

Appendix 4

Replacement Pages of Visual Impact Assessment

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) 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 a **further 1.5m non-building area 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 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

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 **slightly adverse**.

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 **slightly adverse**.

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 **slightly adverse**.

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 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 **negligible** 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).

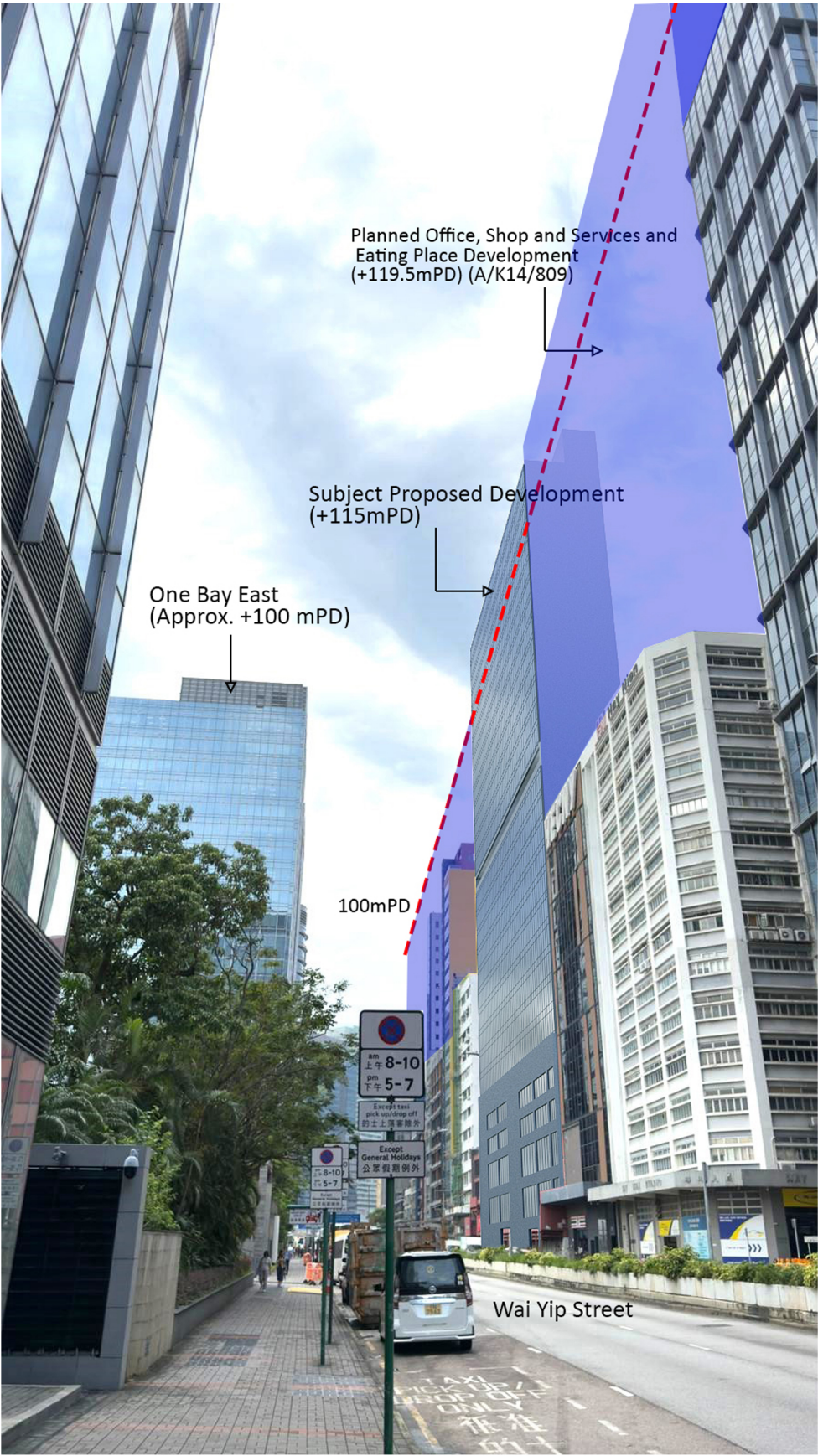
Table 3 – Summary of Visual Impact from Different Viewpoints	
Viewpoints assessed	Resultant Visual Impact [1]
VP1 Hoi Bun Road Park, Wai Yip Street	Slightly Adverse
VP2 Hoi Bun Road Park, Hoi Bun Road	Negligible
VP3 Footbridge across Wai Yip Street, Hung Yip Street	Slightly Adverse
VP4 MTR Ngau Tau Kok 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	Negligible

