

Visual Impact Assessment

Prepared by DeSPACE (International) Limited

August 2025

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1. Introduction

- 1.1 This Visual Impact Assessment (“**VIA**”) is prepared on behalf of **Diamond Ocean Investments Limited** (hereinafter referred to “**the Applicant**”), in support of a Section 16 Planning Application for proposed hotel with minor relaxation of Plot Ratio (PR) from 12 to 14.4 (+20%) and Building Height (BH) restrictions from 100mPD to 115mPD at 107-109 Wai Yip Street, Kwun Tong, Kowloon (hereinafter referred to “**the Site**”). The Applicant proposes to develop the Site into a hotel building under the Government’s Revitalisation Scheme for Industrial Buildings.
- 1.2 The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) Restrictions for Permitted Office, Shop and Services and Eating Place Uses which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application.
- 1.3 The Site lies within the “Other Specified Uses” annotated “Business” (“OU(B)”) zone under the Approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.
- 1.4 The surrounding area is predominantly commercial and business in character, comprising a mix of modern office towers, industrial buildings under revitalisation, and ancillary commercial uses. The Site is currently surrounded by scattered commercial buildings, including Manulife Place, NEO, One Bay East and The Quayside. The KTBA, as a whole, is designated to serve as one of the key employment nodes in Kowloon East and forms part of the future Central Business District 2 (CBD2) of Hong Kong. In order to promote a visually permeable skyline in the district—particularly in views from the eastern parts of Kowloon—the area is subject to a stepped building height control, ranging generally from 100mPD to 200mPD descending from Kwun Tong Road towards the Victoria Harbour waterfront. Specifically, the Site is situated within a zone subject to a maximum plot ratio (PR) of 12 and a building height restriction (BHR) of 100mPD, as stipulated under the OZP, forming part of the lower-height band along the harbourfront corridor of KTBA.
- 1.5 A VIA is prepared in accordance with the ‘Town Planning Board Guidelines No. 41 – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board’ (‘TPB PG-No. 41’) in order to evaluate the degree of visual impacts on visual sensitive receivers (“**VSR**”) from major public viewpoints (“**VPs**”) due to the proposed relaxation on SC. Planning and design merits/ mitigation measures to be adopted in the proposed development will also be incorporated.
- 1.6 The outline of this VIA is set out as follows:
- Section 2 sets out the Site and the proposed development
- Section 3 describes the visual context and the surrounding area

- Section 4 defines the Assessment Area
- Section 5 identifies relevant types of receivers and viewpoints
- Section 6 conducts an analysis on the visual impacts with mitigation measures as necessary
- Section 7 concludes the VIA

2. Proposed Development

2.1 The key development parameters of the proposed development are summarized below in **Table 1**:

Table 1 Proposed Development Parameters		
	Approved Scheme under S16 Application No. A/K14/780	Proposed Scheme
Total Site Area	About 1,170.578m ²	About 1,170.578m ²
Plot Ratio	14.4	14.4 (+2.4/ 20%) ^{(a)(b)}
Total GFA	Not more than 16,856.323m ²	About 16,856.323m ^{2(a)(b)(c)}
Proposed uses	Office, Shop and Services and Eating Place	Hotel
No. of Rooms	N/A	Guestroom: About 984 rooms
Hotel room sizes (subject to detailed design)	N/A	Ranging from 8.5 m ² to 22.50 m ²
Site Coverage - Below 15m - Above 15m	Not more than 60%	Less than 100% 60% ^(d)
Class of Site	Class A	Class A
No. of Block	1	1
Maximum Building Height (Main Roof)	+115mPD	+115mPD
No. of Storey	29 (including 3 levels of basement)	31 (including 1 level of basement)
Parking Spaces - Private Car (accessible) - Motorcycle - Loading/unloading (L/UL) facilities - LGV - M/HGV - Taxi - Coach/Tour Bus	91 (2) 10 4 (7m (L) x 3.5m (W) x 3.6m (H)) 2 (11m (L) x 3.5m (W) x 4.7m (H))	10 (1) 1 7 (7m (L) x 3.5m (W) x 3.6m (H)) 1 (11m (L) x 3.5m (W) x 4.7m (H)) 4 (5m (L) x 2.5m (W) x 2.4m (H)) 3 (12m (L) x 3.5m (W) x 3.8m (H))

Remarks:

- a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m² will be claimed subject to approval by the

Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments and thus a total GFA of 17,487 m² has been taken as the basis for the subject VIA.

