
Key Plan



Existing Condition



Approved DSP Proposal (120mPD)



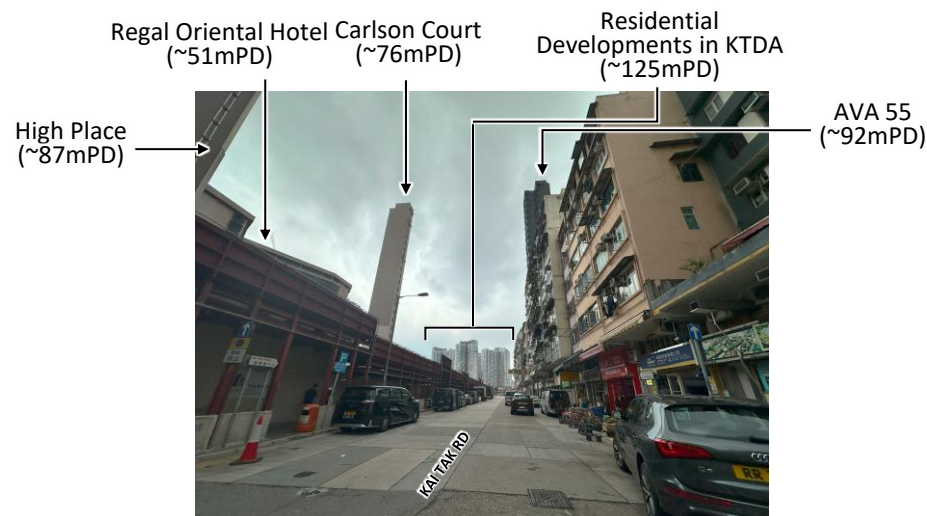
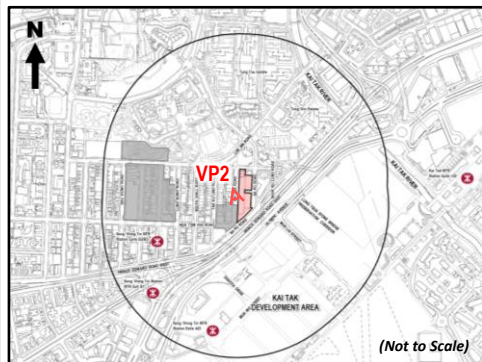
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP1 (Prince Edward Road East Bus Stop)

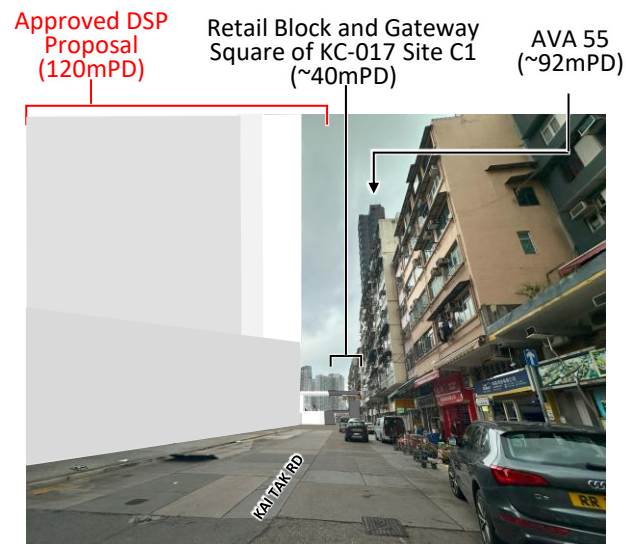
URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

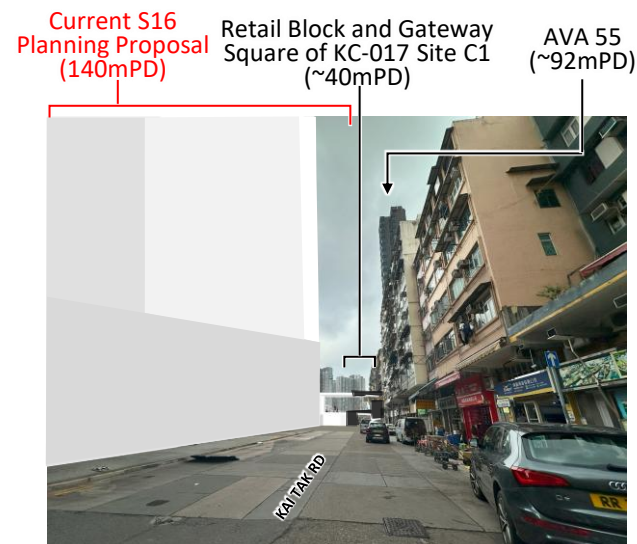
Key Plan



Existing Condition



Approved DSP Proposal (120mPD)