^[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

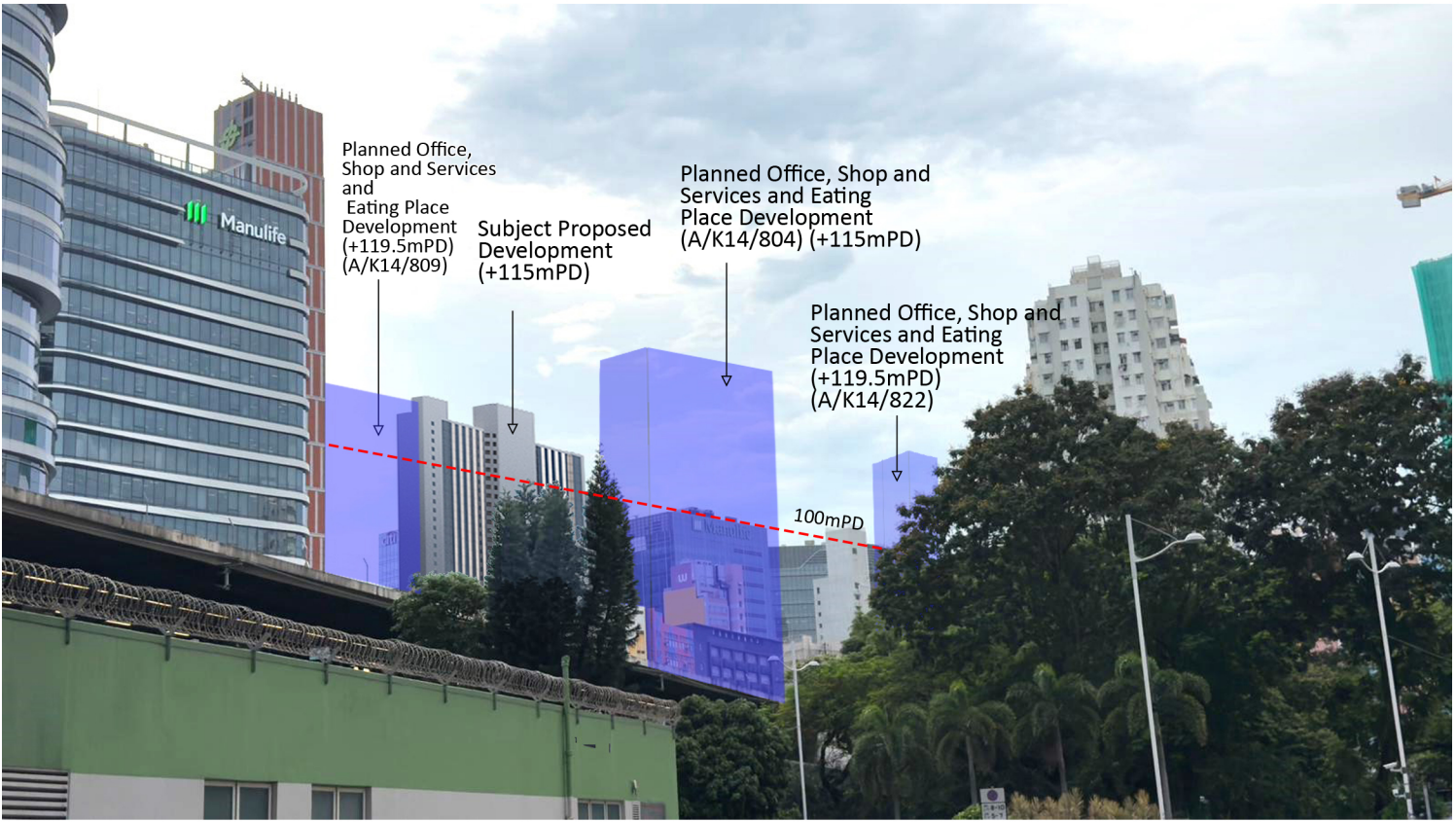
DATE:
August 2025

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
	DATE: August 2025	
DRAWING NUMBER: Figure 6.4		

A photograph of a harbor scene. In the foreground, several large white yachts are docked in the water. Behind them, a dense urban skyline is visible, featuring various high-rise buildings. A prominent mountain peak in the background is labeled 'Application Site' with a downward-pointing arrow. The sky is overcast with grey clouds.



One Bay East
(Approx. +100 mPD)

100mPD

Subject Proposed
Development
(+115mPD)

Planned Office,
Shop and Services
and
Eating Place
Development
(+119.5mPD)
(A/K14/809)

NEO
(Approx. +100 mPD)

Planned Office,
Shop and
Services and
Eating Place
Development
(+125.9mPD)
(A/K14/810)

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	SCALE: N.T.S	PREPARED BY:  DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.6	DATE: August 2025	