- b) The canopy, which is subject to departmental comments at detailed design, has been excluded from the PR/GFA calculation.
- c) All GFA are planned for hotel use, including entrance foyer at G/F, administration office, reception counter and BOH facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. BOH facilities such as linen store, laundry room carpentry workshop, E&M workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and staff toilet which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments.
- d) On top of the SC set out above, the applicants have indicated that bonus SC of about 1.457% will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under B(P)R 22(1) or (2). The bonus SC has been accounted for in the building bulk for conducting technical assessments.
- e) The applicant may consider adopting MiC construction methods for this project subject to detailed design. As per JPN 8, 10% of the MiC floor area of a new building may be disregarded from calculation of GFA of the development. The granting of such GFA concession is not subject to the overall GFA cap of 10% stipulated in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151.
- f) Greenery will be provided at a ratio of not less than 20%.

2.2 In formulating the Proposed Scheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the Proposed Scheme is designed to create a high-quality development in harmony with the branding of CBD2. The following design merits are incorporated in the scheme for improving the existing urban environment:

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing an additional 1.5m setback with a clear height of 5.1m at the back lane to enhance the traffic circulation. The parking of vehicles along the backlane will not affect the intended purpose of the Non-Building Area (NBA) designation, nor will it adversely affect visual and wind permeability.
- Provide a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street. The width of 3m is an appropriate length for serving the intended purpose. The public passageway will be opened 24-hours daily, subject to the grant of bonus GFA accounting for that area.
- Provide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of Wai Yip Street for sheltering.

3. Visual Context and the Surroundings

3.1 The Site is located within a densely developed area near Kowloon Bay, in the northwestern portion of the Kwun Tong Business Area (KTBA) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. Recently developed commercial buildings like Manulife Place, NEO, One Bay East, and the Quay Side have become prominent landmarks in the northwestern part of the Kwun Tong Business

Area. Although Kwun Tong is gradually changing from an old industrial district into a modern business hub with new commercial and office towers, a great number of large and worn-out industrial buildings constructed during the 1970s and 1980s still make up much of the current streetscape of the KTBA. These aging medium-rise industrial blocks have high site coverage and lack any greenery or landscaping at ground level.

- 3.2 The Site was previously occupied by a 10-storey (including ground floor) industrial/office building, namely Hsin Chong Centre, which was issued with its first Occupation Permit in 1966, i.e. a pre-1987 IBs. The existing building has been demolished, and the Site is currently vacant, cleared, and bounded by temporary hoarding.
- 3.3 The Site is bordered by Wai Yip Street to the southwest, Red Square right next to it on the northwest side, a rear lane to the northeast, and Hecny Centre directly to the southeast. Hoi Bun Road Park is situated right across from the Site. The street block where the Site is located is filled with a variety of medium- to high-rise industrial, I-O, and commercial buildings such as Red Square (12 storeys), Hecny Centre (12 storeys), and Hay Nien Building (13 storeys). Others are high-rise towers reaching about 19 to 21 storeys, including Manulife Place, NEO, One Bay East, and The Quay Side. This mix of building heights gives the street block a varied and dynamic skyline. The overall visual impression of the area mainly comes from the combination of these surrounding elements seen by passersby.
- 3.4 There is a major open space in front of the Site. Hoi Bun Road Park and the Kwun Tong Waterfront Promenade are key features of the area and are expected to serve as popular spots for visitors and locals to enjoy outdoor leisure and recreational activities. Along the waterfront, the Kwun Tong Bypass, an elevated highway running above the shoreline, stands out as a prominent visual element.

4. Analysis of Visual Elements and Assessment Area

- 4.1 With the purpose to protect public views and reconcile the visual impacts of the proposed development, an Assessment Area, or visual envelope, is identified in accordance with TPG PG-NO.41 to cover the area of visual influence within which the proposed development is pronouncedly visible or likely to be pronouncedly visible from key visual sensitive receivers.
- 4.2 The general guideline for setting out the size of the initial Assessment Area as stated in TPB PG-No.41 should be equal to approximately 3 times the height of the proposed development. As the absolute building height is about 116 m measured from the mean site formation level, the initial visual envelope for this VIA has a minimum radius of approximately 348m (i.e. 116m x 3) from the closest point of the proposed development. Please refer to Figure 1 for the visual envelope.
- 4.3 The Site's visual environment is now constrained by the existing developments on its three sides, with the exception of an open view to and from the Kwun Tong Typhoon Shelter in the south-west direction. The TPB is not responsible for safeguarding private views, hence this VIA focuses solely on public VSR. Residents of private projects and users with restricted access (e.g., schools and offices) will not be mentioned.