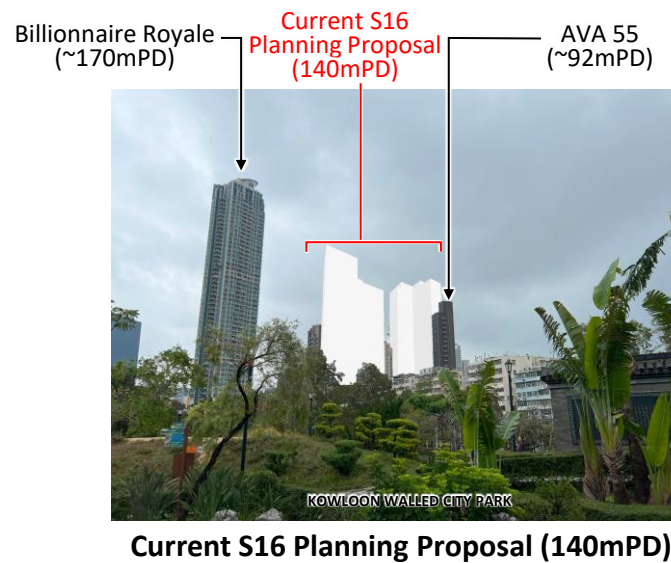
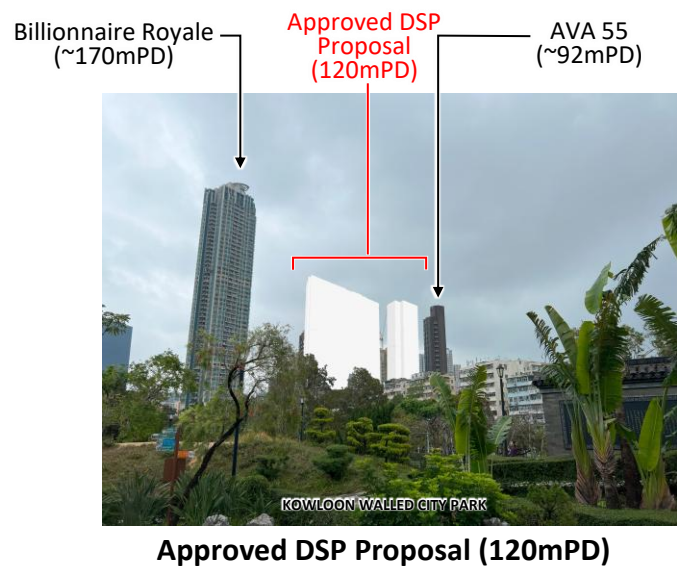
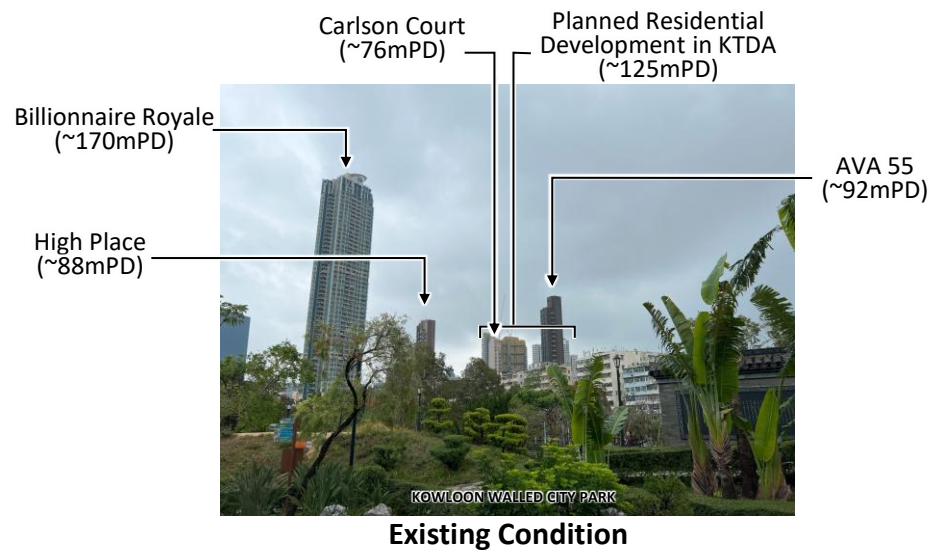
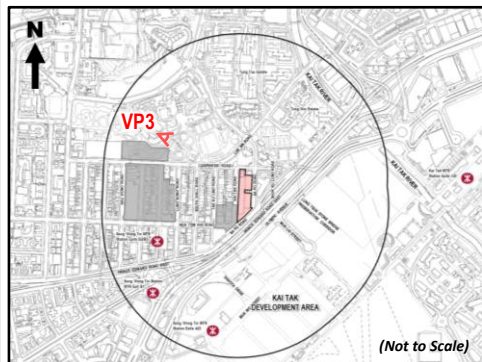
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP2 (Kai Tak Road)

