

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Appendix IV

Replacement Pages of the Visual Impact Assessment

Approved Kai Tak OZP No. S/K22/8

Proposed Composite Residential Development with Minor Relaxation of Plot Ratio Restriction in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon

Visual Impact Assessment

1. INTRODUCTION

1.1 Purpose

- 1.1.1 This Visual Impact Assessment (“VIA”) report is prepared in support of the Section 16 of the Town Planning Ordinance for the **Proposed Composite Development** with Minor Relaxation of Plot Ratio Restriction at no. 8 Lam Chak Street in Kowloon (“Application Site”/the “Site”) (**Figure 1.1** refers). The Site is zoned “Commercial (2)” (“C(2)”) zone on the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/8.
- 1.1.2 This VIA evaluates, in accordance with the “*Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to TPB*” (“TPB PG-No. 41”), the anticipated visual impacts of the Proposed Development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

1.2 Report Structure

- 1.2.1 Following this introductory section, the methodology adopted in this assessment will be set out in Section 2. The baseline review of the assessment area is included in Section 3. Section 4 includes the Proposed Development Scheme and discussion on the design merits. Visual envelope, visually sensitive receivers and their representative viewpoints will be identified and analysed in Section 5, followed by assessment of the visual impacts, if any in Section 6. Section 7 concludes this VIA.

2. METHODOLOGY

2.1 Visual Impact Assessment Approach

- 2.1.1 This VIA aims at evaluating the potential visual impact of the **Proposed Composite Development** on public viewers.
- 2.1.2 According to TPB PG-No. 41, Visual Impacts shall be assessed based on i) the sensitivity of the key public viewers; ii) visual resources and visual amenities likely to be affected; iii) the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surrounding area; and iv) the planning intention and known planned developments of the area. Visual Impacts could be either beneficial or adverse.
- 2.1.3 Visual sensitivity of public viewers is determined taking into account the activity of the public viewers, the duration and distance over which the **Proposed Composite Development** would remain visual, and the public perception of the value attached to the view being assessed. Visual sensitivity is qualitatively graded from high to low.
- 2.1.4 Visual changes could be positive or negative and they are not necessarily mutually exclusive. In considering the effect of visual changes, it covers the following four aspects:
- the total effect on the **Visual Composition** of the surrounding context;
 - the degree of **Visual Obstruction** to key public viewing points;
 - the visual **Effect on Public Viewers**; and
 - the **Effect on Visual Resources**.
- 2.1.5 The magnitude of visual changes will be qualitatively graded as Substantial, Moderate, Slight or Negligible.
- 2.1.6 The VIA will be undertaken in the following steps:
- A baseline review will be conducted to capture the existing visual elements in the surroundings and the planning context of the Site.
 - The Proposed Development Scheme for the Site will be briefly presented.
 - The Visual Envelope ("VE") will be determined and appropriate public viewpoints ("VPs") to represent the view from public viewers will be identified.
 - Each VP and potential visual impacts of the Proposed Development Scheme on the public viewers will be analysed based on the photomontages prepared from the selected VPs.
 - The overall visual impact will be assessed and conclusion on the visual acceptability of the **Proposed Composite Development** will be made.

4. PROPOSED COMPOSITE DEVELOPMENT

4.1 The Proposed Development Scheme

4.1.1 Schematic drawings for the Proposed Composite Development are presented in **Appendix 1** of this Supporting Planning Statement. The Site of an area of about 6,541m² yields a total GFA of approximately 45,787m² at PR 7.0 to produce to a total of 1,140 residential units. The Proposed Composite Development comprises two residential towers with a building height of 34 domestic floors (max., excluding 1 refuge floor), over one storey of recreational facilities, two storeys of retail/F&B and GIC floors and two storeys of underground carpark. The proposed max. building height maintains at +136.45mPD (main roof level).

4.1.2 The Applicant commits to reserve about 15% of the non-domestic GFA (i.e. about 490m²) for GIC uses to be operated by NGOs. This could serve as youth centre, childcare centre, nursery and etc. **The Applicant notes that the proposed GFA would not be exempted from GFA calculation and the GIC uses will not receive funding from the Government.**

4.1.3 Major development parameters and proposed floor uses of the **Proposed Composite Development** are summarised in **Table 4.1** and **Table 4.2**, respectively.