5 Viewpoint Identifications

- 5.1 To achieve a comprehensive visual appraisal, long-range, medium-range and close-range views from publicly accessible locations in all directions within the visual envelope are normally considered. Distinctive viewpoints where the Proposed Development might be visible by the VSRs such as public gathering places, activity nodes or parks and major junctions are the primary locations for selection of viewpoints.
- 5.2 The Application Site is mainly located at a low-lying coastal area and is surrounded by high-rise buildings. For long range viewpoints, as the proposed building falls within the view fan of the strategic viewpoint ("SVP") of the Quarry Bay Park, the possible visual impact in respect of the ridgeline at the backdrop has been assessed. The proposed building also falls within the view fan of the waterfront promenade of Kai Tak Development. In view of this, two viewpoints looking towards Kwun Tong are proposed.
- 5.3 Eight (8) VPs have been identified for the subject VIA as shown in **Figure 5.1 & 5.2**. Six of them are short to medium range and two of them are long range. The selected viewpoints are set in different directions and different distance towards the Application Site to better represent the visual effects likely to be brought by the Proposed Development. The nature of the VSRs is varied to include static and kinetic activities.
- 5.4 The locations of the six VPs are identified as follows:
- VP1 – Hoi Bun Road Park, Wai Yip Street (about 85m to the southeast of the Site)
 - VP2 – Hoi Bun Road Park, Hoi Bun Road (about 130m to the south of the Site)
 - VP3 – Footbridge across Wai Yip Street, Hung Yip Street (about 285m to the northwest of the Site)
 - VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road (about 330m to the east of the Site)
 - VP5a & b - Kai Tak Runway Park (about 730m and 1km to the southwest and south of the Site respectively)
 - VP6 – Quarry Bay Park (about 2.9km to the south of the Site)
 - VP7 – Kung Lok Road Children's Playground (about 450m to the northeast of the Site)

Table 2 below analyses the Visual Sensitivity ("VS") based on the VSRs.

Table 2 – Analysis of Visual Sensitivity				
Viewpoint (VP) & Visual Sensitive Receivers (VSR)	Nature of VSRs (Kinetic/Static) + Approx. Viewing Distance	Degree of Visibility (Full/Partial/Glimpsed/None)	Viewing Frequency to the Proposed Development (Frequent/Occasional/Rare)	Visual Sensitivity
VP1 Hoi Bun Road Park, Wai Yip Street	Kinetic (Passive recreational users) About 85m (Short- range)	Partial to Full – In view of the close distance, the Proposed Development will form part of the view together with other building blocks on its both sides for the VSR.	Frequent - Connecting to the Kwun Tong Promenade as a major public open space in KTBA, the VSRs of VP2 are mostly recreational users for enjoyment along the waterfront. Recreational users generally have a longer duration of stay.	High
VP2 Hoi Bun Road Park, Wai Yip Street	Static (Passive recreational users) About 130m (Medium-range)	Full – The Proposed Development will form part of the view together with other building blocks on its both sides for the VSR.	Frequent - Connecting to the Kwun Tong Promenade as a major public open space in KTBA, the VSRs of VP2 are mostly recreational users for enjoyment along the waterfront. Recreational users generally have a longer duration of stay.	High

VP3 Footbridge across Wai Yip Street, Hung Yip Street	Kinetic, (Pedestrians) About 285m (Medium-range)	Partial – The VP is the landing point of footbridge along Wai Yip Street. However, the Proposed Development mingles with other surrounding buildings that only partial view is available.	Occasional - The VSRs of VP3 are mostly workers of the surrounding businesses who have transient view and number of pedestrians is limited. Even though, there are occasionally visitors who come to enjoy this specially-designed footbridge, whose stay will be longer.	Medium to High
VP4 MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road	Kinetic, (Pedestrians) About 330m (Medium-range)	Glimpsed – the public views are much dominated by the abundant, large-scale infrastructure and high-rise buildings at the foreground.	Frequent – The frequency of VSRs at this node is high in proximity to the MTR station.	Low
VP5a & b Kai Tak Runway Park	Static & Kinetic (tourists and passive recreational users) About 730m (Medium-range) & 1km (long-range)	Full – Although positioned in the second row from the waterfront development cluster, the VPs have an exposed and unobstructed view towards the Site due to its location behind Hoi Bun Road Park.	Frequent – Near the Kai Tak Cruise Terminal as a tourism node and a gateway to HK for visitors via cruises, this VP is a strategic open space providing a waterfront promenade, pedestrian green walkway and sitting-out areas.	Medium to High
VP6 Quarry Bay Park Active/ Passive Recreation users –	Static & Kinetic (active and passive recreational users) About 2.9km (Long-range)	Partial – The VP has an exposed view on the Kwun Tong waterfront.	Frequent – There are many users of the park and waterfront Promenade at the Quarry Bay Park on Hong Kong Island side.	Medium to High
VP7 Kung Lok Road Children's Playground	Static & Kinetic (active and passive recreational users) About 450m (Medium-range)	Glimpsed – The Proposed Development is hidden behind Wah Mei Lau, which is at the uphill Kwun Tong area.	Frequent – There are many VSRs at the playground as it is a local open space which serves residents of the residential cluster of uphill Kwun Tong.	High

6 Visual Impact Assessment

- 6.1 The Photomontages in **Figures 3-7** for each VPs are prepared to demonstrate the visual changes due to the proposed development at the proposed viewpoint locations. They mainly compare the existing condition with the BHR of +100mPD.

