Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016)

VISUAL APPRAISAL

July 2026

Urban Renewal Authority

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1. INTRODUCTION

1.1. This Visual Appraisal (VA) 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 the building height restriction (BHR) for adoption of Modular Integrated Construction (MiC) for the Approved URA To Kwa Wan Road/ Wing Kwong Street Development Scheme (KC-016) (the Scheme).

1.2. The Scheme is located in To Kwa Wan of Kowloon City district and is bounded by To Kwa Wan Road, Ma Tau Wai Road, Wing Kwong Street, Kai Ming Street, Hung Fook Street and Ngan Hon Street (**Figure 1.1** refers). The application site of the subject S16 Planning Application comprises only the area zoned "Residential (Group A)" (R(A)) within the Scheme boundary, excluding the adjoining area shown as "Road" on the approved To Kwa Wan Road / Wing Kwong Street Development Scheme Plan No. S/K9/URA3/2 (the Approved DSP) (the Application Site) (**Figure 1.2** refers).

1.3. The Application Site falls within an area zoned "R(A)" on the Approved DSP (**Figure 1.2** refers) and is subject to a maximum domestic plot ratio (DPR) of 7.5 and total plot ratio (PR) of 9.0, with BHR of 140mPD.

1.4. This S16 Planning Application is to seek Town Planning Board (TPB)'s approval on **minor relaxation of BHR from 140mPD as permitted in the approved DSP to 144mPD (+about 2.9% (i.e. within 4% increase of total story height of MiC floors))** as per the Joint Practice Note (JPN) No. 8 to facilitate the adoption of MiC at the Application Site.

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 conducting necessary technical assessments. To support this application, this VA report has been prepared according to TPB Guideline No. 41A to evaluate potential visual impacts. The assessment adopts the notional design of the Approved DSP Visual Impact Assessment (VIA) as its baseline visual condition as well as the key viewpoints (VPs) from the 2021 with minor adjustments (**Appendix 1** refers).

1.6. This VA report will cover the following:

Section 2:	describes the indicative development proposal under the current S16 Planning Application;
Section 3:	identifies the area of assessment, selected viewing points 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 VA

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) (m^2)	Not less than 5,500	Not less than 5,500	No Change
All-weathered Communal Space (m^2)	Not less than 500	Not less than 500	No Change
Under Notional Design			
No. of Towers (towers) - Total No. of Towers - Residential Towers - Low-rise commercial/ retail 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
No. of Flats (flats)	About 900	About 1,050(6)	+150 (+16.7%)(6)
Anticipated Population	About 2,520 (7)	About 2,835(8)	+315 (+12.5%)

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
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
Ancillary Car Parking and L/UL Spaces			
- Private Car Parking Spaces	128[(10)]	116[(11)]	-12 (-9.4)
- Motorcycle Parking Spaces	14[(10)]	15	+1 (+7.1)
- L/UL Bays	15[(10)]	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/ E&M use and the Podium Garden & Clubhouse floor.

(6) 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.

(7) Based on Population By-census 2016, the average domestic household size in Kowloon City District is 2.8 persons.

(8) Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 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.

(10) As per the car parking provision proposed under the TIA for the Approved DSP.

(11) 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** and **2.2** refer):

a) Two urban windows will be provided at the podia along Ma Tau Wai Road. 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.

3. AREA OF ASSESSMENT

3.1 Area of Visual Influence (AVI)

3.1.1 According to TPB PG-No. 41A, 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 VA is defined by the visual envelope (VE) of the Application Site. The VE has taken 3 times the proposed building height of the Tower 1 under the Notional Design of the Current S16 Planning Application (i.e. 137m based on the mean site level at 7mPD and the proposed building height at 144mPD at main roof level) as an assumption. A radius of approximately 411m (i.e. 137m x 3) from the Application Site is defined as the Assessment Area.

3.1.2 As illustrated in **Figure 3.1**, the assessment area extends to Hoi Sham Park and the waterfront of To Kwa Wan to the east, Hok Yuen Street to the south, Lok Shan Road to the north and Ko Shak Road Park to the west (**Figure 3.1** refers).

3.2 Selection of Public Viewing Points (VP)

3.2.1 The VPs for selected this VA has made reference to those adopted in the VIA for the Approved DSP, as the visual context surrounding the Application Site remains largely unchanged (**Section 3.3** refers).