Table 4.1 Technical Schedule

	Proposed Development Scheme
Major Development Parameters	
Total Site Area	About 6,541m ²
Plot Ratio	Total: 7.0 Domestic: 6.5 Non-domestic: 0.5
Total GFA	Total: 45,787m ² Domestic: 42,516.5m ² Non-domestic: 3,270.5m ² GIC Facilities: about 490m ² Shop/F&B: about 2,780.5m ²
No. of Unit	1,140
Average Flat Size	About 37.3m ²
Maximum Building Height	Not more than +136.45mPD
No. of Storeys	Not more than 38 (plus 2 storeys of underground carpark)
Site Coverage	15m and below: Not more than 65% Above 15m: Not more than 40%
No. of Block	2
Private Open Space	Not less than 2,850m ²
Internal Transport Provisions	

	Residential	Non-residential	Total
Car Parking Space	241	22	263
Motorcycle Parking Space	12	3	15
Bicycle Parking Space	76	-	76
Loading/Unloading Space	2 HGV	3 LGV + 2 HGV	3 LGV + 4 HGV

Table 4.2 Proposed Floor Uses

	Tower 1B & 2B		Tower 1A		Tower 2A
Floor	Proposed Uses	Floor	Proposed Uses	Floor	Proposed Uses
21-29/F	Residential Units	21-34/F	Residential Units	21-37/F	Residential Units
20/F	Refuge Floor				
3-19/F	Residential Units				
2/F	Landscape Area & Recreational Facilities				
G-1/F	Retail/ F&B Facilities				
B1-B2/F	Carpark and E&M				

- 4.1.4 Communal open spaces and private recreation facilities will be provided on G/F to 2/F. The total area of the communal open space would be not less than 2,850m².

4.2 Key Design Considerations

- 4.2.1 In formulating the Proposed Development Scheme, the schematic design has taken into account site constraints (e.g. setback from the LPG filling station and noise) as well as design considerations to ensure the Proposed Composite Development creates a high-quality development in harmony with the surrounding environment and with the planning themes of Kai Tak Development. The Proposed Development Scheme has incorporated the following design considerations:

Provision of Building Setback and Canopy along Lam Chak Street and Kai Hing Road

- 4.2.2 As a planning gain, the Proposed Development Scheme provides a low-level setback of about 2.5m on Kai Hing Road and a 2.5m setback on Lam Chak Street. These setbacks would allow more space along the footpath on Kai Hing Road and Lam Chak Street (to about 5m). The public will be able to access these areas at least during the operation hours of the non-domestic portion of the proposed development. The more spacious pedestrian walkway would enhance the walking experience along the Site, aligning with the principles of pedestrian-friendliness and accessibility set out in the Kai Tak UDGMs and HPPs. Coupled with the provision of canopy of 1.5m in width, walking experience would be significantly enhanced.

Adopting a Varied Building Height Design

- 4.2.3 The maximum building height of the **Proposed Composite Development** remains not more than +136.45mPD, which is consistent with the height of the existing building at the Site. To give visual interest to the skyline, the Proposed Development Scheme has adopted a varied building height profile. Tower 1B & 2B would appear distinctively lower than Tower 1A & 2A, varying from 110mPD (Tower 1B & 2B) to 126mPD (Tower 1A) and 136.45mPD (Tower 2A).

Provision of a 15m Setback

- 4.2.4 To enhance permeability, a 15m building setback has been proposed between the Proposed Composite Development and Pacific Trade Centre at a SE-NW direction. In line with this, the footprint of the two-storey retail space has been minimised. Together with the building setbacks along Lam Chak Street and Kai Hing Road, the proposed site coverage has been kept to an acceptable level (at about 65%), balancing the provision of retail facilities with good wind penetration at pedestrian street level.



Figure 4.1 Design Merits

Provision of a Splayed Corner at Lam Chak Street and Kai Hing Road

- 4.2.5 The Proposed Composite Development has incorporated a splayed corner with an area of 230m² at the corner of Lam Chak Street and Kai Hing Road. **This shall become an open area that is publicly accessible during the operation hours of the non-domestic portion of the proposed development and to be managed by the non-domestic portion of the Proposed Composite Development.** This would help to create openness amongst the future developments nearby and create a welcoming area for socialising while passerby will still be able to enjoy a through passage.