VP1 – Hoi Bun Road Park, Wai Yip Street

- 6.2 VP1 is a viewpoint situated adjacent to a cluster of medium- to high-rise developments along Wai Yip Street, with an open sky backdrop. The Proposed Development will visually replace one of the existing medium-rise towers with a contemporary high-rise commercial building featuring a thoughtfully designed façade, which would contribute positively to enhancing the overall urban townscape. The public view is enclosed by taller visual components formed by buildings on the left and right. While the new building will extend above the adjoining structures, its prominence is moderated by the presence of other recent high-rise commercial landmarks, such as One Bay East. Furthermore, a planned commercial development of A/K14/809 (+119.5mPD) will also be introduced into this visual setting. As the surrounding buildings undergo redevelopment, the variation in building heights is expected to lessen given their maximum permissible building height of +100mPD. Overall, the Proposed Development is deemed compatible with the evolving urban context that, irrespective of the Proposed Development, the VSRs at this VP will continue to experience a typical urban landscape setting.
- 6.3 From this VP, no significant visual resources warranting preservation have been identified. As illustrated in **Figure 6.1**, the major visual corridor along Wai Yip Street will be maintained. The increase in building height would result in only marginal increase in obstruction to the sky view from the angle of this viewpoint as compared to the existing BHR of +100mPD.
- 6.4 Considering the transient nature of public viewers, the general character formed by the urban landscape setting and marginal increase in obstruction to the sky view as compared with the BHR of +100mPD from this angle, the proposed development will result in a **slightly adverse** visual change in this VP.

VP2 – Hoi Bun Road Park, Hoi Bun Road

- 6.5 The existing visual composition of this VP comprises some park and landscape features in the foreground, with the currently vacant Site adjoining ageing medium-rise industrial and I/O buildings along Wai Yip Street and the open sky view forming the background. Adjacent to the Site is an approved commercial development with a building height of about +119.5mPD. With reference to the photomontages in **Figure 6.2**, although the Proposed Development will block part of the open sky view, the VSRs at this VP will continue to experience a typical medium to high-rise urban landscape setting with or without the Proposed Development. The as-of-right building height level of +100mPD under OZP is not visible from this viewpoint and therefore the proposed minor relaxation in BH will result in a similar degradation in terms of visual openness and the perceived impact would be negligible.
- 6.6 Based on the photomontages, the important visual resources of the park at the foreground will not be affected. The softening effect by existing trees and the residual open sky view would help alleviate the visual impact that the Proposed Development will

not be visually overwhelming. The building block has been shifted further away from the park by introducing a 2.3m wide set back from the site boundary. The Proposed Development would also be carefully designed with consideration on the building façade, colour, and treatment so that it will be compatible with the surroundings.

- 6.7 Overall, the Proposed Development will have a moderate obstruction to the open sky view to a similar extent as a development adopting the permissible building height of +100mPD. The Proposed Development will thus have a **negligible** impact on the overall visual quality and character of the urban landscape and on the visual experience of the VSRs.

VP3 – Footbridge across Wai Yip Street, Hung Yip Street

- 6.8 VP3 is a medium-range viewpoint taken from the landing of the footbridge along Wai Yip Street. The Proposed Development integrates seamlessly with the existing adjoining group of industrial, industrial-office, and commercial buildings along the street, with a majority portion of sky view maintained forming the backdrop. Adjacent to the Site are two approved developments for office, shop and services, and eating place uses, with building heights of approximately +119.5mPD and +125.9mPD. The photomontage in **Figure 6.3** illustrates that the Proposed Development will be in harmony with the existing and planned developments along Wai Yip Street. Amidst a group of buildings, the increase in building height would result in only marginal increase in obstruction to the sky view as compared to the existing BHR of +100mPD. From this VP, no prominent visual resources requiring view preservation have been identified.
- 6.9 As compared to VP1, VSRs represented by this VP are more likely to appreciate the streetscape outside the footbridge, making them relatively more sensitive to visual changes. However, the photomontage in Figure 6.3 demonstrates that the Proposed Development would integrate into the existing urban landscape and the resulting visual obstruction to the open sky is minimal. The visual prominence of the Proposed Development would not be significant. Consequently, the visual impact arising from the Proposed Development is considered **slight**.

VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road

- 6.10 VP4 is a medium-range viewpoint taken at the entrance of MTR Ngau Tau Kok Station, before the stairs which brings people down to the subway and into KTBA. This viewpoint is visually open with semi-open elevated platform of Ngau Tau Kok Station is visible in the foreground, with newly redeveloped commercial buildings—such as Manulife Place and the former Maxwell Industrial Building (approximately +125.9mPD under Application No. A/K14/763)—and the Hong Kong Baptist Hospital East Kowloon Medical Centre (approximately +125.9mPD under Application No. A/K14/782) rising above it in the background. As shown in **Figure 6.4**, the VP illustrates that the Proposed Development will integrate well with the surrounding new commercial buildings visible from this viewpoint under existing conditions and the visual component taken from this viewpoint will remain largely unchanged as it visually replaces the original view towards the One Bay East building at its back and leaves a large portion of the existing open sky view remained.

- 6.11 In close proximity to the Site, there are also two planned commercial with building heights of approximately +115mPD and +119.5mPD. As many sites within the street block bounded by Yan Yip Street, Kwun Tong Road, and Tai Yip Street have yet to undergo redevelopment, the existing medium-rise buildings leave an “open” skyline towards the west of Manulife Place.
- 6.12 While the increase in building height would result in slight increase in obstruction to the sky view as compared to the existing BHR of +100mPD, the Proposed Development will help to mitigate the scale disparity between the newly redeveloped commercial buildings (such as the former Maxwell Industrial Building site and Manulife Place) and the adjacent planned developments. This will create a more coherent, gradual stepping effect in the skyline. The resulting visual obstruction is considered slight.
- 6.13 VSRs represented by this viewpoint are considered less sensitive to visual changes, as they are mainly transient in nature near a railway station while descending the stairs. The VSRs will only experience brief exposure to views of the Proposed Development, resulting in low visual sensitivity. As discussed, while the pedestrians near the MTR station will have partial view towards the Proposed Development as urban built-up features at the foreground largely dominate their sight, the extent of change to the existing visual component, openness and the visual quality is considered slight especially taking into account the planned developments. The visual impact at this VP is considered **slight**.

VP5a & b – Kai Tak Runway Park

- 6.14 VP5a and b are respectively medium and long-range viewpoints taken from Kai Tak Runway Park. VSRs at this VP enjoy a panoramic harbour view of the Kwun Tong waterfront. The existing visual composition of this VP comprises the Kwun Tong Typhoon Shelter in the foreground, the densely built urban environment in Kowloon East comprising the waterfront commercial developments such as The Quayside, One Bay East, and NEO, with Kowloon Peak and the open sky as the backdrop. As illustrated in the photomontages in **Figures 6.5a and 6.5b**, the Proposed Development, being located within the clusters of existing high-rise developments, is perceived as part of the overall waterfront development context and will maintain a visual harmony with the surrounding buildings, when viewed from both VPs. The existing harbour view and skyline of the KTBA will be slightly changed.
- 6.15 The Proposed Development aligns with the broader visual character of transformation from a medium-rise industrial setting into revitalised high-rise commercial developments. The BH of the Proposed Development is similar to that of the adjoining planned commercial development of A/K14/809 (+119.5mPD) and is compatible with the planned KTBA skyline. Given the considerable distance from the Site, The increase in building height would result in only marginal increase in obstruction to the sky view and mountain backdrop as compared to the existing BHR of +100mPD.
- 6.16 Overall, the Proposed Development is visually compatible with and harmonious with the general building profile and would not result in much difference on the existing visual resources when compared to the existing BHR of +100mPD. Considering the above and the medium to high visual sensitivity of these VPs, the resultant visual impact of the Proposed Development is **slight**.

VP6 – Quarry Bay Park

- 6.17 The visual composition of this VP comprises the Victoria Harbour at the foreground, the East Kowloon densely built urban environment of Hung Hom, To Kwa Wan, Kai Tak/Kowloon City, and Kwun Tong, etc., combined with the natural ridgelines and open sky at the distant backdrop. As illustrated in the photomontage in **Figure 6.6**, the proposed building, with a height of +115mPD, will stand amidst a cluster of high-rise developments and blend seamlessly into the continuous urban fabric, rendering it nearly indistinguishable within the broader context.
- 6.18 As a strategic vantage point designated for the protection of ridgeline and harbour views, the preservation of the ridgeline is considered a key visual concern. According to the Strategic Viewing Points webpage by the Planning Department, the ridgelines of Lion Rock, Tsz Wan Shan, and Kowloon Peak are to be safeguarded when viewed from Quarry Bay Park. **Figure 6.6** focuses on the view towards the KTBA and Kowloon Bay, with Kowloon Peak and other major ridgelines as the backdrop. The photomontage demonstrates that the Proposed Development including rooftop structures (about 11.6m) will not penetrate the ridgeline, the 20% Building-Free Zone, or disrupt the skyline formed by existing high-rise developments. As such, the visual obstruction to the ridgeline is considered negligible.
- 6.19 Overall, the Proposed Development is compatible with the surrounding developments, integrate seamlessly as part of the townscape and respect the 20% Building-Free Zone of the ridgeline, the visual impact on public viewers is considered **negligible**.