3.2.2 With reference to TPB Guideline No. 41A, the VA should be based on strategic and popular local VPs, and VPs at the adjacent neighbourhood, which are easily accessible and popular to the public or tourists. The VA should also primarily assess the impact on public viewers from the most affected viewing points, including popular areas used by the public for outdoor activities, rest, sitting-out and leisure, and key pedestrian nodes near the MTR stations.

3.2.3 Based on the TPB Guideline No.41A and the VIA of the Approved DSP, and considering the minor extent of proposed increase in BH (by 4m (around +2.9%)), the following 4 local VPs (**Figure 3.1** and **Figure 3.2** refer) and 1 Strategic VP (**Figure 3.3** refers) from the VIA of the Approved DSP are selected, and they are considered applicable and valid for this VA to evaluate the visual impact of the S16 Planning Application. The selected VPs have covered different directions and include short-range, medium-range and long-range views to effectively represent the public views in relation to the proposed development (**Table 4.1** refers).

<u>Local VPs</u>

VP 1: Junction between Ma Tau Wai Road and Lok Shan Road
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden
VP 3: Hoi Sham Park
VP 4: Junction between Ma Tau Wai Road and Bailey Street

Strategic VP

VP5: Hong Kong Convention and Exhibition Centre (VP5)[1]

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):

- Currently vacant following demolition works completed in early 2026, the hoarded Application Site sits within the Ma Tau Wai Road area—a neighborhood characterized by sporadic redevelopments where older, low-rise and medium-rise buildings co-existing with modern high-rise residences. The high-rise developments include Chatham Gate (~145mPD) to the southwest, Bayview (~146mPD) to the northeast, Kwun Shan Court (~130mPD) and Homantin Hillside (~120mPD) to the west, alongside the Vantage (~120mPD), eResidence (~120mPD), and Upper East (~100mPD) to the south and east of the Application Site respectively. More future high-rise developments including Highwood (~120mPD) at To Kwa Wan Road located to the north of the Application Site are anticipated in the area.

- The area to the west of the Application Site across Ma Tau Wai Road and Chatham Road North comprises a mix of some tenant buildings and medium-to-high-rise residential buildings including Loyal Mansion (~64mPD);

- To the north and northeast of the Application Site is an area consisting of medium-to-high-rise buildings such as Honour Building (~45mPD), as well as some medium-rise industrial buildings along Sung On Street such as Gee Chang Industrial Building (~44mPD);

- To the immediate east and south of the Application Site are a cluster of Authority's commenced projects[2] with building heights at about 100mPD as shown in the **Figure 3.4**;

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[1] It is expected the proposed development will be concealed by the existing developments from SVP5 (**Figure 5.5** refers). According to TPB Guideline No.41A, since the proposed development may slightly encroach the protected ridgeline, SVP5 is still covered in the VA to demonstrate the potential visual impact.

[2] Including Bailey Street / Wing Kwong Street Development Project (KC-009), Hung Fook Street / Ngan Hon Street Development Scheme (KC-010), Kai Ming Street Demand-Led Redevelopment Project (DL-8:KC), Hung Fook Street / Kai Ming Street Development Project (KC-011), Wing Kwong Street Development Project (KC-012), Kai Ming Street / Wing Kwong Street Development Project (KC-013) and Wing Kwong Street / Sung On Street Project (KC-014).

- To the further southeast of the Application Site are the low-to-medium-rise GIC facilities (primary and secondary schools at around 20-30mPD and the Kowloon City Government Office at around 48mPD), together with some medium-rise industrial buildings (such as Hang Fung Industrial Building at about 48mPD) and residential buildings.

3.3.2 Major open spaces in the assessment area include Ko Shan Road Park to the west and Hoi Sham Park to the east of the Application Site. The latter features diverse recreational facilities and a promenade along the coast of To Kwa Wan. Closer to the northern side of the Application Site are several smaller open spaces, including Ma Tau Wai Road/ To Kwa Wan Road Garden connected to MTR To Kwa Wan Station Exits D.

3.3.3 With the consideration of the above, it is observed that the Application Site is situated in a dense urban core and the height of the building blocks gradually steps down from around 140mPD to below 50mPD, from inland areas to the developments along To Kwa Wan waterfront, which the Current S16 Planning Proposal would fully respect.