Provision of a Public Passage

- 4.2.6 In response to the comments received from the Harbourfront Commission regarding accessibility towards the waterfront, The Proposed Composite Development has incorporated a landscaped public passage with a clear width of 4m along the northeastern boundary. This public passage will be opened to the public 12 hours a day, say 8am to 8pm, subject to confirmation at the lease modification stage.

4.3 Determination of Proposed Building Mass and Building Height

- 4.3.1 Noted that the Application Site is located near the waterfront and form part of the backdrop of the Victoria Harbour. The Proposed Composite Development tries to adopt a responsive, context-aware design approach that balances development potential with public interest when viewing from across the Harbour.

- 4.3.2 Currently, the existing building erected at the Application Site reaches +136.45mPD and has encroached into the 20% Building Free Zone when viewing from the Strategic Viewpoint Point at Quarry Bay Park (see diagram on the right). As abovementioned, the Proposed Development Scheme aims at striking a balance between development potential with public interest, thus the Applicant explored possibilities to reduce the encroachment.



- 4.3.3 There are numerous high-rise buildings nearby, in which Manhattan Place (+173mPD) partly overlaps with the Application Site when viewing from Quarry Bay Park (highlighted in yellow). In other words, proposing a building height that appears below the 20% Building Free Zone will only reveal the visual axis towards an existing building, not any natural visual resources such as the mountain backdrop.



Keeping building height away from the 20% Building Free Zone at this particular portion would not bring improvements from visual impact point of view.

6.7 VP6 - Kwun Tong Promenade

Visual Composition

- 6.7.1 This is another closer-range viewpoint amongst others. It is located along Kwun Tong Promenade which is an open space for recreational purpose and also the daily passage to and from MTR Ngau Tau Kok Station. This viewpoint provides a direct view towards the South Apron Corner of Kai Tak Development, while some high-rise developments in the Runway Precinct and in Kowloon Bay and Kwun Tong Business Area are also visible. The openness of the viewpoint allows the viewer to have visual access to the skyview. The existing erected at the Site would probably be considered a sore-thumb building as it is substantially taller than other existing buildings nearby. However, with the planned development along the waterfront (TPB Ref.: A/K22/31 refers) as well as the future developments at Sites 3E1 and 3E2 (TPB Ref.: A/K22/43 refers), **only a minute portion of** the Proposed Composite Development would be visible from this viewpoint.

Visual Obstruction

- 6.7.2 The existing building at the Site appears to be the first row of building along the waterfront. However, upon implementation of the approved developments mentioned above, these buildings would block much visual access towards this direction, as well as the proposed building. **Whilst a tiny portion of the top the proposed building would be visible,** the Proposed Composite Development would bring **slight** visual obstruction **towards the skyview.**

Effect on Public Viewers

- 6.7.3 The visual sensitivity of the public viewers at this viewpoint has been considered as high, taking into account Kwun Tong Promenade is an existing open space yet views towards the Hong Kong Island/Kai Tak Cruise Terminal would be more iconic and viewers would be transient in nature as they would probably be jogging or walking home. The Proposed Composite Development would be barely visible behind the planned development on the first row in front of the waterfront. The effect on public viewers would be slight and the visual change would be dominated by the planned developments in the foreground rather than the Proposed Composite Development.

7 CONCLUSION

7.1.1 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, **Table 7.1** below presents the overall visual impact caused by the Proposed Development to the public viewers represented in each VP.