UAR KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

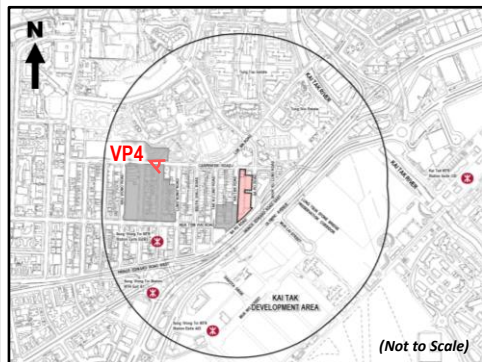
Key Plan



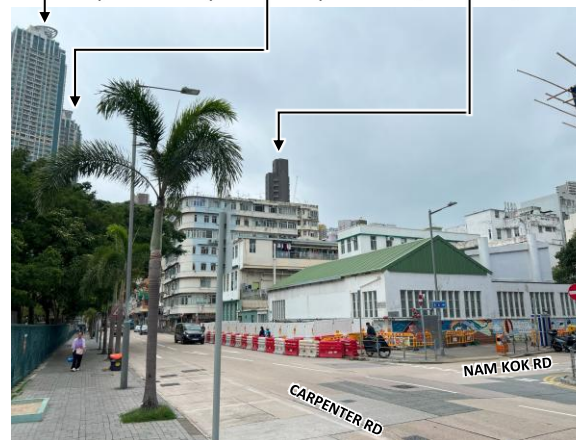
PHOTOMONTAGES OF VP3 (Kowloon Walled City Park)

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)
VISUAL IMPACT ASSESSMENT

Key Plan

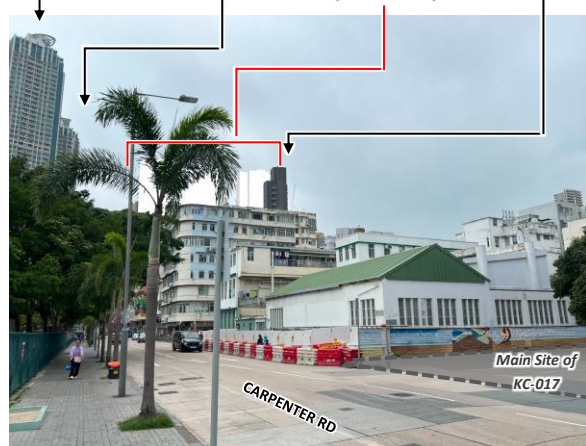


Billionnaire Royale (~170mPD) Le Billionnaire (~145mPD) AVA 55 (~92mPD)