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

- **Compatibility with surrounding environment:** The future buildings at the Application Site have a maximum building height of 144mPD with a stepped building height design (from 144mPD to 137mPD under the Current S16 Planning Proposal, and a low-rise retail block with 4-storey high to the east of the Project). The staggered profile of the current planning proposal adheres to the established stepped building height profile of the wider area, which descends from inland areas with taller buildings (e.g. Chatham Gate with 145mPD in height) down to the developments located at the further southeastern side of the Application Site with around 50mPD or below in height to the waterfront.

- **Enhancing visual permeability of the surrounding developments:** By maintaining the two urban windows at the podia along Ma Tau Wai Road and the 45m setback of the residential tower from Ngan Hon Street, visual permeability and comfort of the surrounding area can be enhanced.

4. KEY VISUAL SENSITIVE RECEIVERS AT LOCAL VIEWPOINTS

4.1 As per the requirements of TPB PG-No. 41A, key visually sensitive receivers (VSRs) are those people, who have views of the Application Site from the most affected VPs, and are most likely to be affected by the proposed visual change. The identified VSRs 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 The sensitivity of VSRs can be graded as high, medium or low, taking into account the following factors:

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 The nature of the people who are mostly affected by the proposed visual changes at the key VPs, which can be categorised into two groups:

- **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.

- **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 **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

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Analysis	Sensitivity
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	**VSR:** Nearby residents and pedestrians/ drivers **Type of User:** Traveller	360m	The view of this VP consists of low-to-medium rise residential buildings on the right-hand side, To Kwa Wan Market and Government Offices and BMW House on the left-hand side, with a partially obstructed sky view. The residential tower and podium of the Notional Design will only be partially visible due to the buildings in the foreground. A high level of pedestrian activity is observed given the proximity of this VP to To Kwa Wan MTR Station Exit A. Viewers are mainly transient pedestrians passing Ma Tau Wai Road focusing on the road or traffic conditions.	Medium
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	**VSR:** Facility users, nearby residents and pedestrians **Type of User:** Recreation/ Traveller	70m	This view of the northern boundary of the Application Site contains trees and benches in the garden, the vacant Application Site and KC-010 that is under construction in the foreground. The sky view is partially obstructed by the high-rise developments like the Vantage (~120mPD) and Chatham Gate (~145mPD) in the background. Due to its proximity to the Application Site, the residential tower and podium of the Notional Design will be visible. Park users sitting in the garden for rest and pedestrians from/ to the Exit D of To Kwa Wan MTR Station are observed. Since the garden is close to the Application Site, pedestrians and park users will have a frequent view of the Application Site.	High
VP 3: Hoi Sham Park	**VSR:** Facility users, nearby residents and pedestrians **Type of User:** Recreation/ Traveller	300m	The view of the northeastern boundary of the Application Site captures the football field and trees in Hoi Sham Park, which is surrounded by Gee Chang Industrial Building (~45mPD) in the foreground, with a sky view partially obstructed by the high-rise developments (e.g. Sunrise Villa at ~115mPD and Upper East at ~100mPD) in the middle ground and background. The Application Site will be concealed by the existing buildings. Park users mainly focus on the outdoor recreational activities (e.g. football games) and will have a rare view of the Application Site which is completely blocked.	Medium

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Analysis	Sensitivity
VP 4: Junction between Ma Tau Wai Road and Bailey Street	**VSR:** Nearby residents and pedestrians/ drivers **Type of User:** Traveller	120m	The view of southwestern boundary of the Application Site features tenement buildings and high-rise developments (such as Viva at ~95mPD) along Ma Tau Wai Road in the foreground, City Hub (~120mPD), a small portion of ridgeline to the east of Lion Rock at the end of Ma Tau Wai Road and a limited sky view in the background. The residential tower and podium of the Notional Design will be partially visible and screened off by the existing buildings in the foreground. The VP features traffic and pedestrian activities at Ma Tau Wai Road. Transient pedestrians and drivers are the primary VSRs, resulting in an occasional view of the Application Site.	Medium
VP5: Hong Kong Convention and Exhibition Centre (SVP5)	**VSR:** Pedestrians along the Wan Chai promenade and tourists **Type of User:** Recreation	3.5km	The long-distance panoramic view towards the Application Site is largely characterized by the existing high-rise and high-density developments in Hung Hom, featuring the Victoria Harbour, an open sky view and the continuous ridgelines extending to Kowloon Peak as backdrop. The Notional Design will be blocked by Chatham Gate (~ 145mPD). Pedestrians' view towards the Application Site will be rare, since they mainly focus on the harbour view and the Notional Design will be completely blocked by the existing buildings.	High