Table 7.1 Summary of Assessment of Visual Impact at the Viewpoints

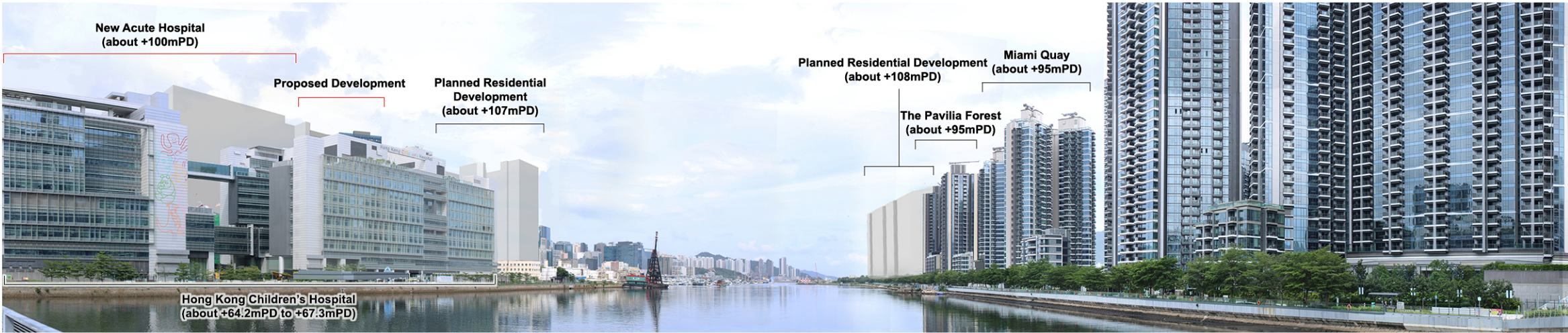
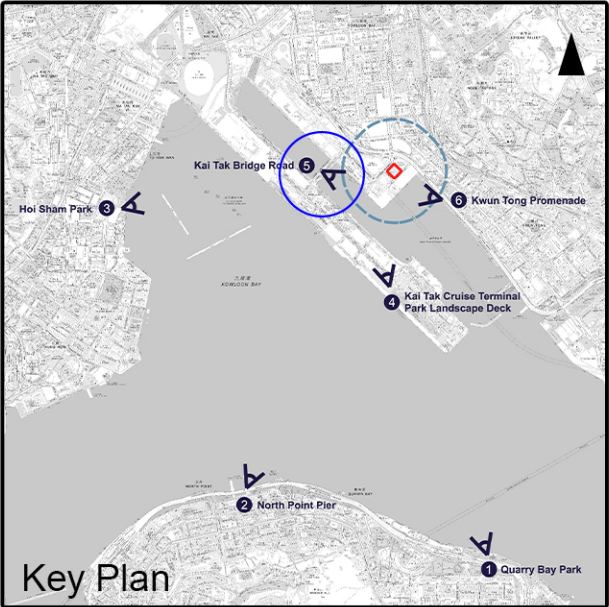
Viewpoint	Location	Sensitivity of the Public Viewers	Magnitude of Visual Change	Visual Impact due to Proposed Development
VP1	Quarry Bay Park	High	Slight	Slight
VP2	North Point Pier	High	Slight	Slight
VP3	Hoi Sham Park	High	Negligible	Negligible
VP4	Kai Tak Cruise Terminal Park Landscape Deck	High	Negligible	Negligible
VP5	Kai Tak Bridge Road	Medium	Negligible	Negligible
VP6	Kwun Tong Promenade	High	Slight	Slight

7.1.2 VP1 to VP5 capture the view of the overall cityscape and urban skyline of Kowloon East, particularly Kai Tak Development and Kowloon Bay/Kwun Tong Business Areas. For VP1, the existing building encroaches into the 20% Building Free Zone and is very close to the ridgeline; yet the Proposed Composite Development would not create additional obstruction to the ridgeline but to bring slight increase in visual access towards the mountain backdrop and skyview due to the adoption of stepped building height profile. The existing urban fabric and skyline captured in all these viewpoints would be largely remained intact as the proposed building of the Proposed Composite Development would be largely blocked by the planned and approved developments within Kai Tak Development, either in the Runway Precinct or the South Apron Corner. For VP5, more sky view above the Hong Kong Children's Hospital will be available as the uniform height of the existing building will be replaced by a varied building height in the Proposed Composite Development (only a small portion of Tower 2 will be visible). Thus, the visual impact to be brought by the Proposed Composite Development would be slight to negligible from these viewpoints.

7.1.3 Lastly, although not solely contributed by the Proposed Composite Development, there will be a substantial change in the skyline when viewing from VP6 upon development of the planned and approved developments on the waterfront. The Proposed Composite Development alone would make slight changes to the condition, quality and character of the area and give slight impact to the streetscape and public realm within Kwun Tong Promenade.