VP7 – Kung Lok Road Children's Playground

- 6.20 This VP represents VSRs located in the uphill residential areas of Kwun Tong. The majority of the view from this location is obstructed by Wah Mei Lau of Kwun Tong Garden Estate, with only a view corridor remaining towards the lower part of Kwun Tong and the KTBA, framed by a portion of sky in the backdrop.
- 6.21 As shown in the photomontage in **Figure 6.7**, situated behind the existing residential development of Wah Mei Lau, only a small portion of the Proposed Development is visible. The existing visual components, openness, characters and experience will remain largely the same. Overall, the Proposed Development will result in **slightly adverse** visual change in this VP.

7 Conclusion

7.1 The VIA is prepared in support of a proposed hotel with minor relaxation of PR and BH restrictions at 107-109 Wai Yip Street, Kwun Tong, Kowloon. The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR and BH Restrictions which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application.

7.2 In summary, the visual impact of the Proposed Development is considered to be acceptable (from negligible to slightly adverse).

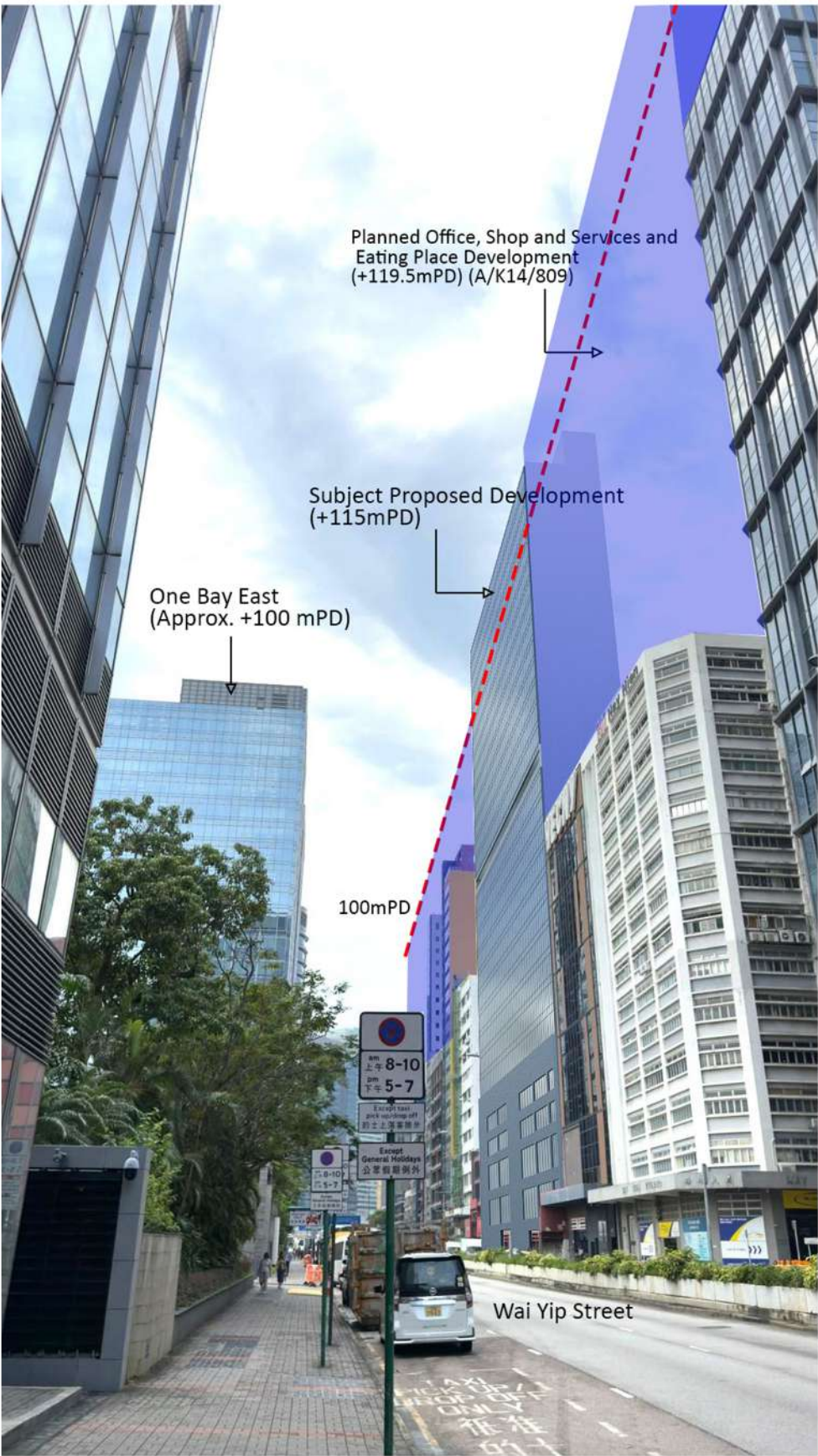
Table 3 – Summary of Visual Impact from Different Viewpoints	
Viewpoints assessed	Resultant Visual Impact [1]
VP1 Hoi Bun Road Park, Wai Yip Street	Slightly Adverse
VP2 Hoi Bun Road Park, Hoi Bun Road	Negligible
VP3 Footbridge across Wai Yip Street, Hung Yip Street	Slightly Adverse
VP4 MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road	Slightly Adverse
VP5a & 5b Kai Tak Runway Park	Slightly Adverse
VP6 Quarry Bay Park	Negligible
VP7 Kung Lok Road Children's Playground	Slightly Adverse