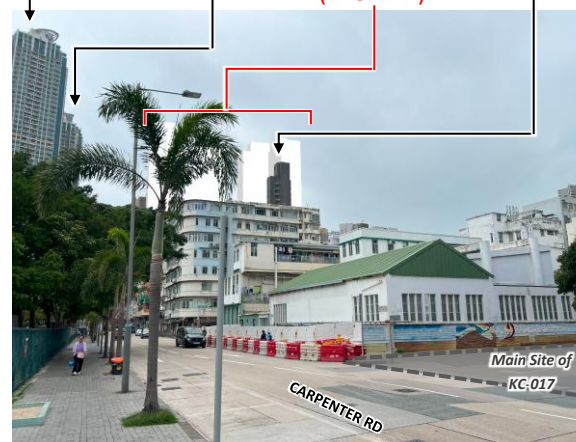
Existing Condition

Billionnaire Royale (~170mPD) Le Billionnaire (~145mPD) **Approved DSP Proposal (120mPD)** AVA 55 (~92mPD)



Approved DSP Proposal (120mPD)

Billionnaire Royale (~170mPD) Le Billionnaire (~145mPD) **Current S16 Planning Proposal (140mPD)** AVA 55 (~92mPD)



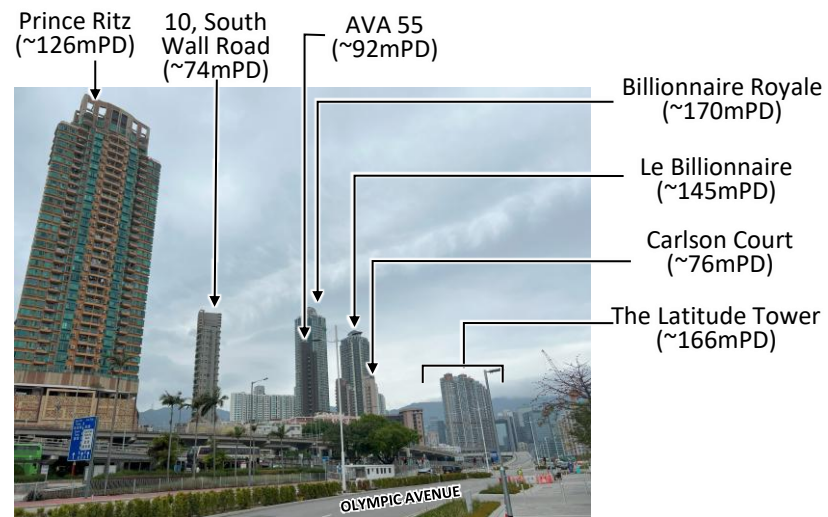
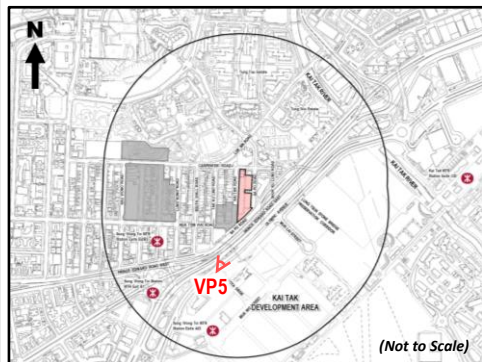
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP4 (Future GIC Complex of KC-017)

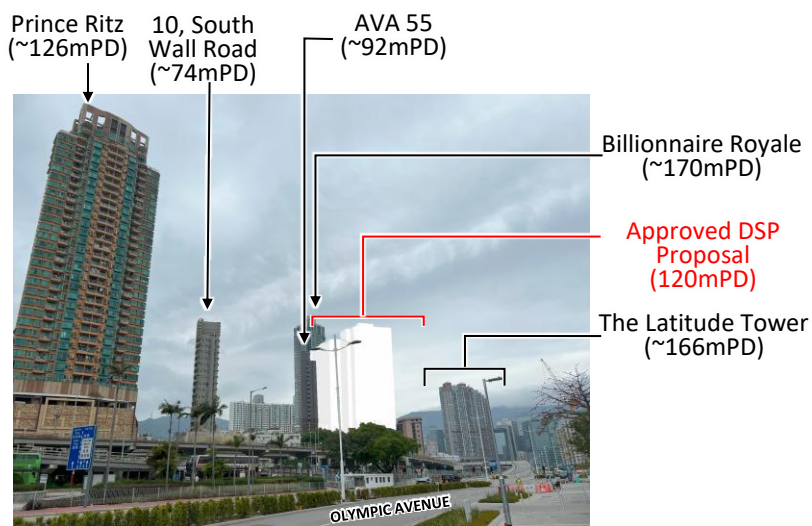
URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

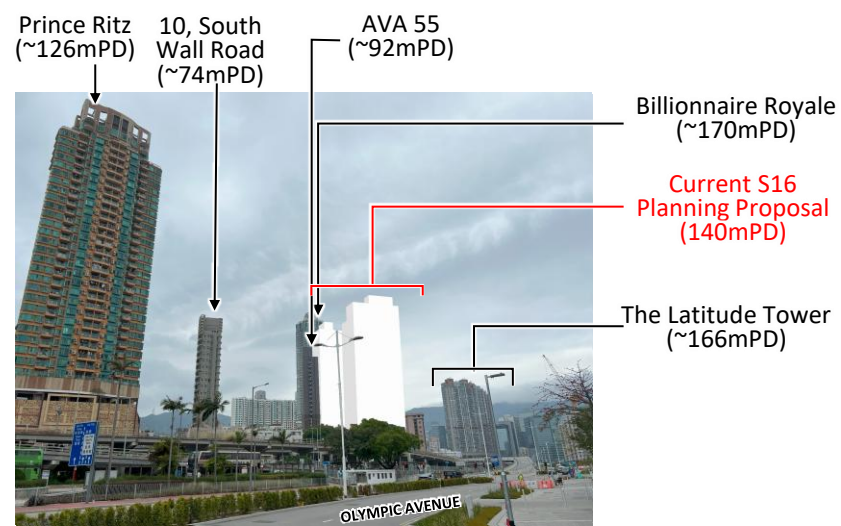
Key Plan



Existing Condition



Approved DSP Proposal (120mPD)



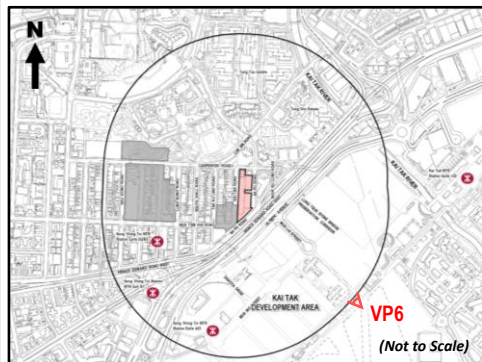
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP5 (Olympic Avenue)

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

Key Plan



Kai Yan Court
(~133mPD)

Private Residential Development
(Under Construction)
(~135mPD)



Existing Condition

Kai Yan Court
(~133mPD)

Approved DSP
Proposal
(120mPD)

Private Residential Development
(Under Construction)
(~135mPD)



Approved DSP Proposal (120mPD)

Kai Yan Court
(~133mPD)

Current S16
Planning Proposal
(140mPD)

Private Residential Development
(Under Construction)
(~135mPD)



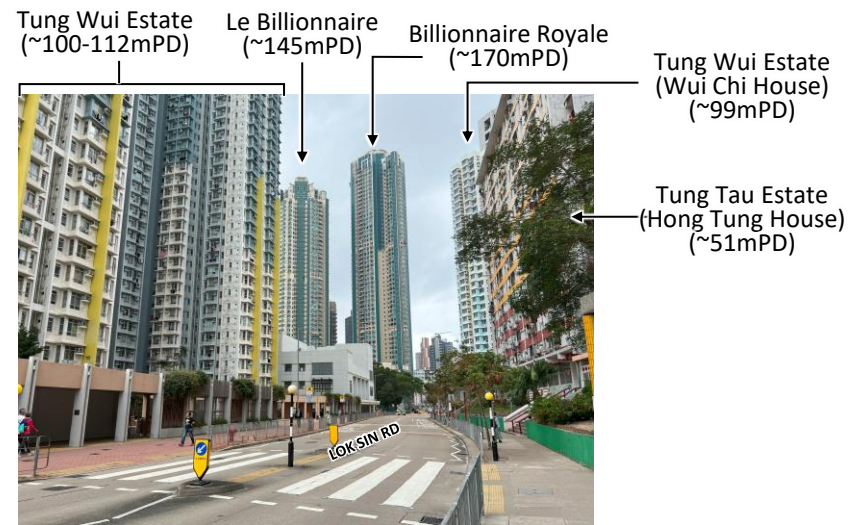
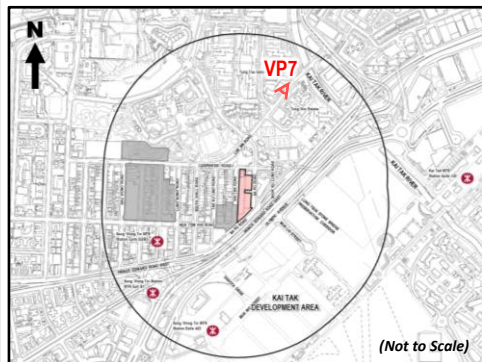
Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP6 (Kai Tak Station Square)

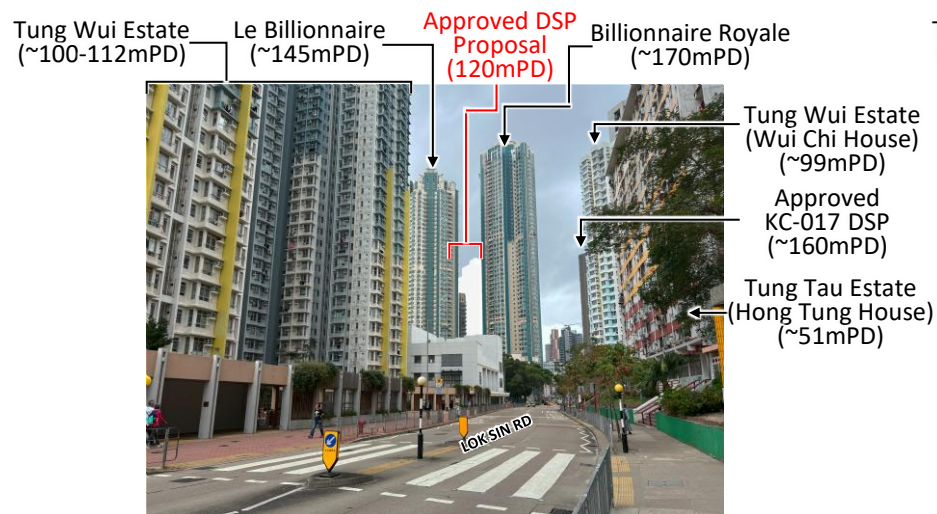
URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT

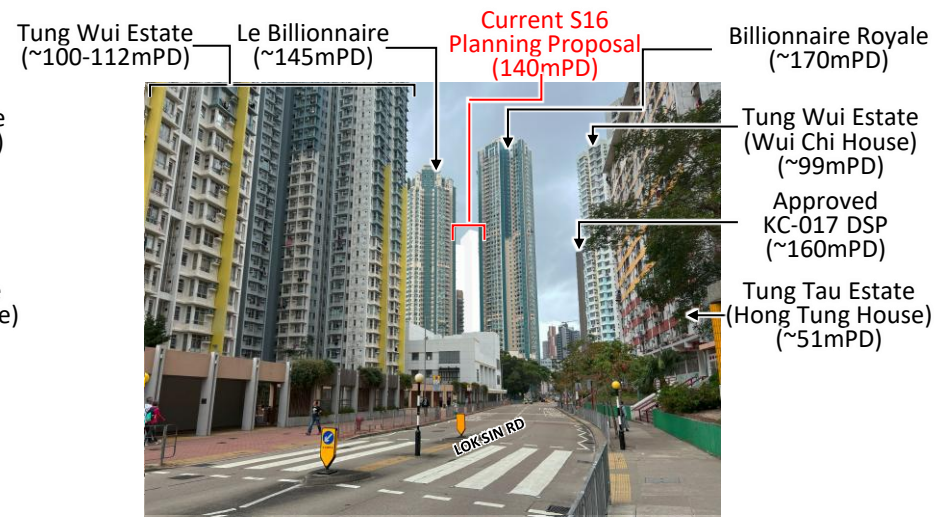
Key Plan



Existing Condition



Approved DSP Proposal (120mPD)

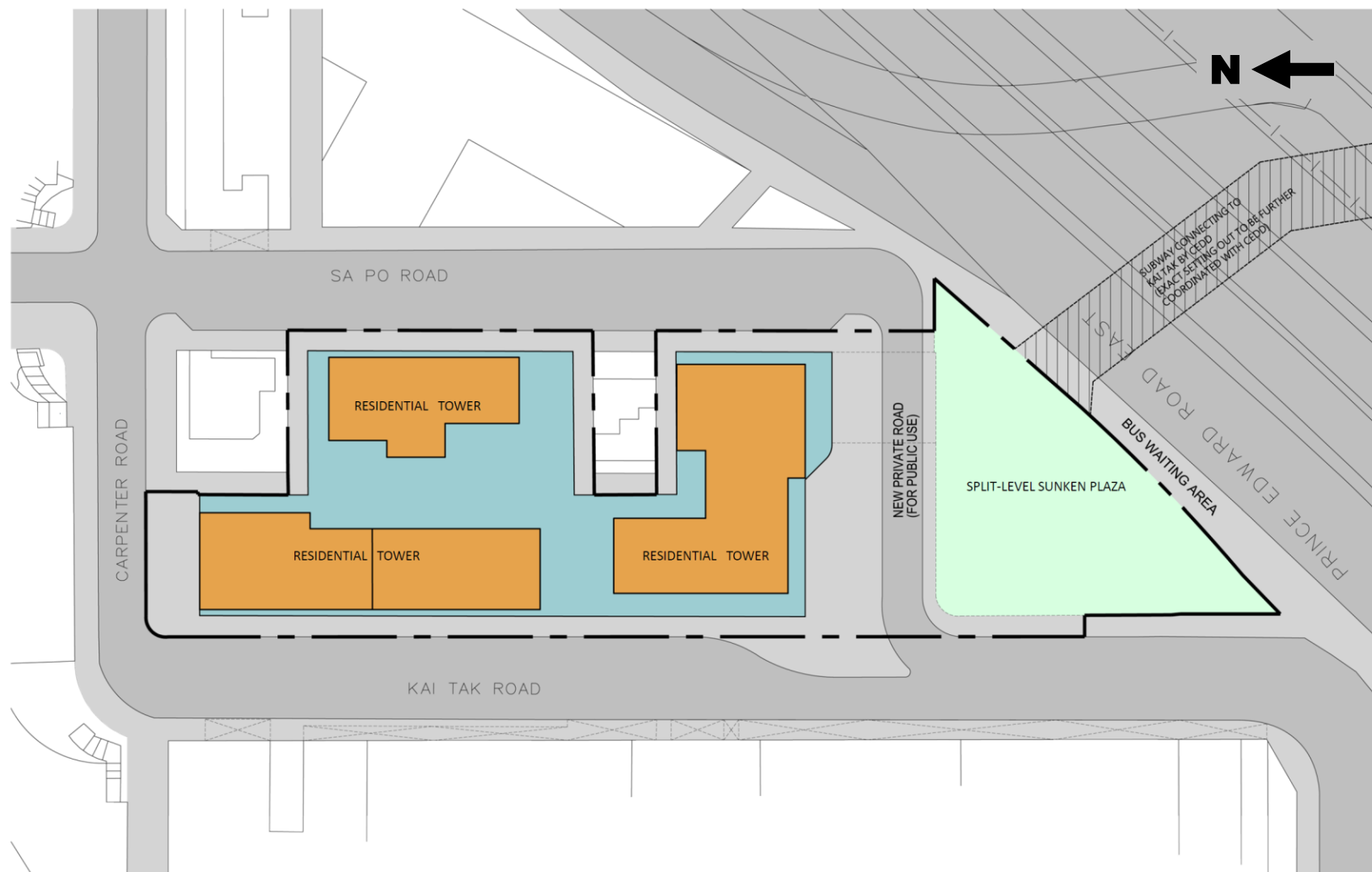


Current S16 Planning Proposal (140mPD)

PHOTOMONTAGES OF VP7 (Tung Tau Estate)

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

VISUAL IMPACT ASSESSMENT



Remarks:
Notional design layout subject to change and detailed design.

NOT TO SCALE

--- DSP Boundary

NOTIONAL DESIGN OF THE APPROVED DSP PROPOSAL
(Approved by Chief Executive in Council on 29 September 2020)
URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)
VISUAL IMPACT ASSESSMENT



Appendix 1