Existing Condition



Proposed Scheme



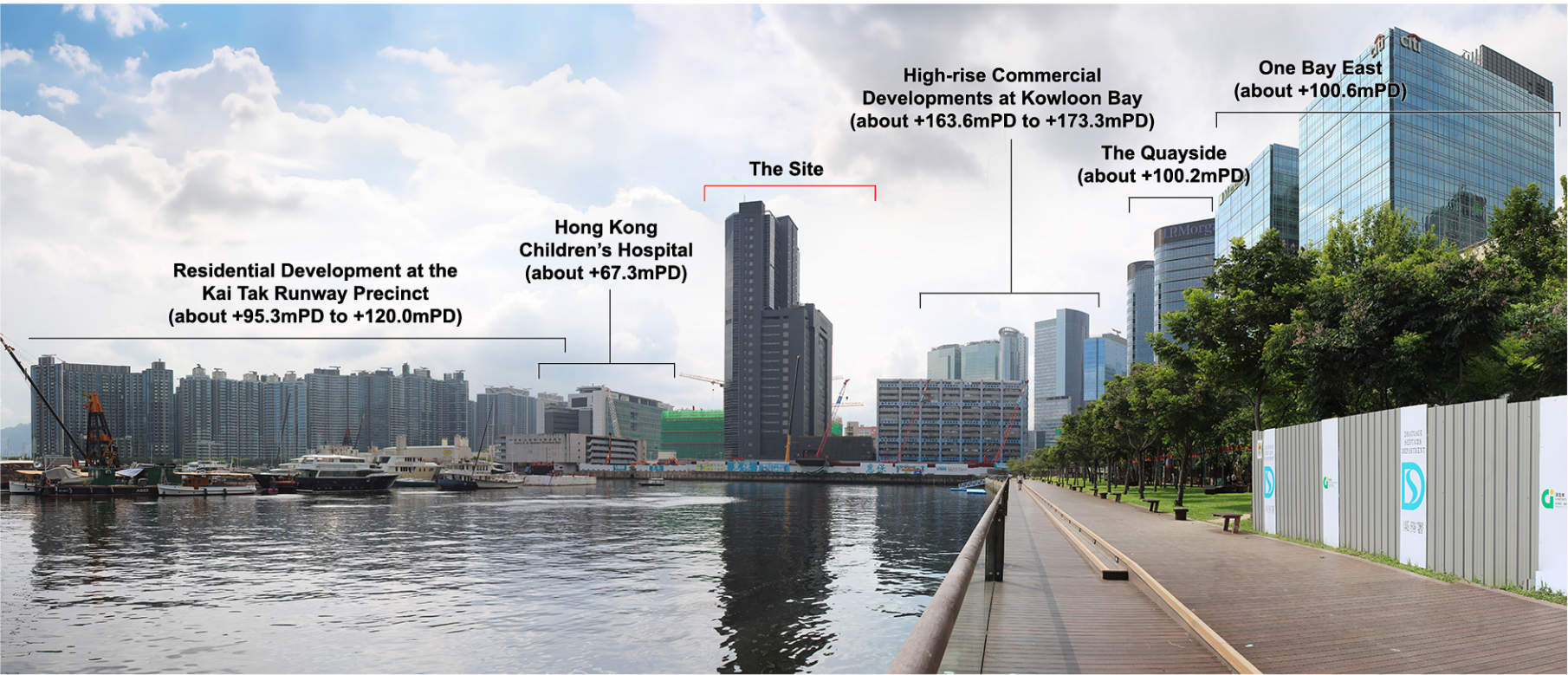
Viewpoint 5 – Kai Tak Bridge Road

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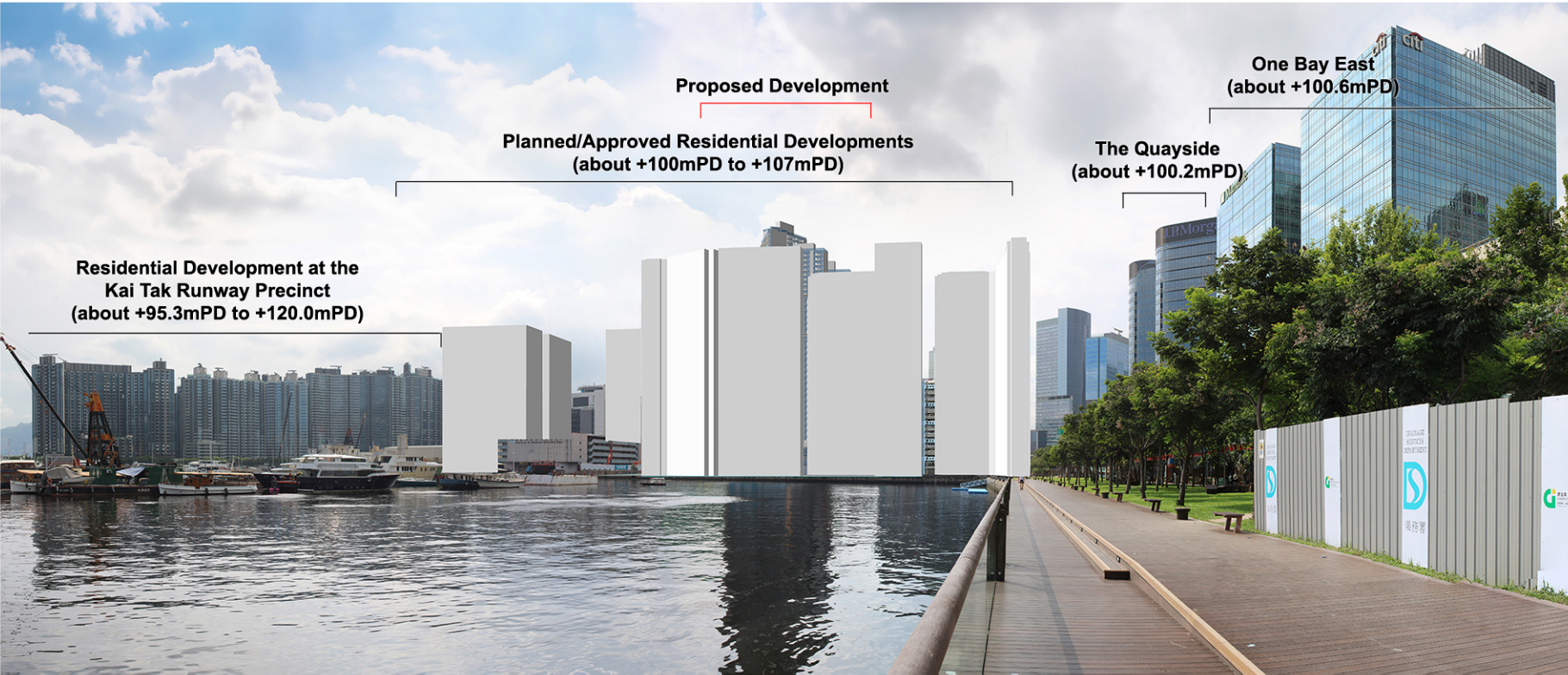
Visual Impact Assessment

Figure 6.5

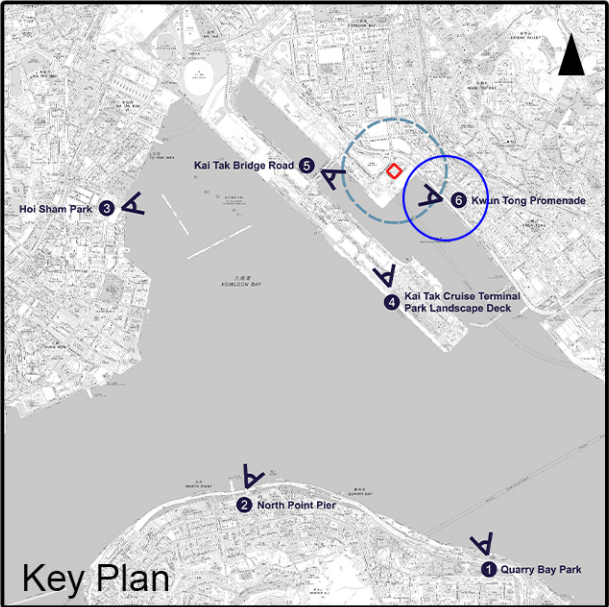
Date: 14 August 2026



Existing Condition



Proposed Scheme



Key Plan



Viewpoint 6 – Kwun Tong Promenade

Proposed Composite Development
(with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone
at 8 Lam Chak Street, Kowloon

Visual Impact Assessment

Figure 6.6

Date: 14 August 2026