[1] The resultant visual impact is weighted by considering both the visual sensitivity, the magnitude of visual changes after implementation of visual mitigation measures together.

Existing Condition



Proposed Scheme



DRAWING TITLE:
VP1 - Hoi Bun Road Park, Wai Yip Street

DRAWING NUMBER:
Figure 6.1

SCALE:
N.T.S

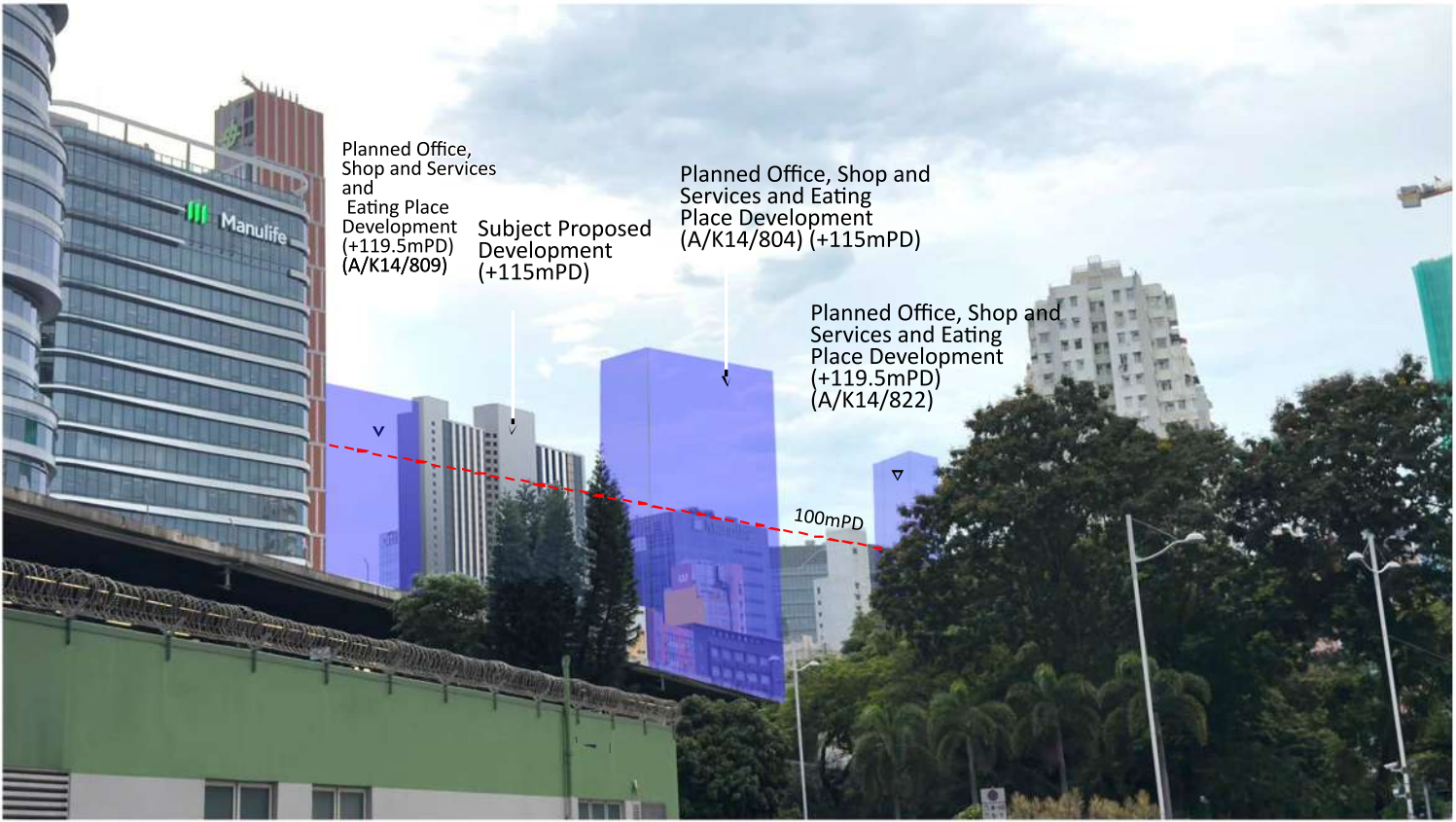
DATE:
August 2025

PREPARED BY:
 DeSPACE (International) Limited

Existing Condition



Proposed Scheme

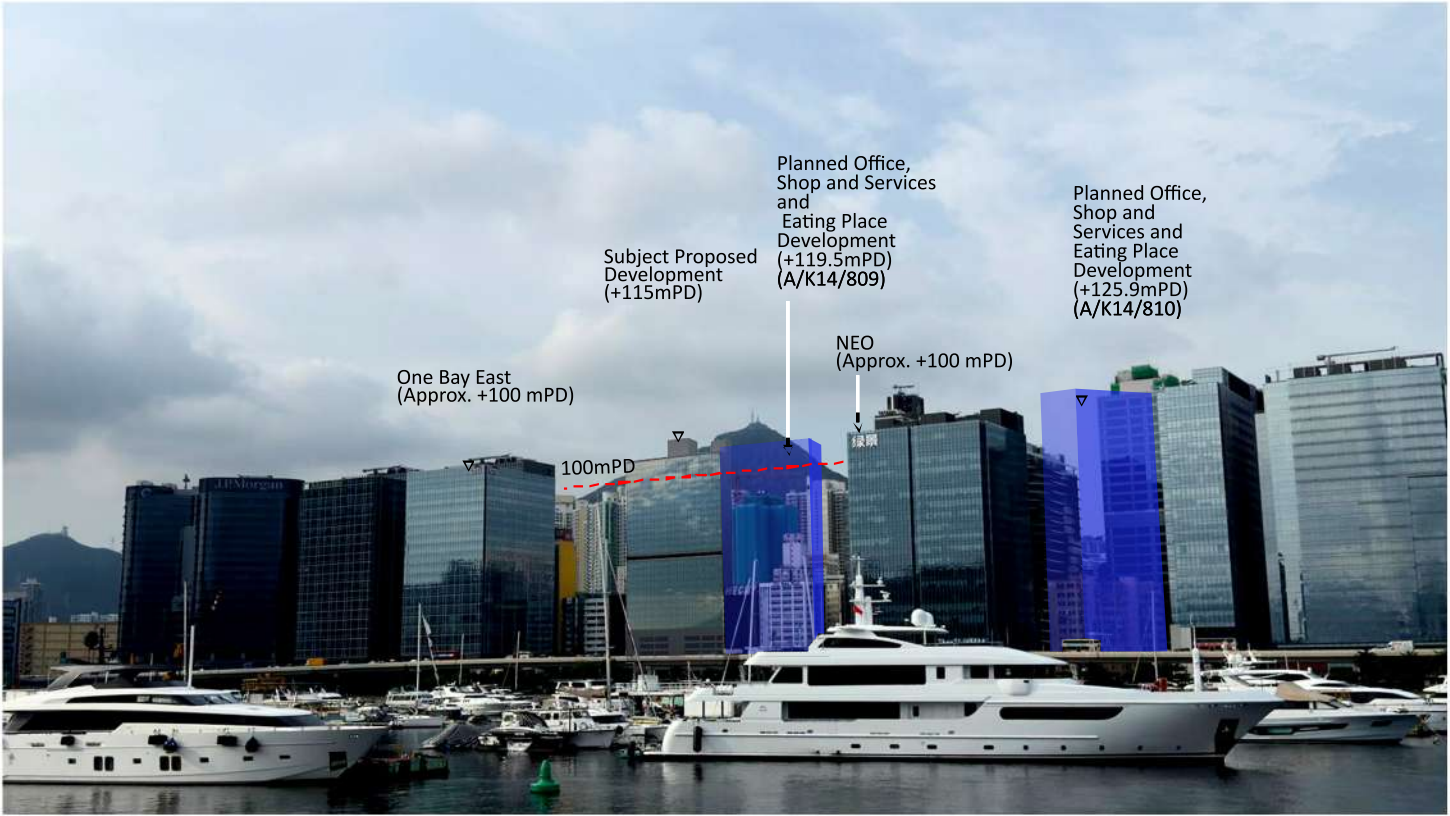


DRAWING TITLE: VP4 - MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road	SCALE: N.T.S	PREPARED BY:  DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.4	DATE: August 2025	

Existing Condition



Proposed Scheme



DRAWING TITLE: VP5b - Kai Tak Runway Park	SCALE: N.T.S	PREPARED BY:  DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5b	DATE: August 2025	

Existing Condition



Proposed Scheme



DRAWING TITLE:
VP6 - Quarry Park

DRAWING NUMBER:
Figure 6.6

SCALE:
N.T.S

DATE:
August 2025

PREPARED BY:

