

Appendix 1:

Replacement pages of the Visual Appraisal

2. THE INDICATIVE DEVELOPMENT PROPOSAL

- 2.1. The subject S16 Planning Application seeks TPB permission for minor relaxation of BHR from 140mPD to 144mPD (+ about 2.9% (i.e. within 4% increase of total story height of MiC floors)) in accordance to JPN No. 8) to facilitate the adoption of MiC. The DPR and total PR under the Approved DSP will remain unchanged. The notional block plan and section plan are provided in **Figure 2.1** and **Figure 2.2** for illustration purpose and visual appraisal only.

Comparison of the Approved DSP Proposal and the Current S16 Planning Proposal

- 2.2. 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.

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 5,475 ⁽¹⁾	About 5,475	No Change
Zoning	R(A)	R(A)	No Change
Maximum PR ⁽²⁾ - Total PR - Domestic PR	9.0 7.5	9.0 7.5 ⁽³⁾	No Change No Change
Max GFA ⁽²⁾ Total GFA (m ²) Domestic GFA (m ²)	About 49,275 ⁽¹⁾ About 41,062 ⁽¹⁾	About 49,275 ⁽³⁾ About 41,062 ⁽³⁾	No Change No Change
Max. BH (mPD)	140	144	+4 (+2.9%) (within 4% of total height of residential floors using MiC)
GIC GFA⁽⁴⁾ (m²)	Not less than 5,500	Not less than 5,500	No Change
All-weathered Communal Space (m²)	Not less than 500	Not less than 500	No Change
Under Notional Design			
No. of Towers (towers) - Total No. of Towers - Residential Towers - The Low Block	3 towers 2 towers 1 tower	3 towers 2 towers 1 tower	No Change No Change No Change
No. of Storeys for Residential Tower - Residential T1 T2 - Podium ⁽⁵⁾ - Basement Carpark	34 storeys 23 storeys 5 storeys 2 storeys	34 storeys 32 storeys 5 storeys 2 storeys	No Change +9 (+39.1%) No Change No Change
No. of Storeys for Non-Domestic Tower (the Low Block)	4 storeys	4 storeys	No Change
Average Flat Size (m²)	About 42.6 ⁽⁶⁾	About 42.6 ⁽⁷⁾	No change
No. of Flats (flats)	About 964 ⁽⁶⁾	About 1,050 ⁽⁸⁾	+86 (+8.9%) ⁽⁸⁾
Anticipated Population⁽⁹⁾	About 2,603 ⁽⁶⁾	About 2,835	+232 (+8.9%)

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Coverage ⁽¹⁰⁾	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
Ancillary Car Parking and L/UL Spaces			
- Private Car Parking Spaces	128 ⁽¹¹⁾	116 ⁽¹²⁾	-12 (-9.4%)
- Motorcycle Parking Spaces	14 ⁽¹¹⁾	15	+1 (+7.1%)
- L/UL Bays	15 ⁽¹¹⁾	14	-1 (-6.7%)

Remarks:

- (1) The net site area of the Approved DSP was about 5,548sq.m. To facilitate a like-to-like analysis, the net site area of about 5,475 sq.m. as per the Land Grant is adopted as the Application Site Area, resulting in corresponding adjustment in the GFA. For reference, the notional design for the Approved DSP had adopted a net site area of 5,548sq.m., with total GFA of about 49,932 sq.m and Domestic GFA of about 41,610 sq.m.
- (2) 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.
- (3) Excluded about 3,700sq.m. domestic GFA which is exempted from GFA calculation as "maximum 10% of the MiC floor area of a new building may be disregarded from calculation of GFA of the development" as according to JPN No.8. The actual GFA exemption will be worked out at detailed design stage.
- (4) GIC to be exempted from GFA calculation under the Approved DSP.
- (5) Including the podium floors for GIC/ Commercial/ Retail/**Carpark**/ E&M use and the Podium Garden & Clubhouse floor.
- (6) For a like-to-like analysis, an average flat size of about 42.6sq.m. under the Current S16 Planning Proposal has been applied to both the approved DSP and current S16 scenario 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-016 approved by CE in C in May 2022 had adopted an average flat size of about 46.2sq.m. with about 900 nos. of flat and an estimated population of about 2520.
- (7) The average flat size of about 42.6sq.m. has taken into account of the additional domestic GFA of about 3,700sq.m.(i.e. within 10% of MiC floor area) which is anticipated to be exempted from GFA calculation under JPN No.8. The actual average flat size will be determined at detailed design stage.
- (8) No. of flats increase owing to both additional GFAs by MiC and adjusted flat mix/ sizes. The actual no. of flats would be worked out at detailed design stage.
- (9) Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 persons.
- (10) 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.
- (11) As per the car parking provision proposed under the TIA for the Approved DSP.
- (12) As per car parking ratios agreed with TD and adopted in draft Land Grant.

- 2.3. The current S16 Planning Proposal will retain all the following key planning gains of the Approved DSP Proposal, including (**Figures 2.1 to 2.3** refer):
- a) Two urban windows with a minimum dimension of not less than 15m in height and 15m in width excluding architectural features, open-side deck and circulation, will be provided at the podia along Ma Tau Wai Road where appropriate and practicable, in the proposed development. Residential tower will have 45m setback from Ngan Hon Street to enhance local air ventilation and building permeability.
 - b) Staggered height design is maintained, with the tallest building of 144mPD (T1) on the northern part of the Scheme, and a lower building height of about 137mPD (T2) on the southern part of the Project, and a low-rise non-domestic block (i.e. Low Block) on the eastern part of the Scheme.
 - c) Not less than 5,500sq.m. GFA will be provided for GIC use within the podia.
 - d) An all-weathered communal space of not less than 500sq.m. will be integrated with the planned pedestrian walkways to create a community hub.
 - e) A footbridge connection from the podia of the Scheme to the Public Open Space (POS) at the opposite side of Ma Tau Wai Road will be provided to facilitate connection with To Kwa Wan MTR Station exits to enhance pedestrian connectivity.

Table 5.1 – Appraisal of Visual Impacts of Selected Viewpoints

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Visual Change (Visual Composition, Visual Obstruction, and Visual Change)	Resultant Overall Visual Impact
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	VSR: Nearby residents and pedestrians/ drivers Type of User: Traveller	360m	As shown in Figure 5.1 , this VP mainly features various existing medium-to-high-rise buildings (e.g. the Vantage at ~120mPD) in the background, and the medium-rise To Kwa Wan Market and Government Offices, and low-rise tenement buildings along Ma Tau Wai Road. Similar to the Approved DSP Proposal, the Current S16 Proposal will be compatible with the existing dense urban streetscape dominated by medium-to-high residential developments in the background, thus causing negligible effect on the visual composition. Only a small portion of the residential tower under both proposals will be visible from this medium-range VP, and they will further obstruct a slight portion of the open sky view compared with the Approved DSP Proposal . Since the VSRs of this VP are primarily transient pedestrians and drivers, their attention is predominantly directed towards the road traffic and may have short and occasional views towards the Application Site. The visual change and the magnitude of change caused by the slight increase in BH will be slightly adverse on the VSRs in VP1.	Slight
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	VSR: Facility users, nearby residents and pedestrians Type of User: Recreation/ Traveller	70m	As illustrated in Figure 5.2 , this VP consists of the high-rise developments including the URA KC-010 (~100mPD) in the foreground and Chatham Gate (~145mPD) in the background, with trees in the garden as visual buffer. It is anticipated that the slight increase in the BH at the Application Site will not affect the visual composition in this VP. The Current S.16 Proposal will reduce slightly a greater part of the sky view compared with the Approved DSP Proposal. However, the Notional Design of the Current S.16 Proposal maintains the good design features as mitigation measures including the urban windows at the podium (with a minimum dimension of not less than 15m in height and 15m in width, excluding architectural features, open-side deck and circulation) and the tower setback of 45m that helps maintain the separation between the proposed development and KC-010. These reduce the extent of obstruction to the sky view and maintain the visual permeability despite the proposed BH increase. The VSRs in this VP are either transient in nature travelling from/ to the MTR station or park users focusing on resting with occasional view towards the Application Site. Based on the above and considering the proximity of the Application Site,	Slight

6 EVALUATION OF OVERALL VISUAL IMPACT

6.1 This VA is submitted to evaluate the degree of visual impacts on VSRs from major public VPs arising from the subject S16 Planning Application. The notional design of the Approved DSP Proposal approved by CE in C in May 2022 is adopted as the baseline visual condition to assess the potential impact created by the Current S16 Planning Proposal.

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

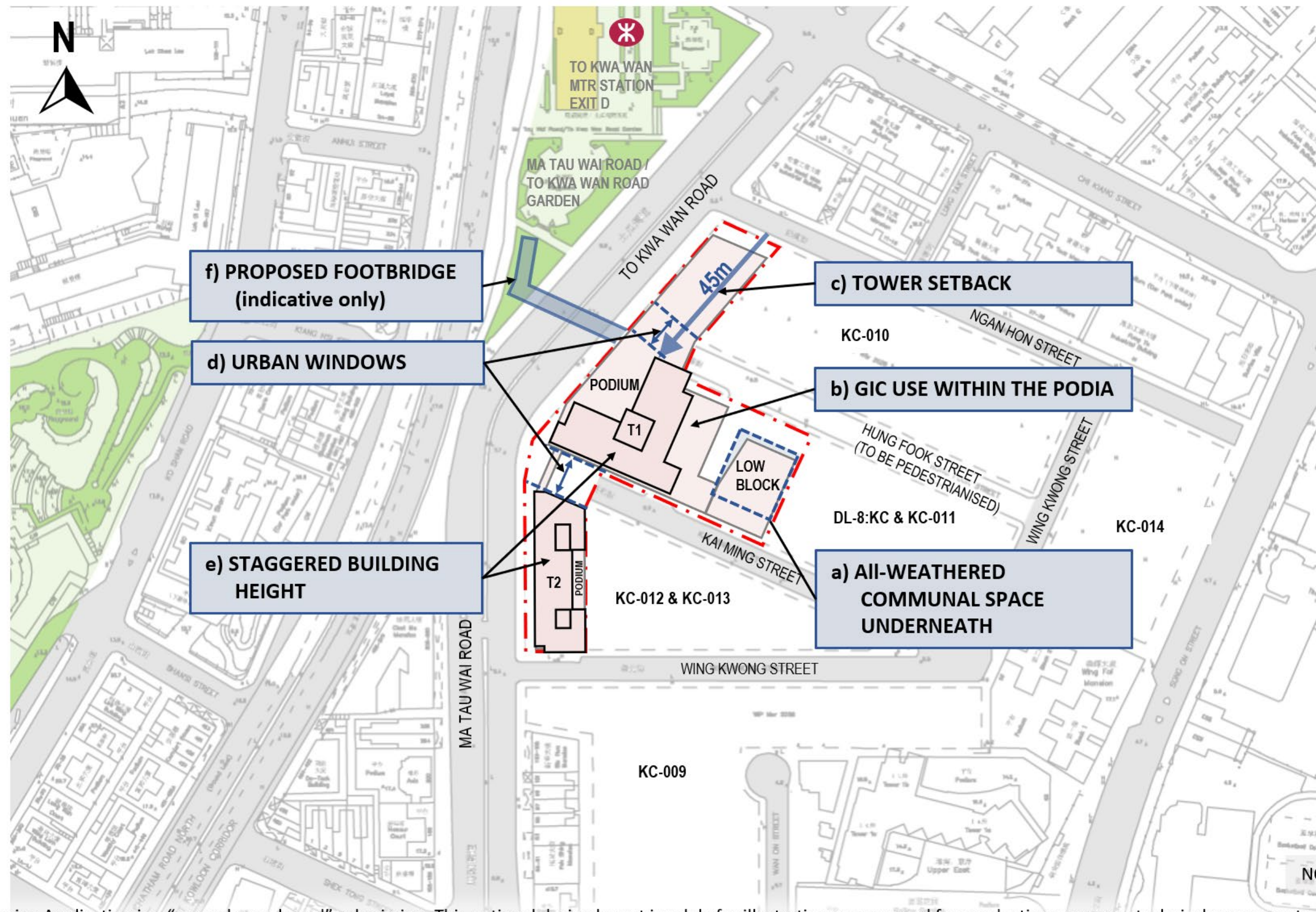
Table 6.1 – Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	Medium	Slight
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	High	Slight
VP 3: Hoi Sham Park	Medium	Negligible
VP 4: Junction between Ma Tau Wai Road and Bailey Street	Medium	Slight
VP 5: Hong Kong Convention and Exhibition Centre (SVP5)	High	Negligible

6.3 Compared with the Approved DSP, 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 140mPD to 144mPD will only result in a minor magnitude of visual change, as the Current S16 Planning Proposal generally blends in with the existing urbanscape. Design features including the staggered building height profile, tower setback of 45m and urban windows at podia are maintained to maximise the visual permeability and reduce visual obstruction. By comparing the views to the Approved DSP Proposal and the Current S16 Planning Proposal from the 5 selected VPs (4 local VPs and 1 SVP), the overall visual impact caused by the subject S16 Planning Application will be **negligible to slight** across all assessed VPs.

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

URBAN RENEWAL AUTHORITY
July 2026



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.

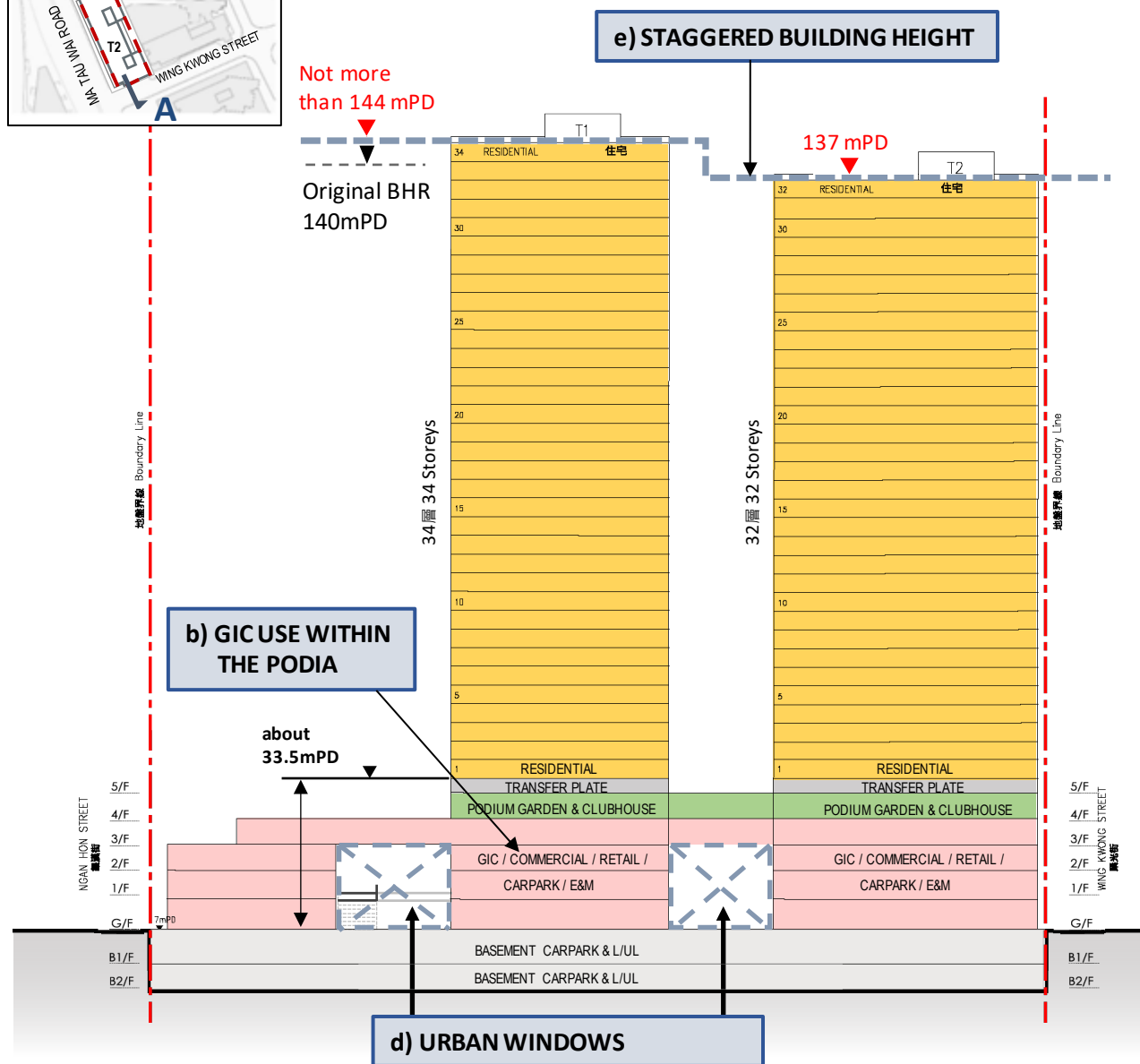
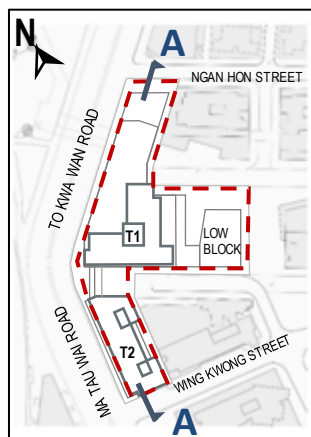
Legend

- Application Site Area (Area Zoned “R(A)”)
 - a Retained Planning Gains from Approved DSP

NOTIONAL BLOCK PLAN

URA TO KWA WAN ROAD/ WING KWONG STREET DEVELOPMENT SCHEME (KC-016)

Visual Appraisal



NOT TO SCALE

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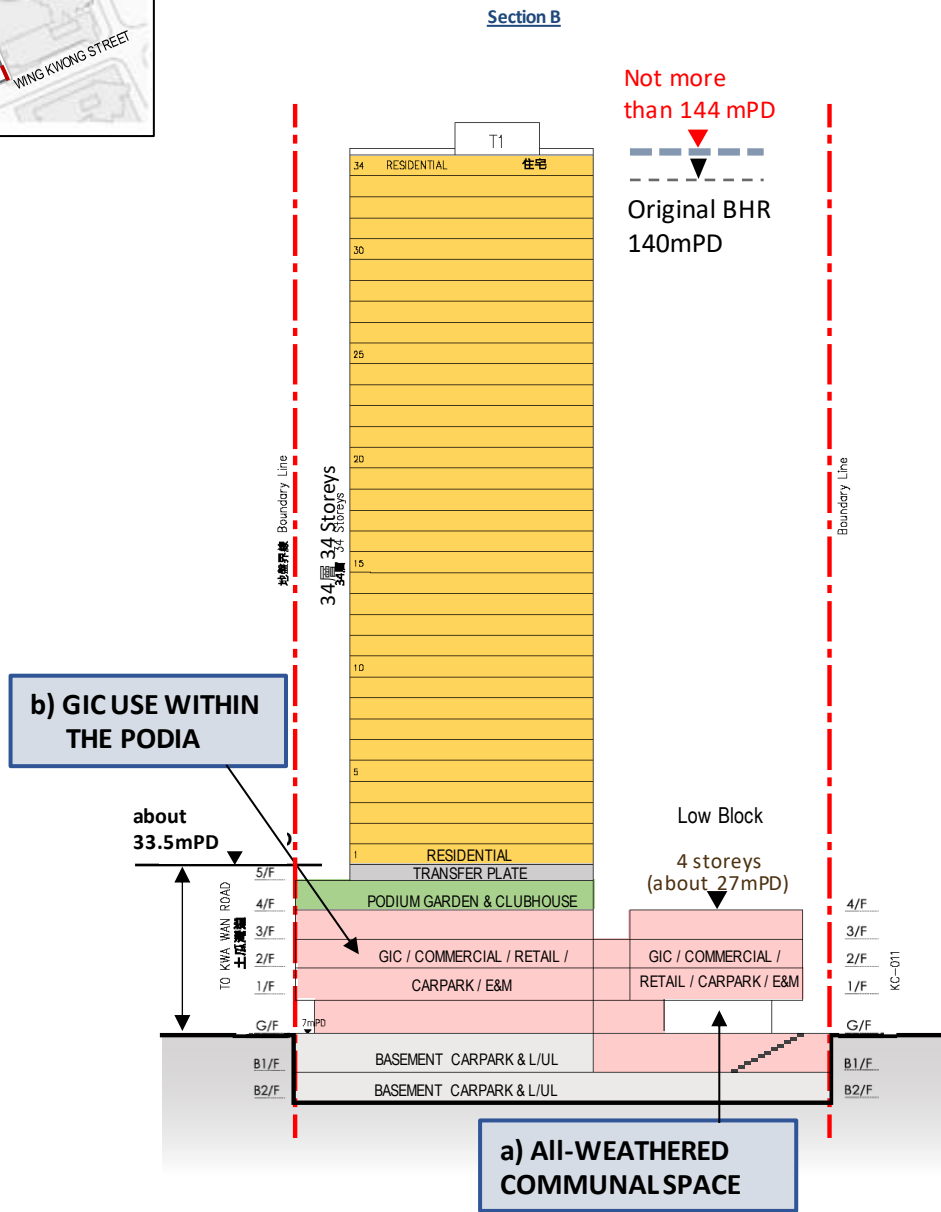
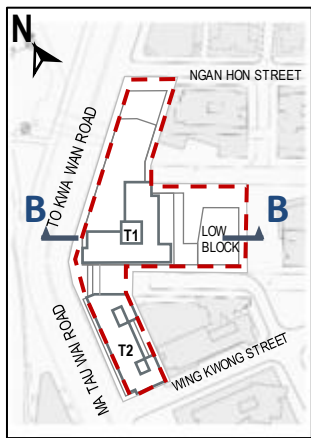
- KC-016 Application Site Area (KC-016)
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

NOTIONAL SECTION PLAN

URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)
Visual Appraisal



Figure 2.2



NOT TO SCALE

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.

- KC-016 Application Site Area (KC-016)
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

NOTIONAL SECTION PLAN

URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)
Visual Appraisal



Figure 2.3

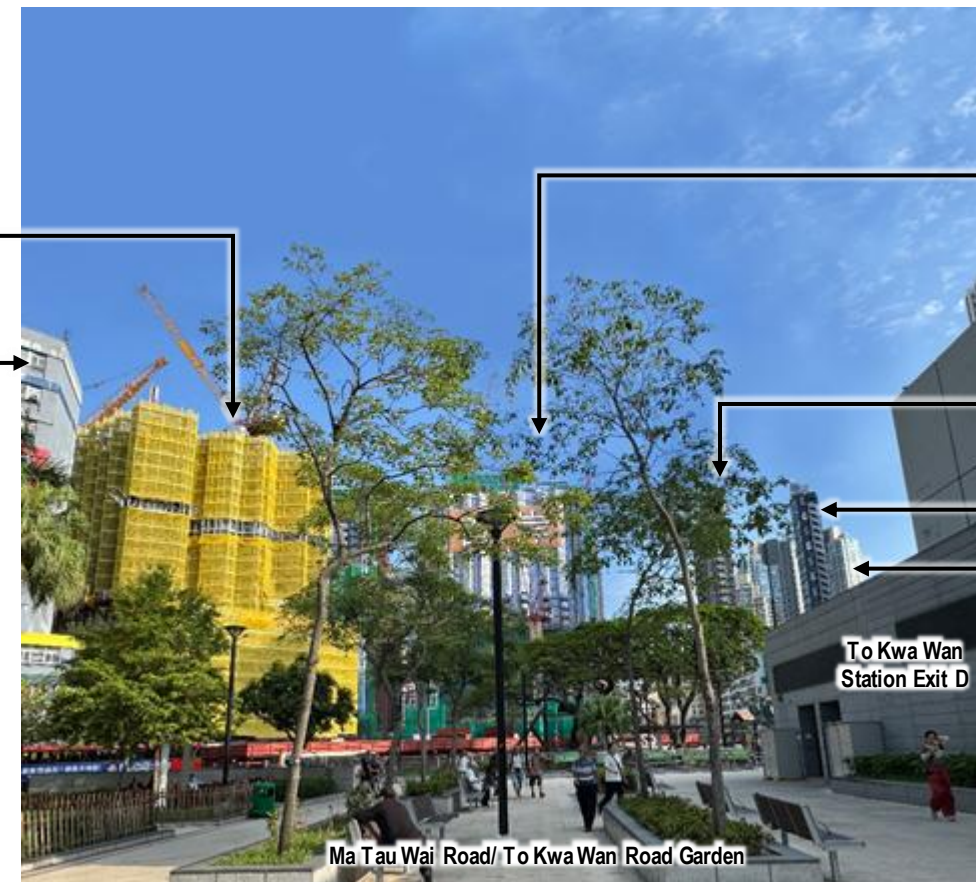
Key Plan



- The Scheme Area
- Boundary of the Assessment Area (411 m from the Scheme)
- ↗ VP2
- (not drawn in scale)

KC-010 (Future)
(~100mPD)

The World Wide Industrial Building
(~47mPD)



KC-009 (Future)
(~100PD)

Axis
(~95mPD)

The Quad
(~118mPD)

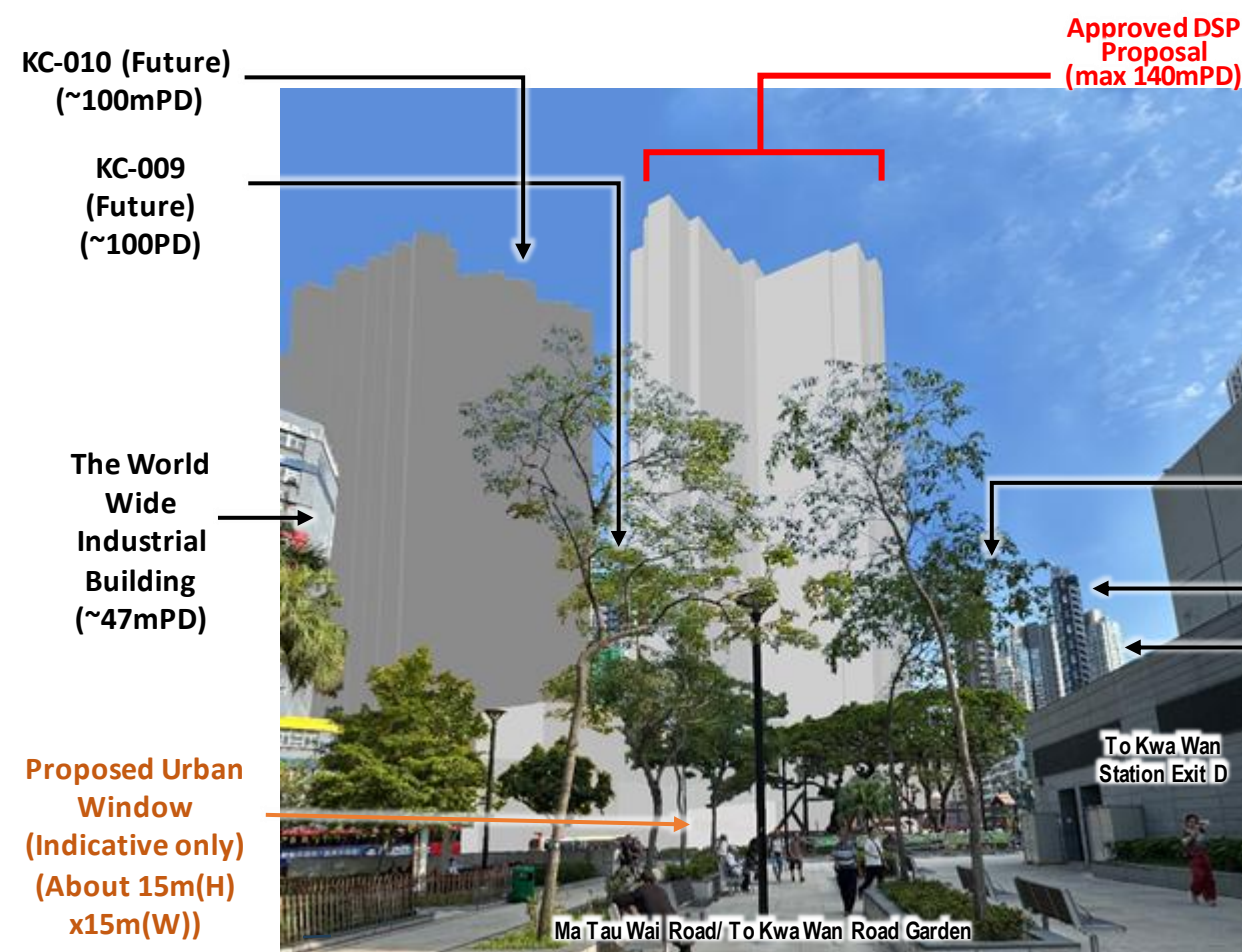
Chatham Gate
(~145mPD)

To Kwa Wan Station Exit D

Ma Tau Wai Road/ To Kwa Wan Road Garden

Existing Condition

Current S16 Planning Proposal
(max 144mPD)



Approved DSP Proposal
(max 140mPD)

KC-010 (Future)
(~100mPD)

KC-009 (Future)
(~100PD)

The World Wide Industrial Building
(~47mPD)

Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)

To Kwa Wan Station Exit D

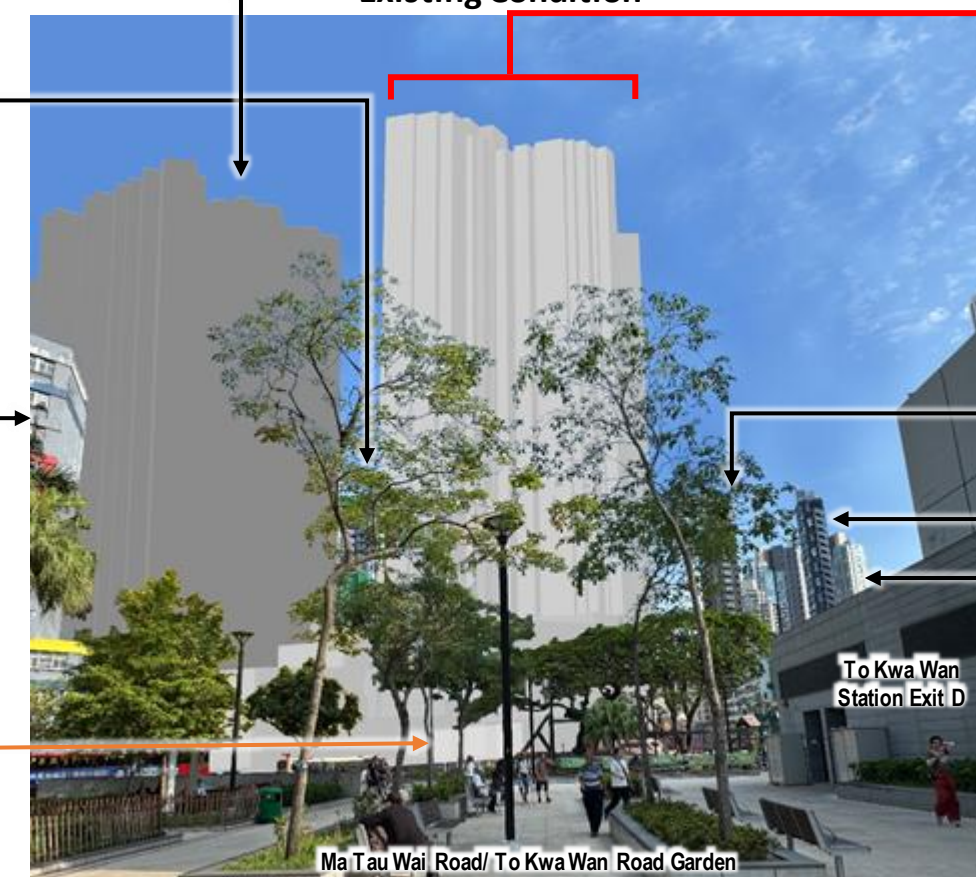
Proposed Urban Window
(Indicative only)
(About 15m(H) x15m(W))

Ma Tau Wai Road/ To Kwa Wan Road Garden

Approved DSP Proposal (140mPD)

The World Wide Industrial Building
(~47mPD)

Proposed Urban Window
(Indicative only)
(About 15m(H)x15m(W))



Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)

To Kwa Wan Station Exit D

Ma Tau Wai Road/ To Kwa Wan Road Garden

Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP2 – Ma Tau Wai Road/ To Kwa Wan Road Garden
 URA TO KWA WAN ROAD/ WING KWONG STREET
 DEVELOPMENT SCHEME (KC-016)
Visual Appraisal