5 ASSESSMENT OF VISUAL IMPACTS

5.1 Methodology for the Appraisal of Visual Impacts

5.1.1 With reference to TPB PG-No. 41A, the visual appraisal of the overall visual impacts of the proposed development on VSRs can be determined by its impacts in terms of visual composition, visual obstruction and visual change from public viewing points. The overall visual impact of the proposed development will be categorised into "beneficial", "negligible", "slight", "moderate", "substantial".

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 - baseline visual condition of the Application Site) – Referring to the notional design for the Approved DSP for KC-016, with maximum DPR of 7.5, total PR of 9.0 and BHR of 140mPD in accordance with 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 7.5, total PR of 9.0 and BHR of 144mPD (**Figure 2.1** and **Figure 2.2** refer).

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 5.5**.

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 slightly reduce the partially obstructed sky view to a similar extent. 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 thus be negligible on the VSRs in VP1.	Negligible
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 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, the visual change and magnitude of change caused by the proposed increase in BH are expected to be slight on the VSRs.	Slight

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 3: Hoi Sham Park	**VSR:** Facility users, nearby residents and pedestrians **Type of User:** Recreation/ Traveller	300m	The view shown in **Figure 5.3** captures the football field and trees in Hoi Sham Park with Gee Chang Industrial Building (~45mPD) in the foreground, the high-rise developments in the middle ground and background, with a partially obstructed sky view. In both proposals, the proposed developments are completely concealed by Gee Chang Industrial Building and the high-rise developments including Sunrise Villas (~115mPD) and L · Harbour 18 (~100mPD), as well as the URA KC-014 and KC-10 developments (~100mPD) in the middle ground and background. Therefore, it is anticipated that the towers under both proposals will cause no change to the visual composition and will not induce visual obstruction. Thus, no visual change will be caused by the Current S.16 Planning Proposal and the magnitude of change to the viewers is negligible.	Negligible
VP 4: Junction between Ma Tau Wai Road and Bailey Street	**VSR:** Nearby residents and pedestrians/ drivers **Type of User:** Traveller	120m	The view shown in **Figure 5.4** is framed mainly by existing high-rise buildings along Ma Tau Wai Road (such as Viva at ~95mPD and Axis at ~95mPD) and tenement buildings (~30-50mPD) in the foreground, with City Hub (~120mPD) and a small portion of the ridgeline to the east of Lion Rock in the background. With the building mass in both proposals being partially screened off by the adjoining existing buildings, the visual composition remains largely the same. Compared with the DSP Approved Proposal, the Notional Design of T2 under Current S16 Planning Proposal will increase to 137mPD, which will slightly increase the obstruction to the sky view. However, the Notional Design of T2 still maintain a staggered height profile with T1 behind, which is 144mPD, reducing the extent of visual obstruction. The viewers in this VP are mainly local residents and pedestrians who are transient in nature and their views towards the proposed development are short in duration. Based on the above, the effect of visual change and the magnitude of change on VSR are considered as slight.	Slight

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Visual Change (Visual Composition, Visual Obstruction, and Visual Change)	Resultant Overall Visual Impact
VP5: Hong Kong Convention and Exhibition Centre (SVP 5)	**VSR:** Facility users, pedestrians along the Wan Chai promenade **Type of User:** Recreation	3.5km	The view shown in **Figure 5.5** is largely characterized by the existing high-rise and high-density developments in Hung Hom, the harbour view together with an open sky view and the continuous ridgelines in Kowloon as backdrop. While both proposals will only marginally encroach the 20% building free zone, they are all completely concealed by Chatham Gate (~145mPD) in the foreground and thus there will be no impact on the visual composition and visual elements. No obstruction to the sky view or ridgeline is anticipated. The viewers of this BP mainly focus on the ridgeline and harbour view. Considering the above, no visual change is anticipated.	Negligible

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 access 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.

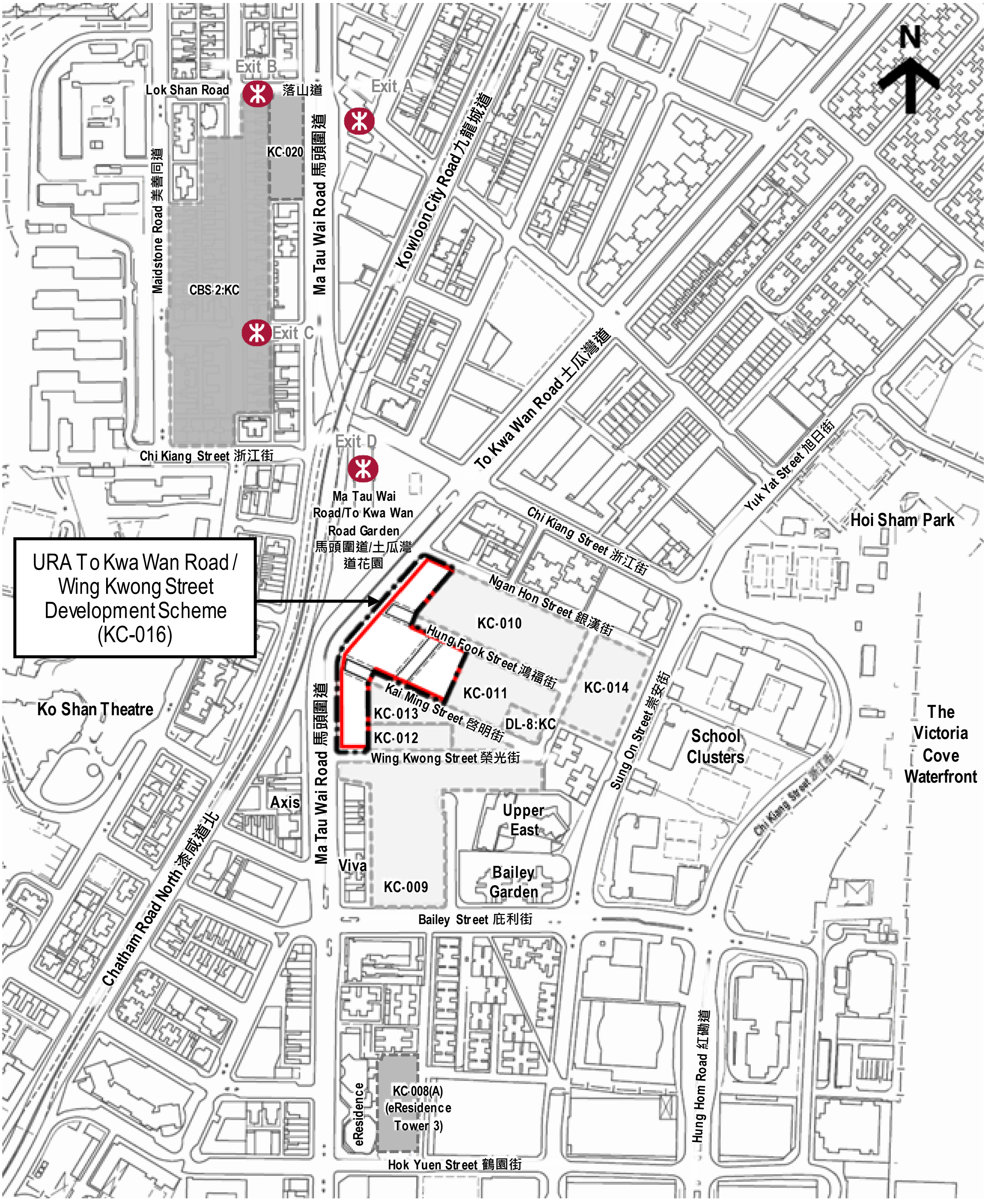
Table 6.1 – Summary of Visual Impacts

Viewing Points		Visual Sensitivity	Resultant Overall Visual Impact
VP 1:	Junction between Ma Tau Wai Road and Lok Shan Road	Medium	Negligible
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



Legend

KC-016 Application Site Area (Area zoned "R(A)")

KC-016 DSP Boundary

URA's projects under construction in KCAA1

Other commenced URA projects in To Kwa Wan

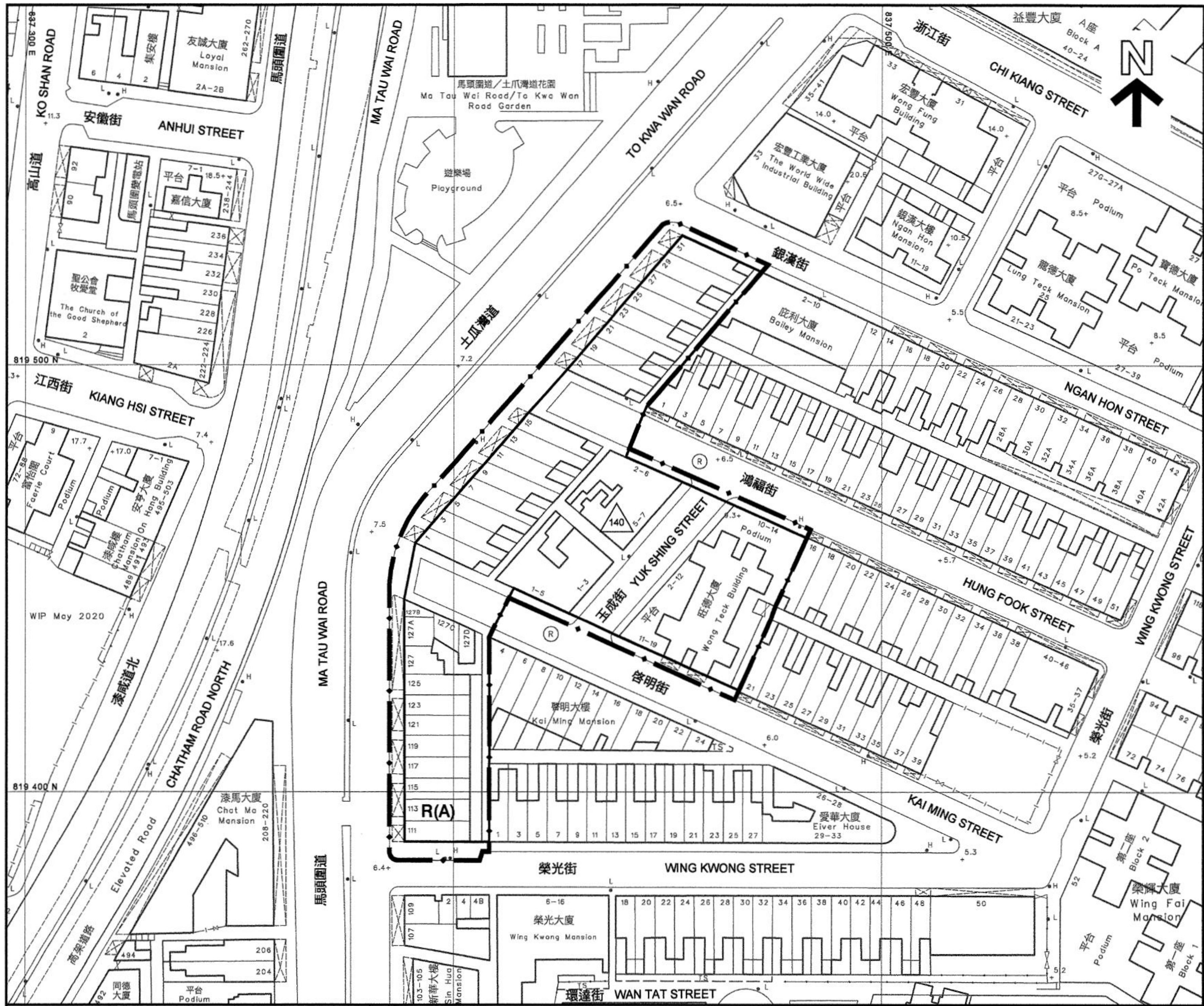
LOCATION PLAN

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

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

Figure 1.1



圖例
NOTATION

BOUNDARY OF DEVELOPMENT SCHEME		發展計劃範圍界線
RESIDENTIAL (GROUP A) (i.e. Application Site of this S16 Planning Application)	R(A)	住宅(甲類)
MAJOR ROAD AND JUNCTION		主要道路及路口
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	140	最高建築物高度(在主水平基準上若干米)

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2022年5月31日根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 31 MAY 2022

Ms Wendy LEUNG 梁蘊儀女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的市區重建局土瓜灣道/榮光街發展計劃圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY TO KWA WAN ROAD / WING KWONG STREET
DEVELOPMENT SCHEME PLAN

SCALE 1 : 1 000 比例尺
米 METRES 20 0 20 40 60 80 METRES 米

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號 PLAN No. S/K9/URA3/2

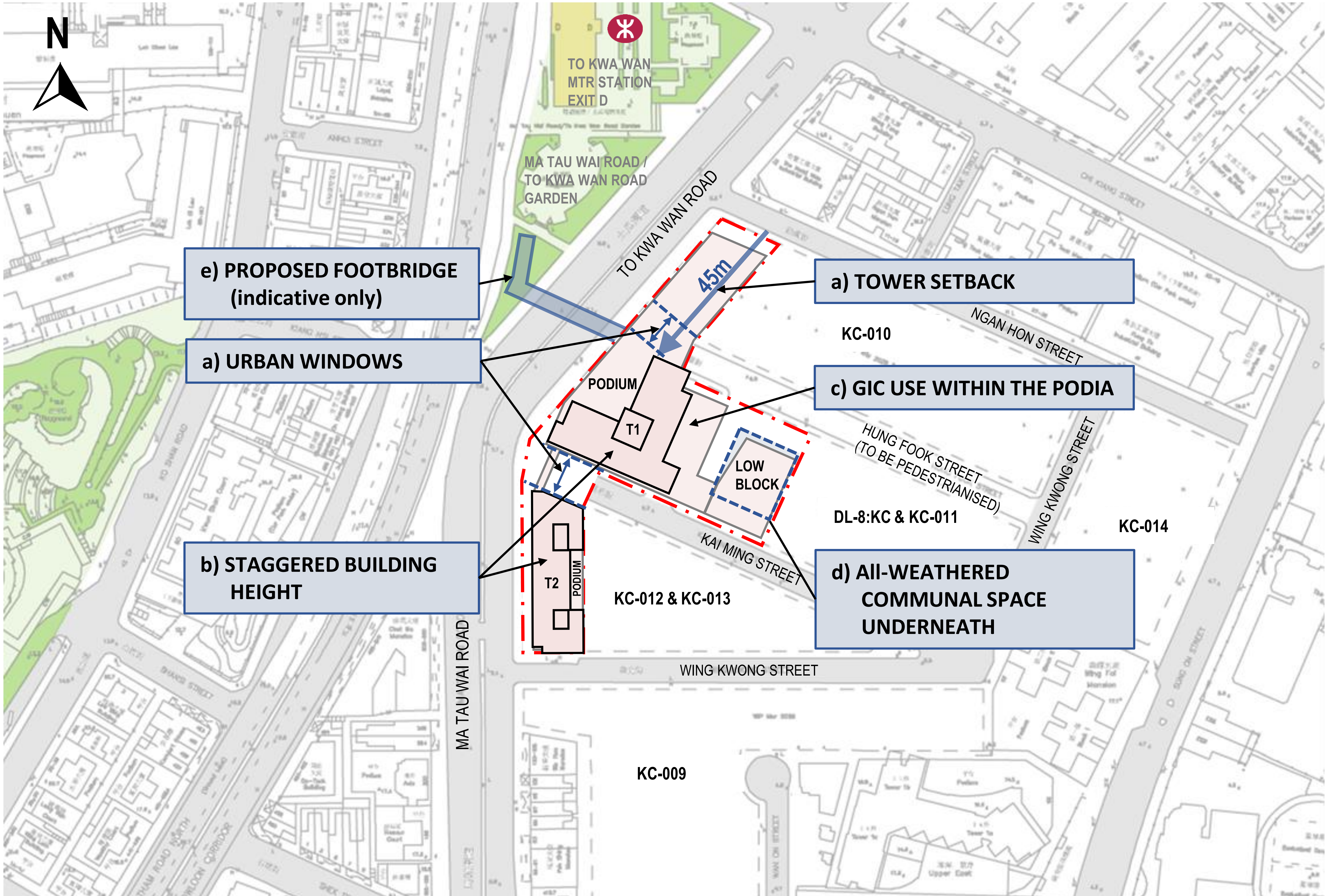
APPROVED DSP No. S/K9/URA3/2

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

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

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.

Not drawn to scale

Legend

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

a) Retained Planning Gains from Approved DSP

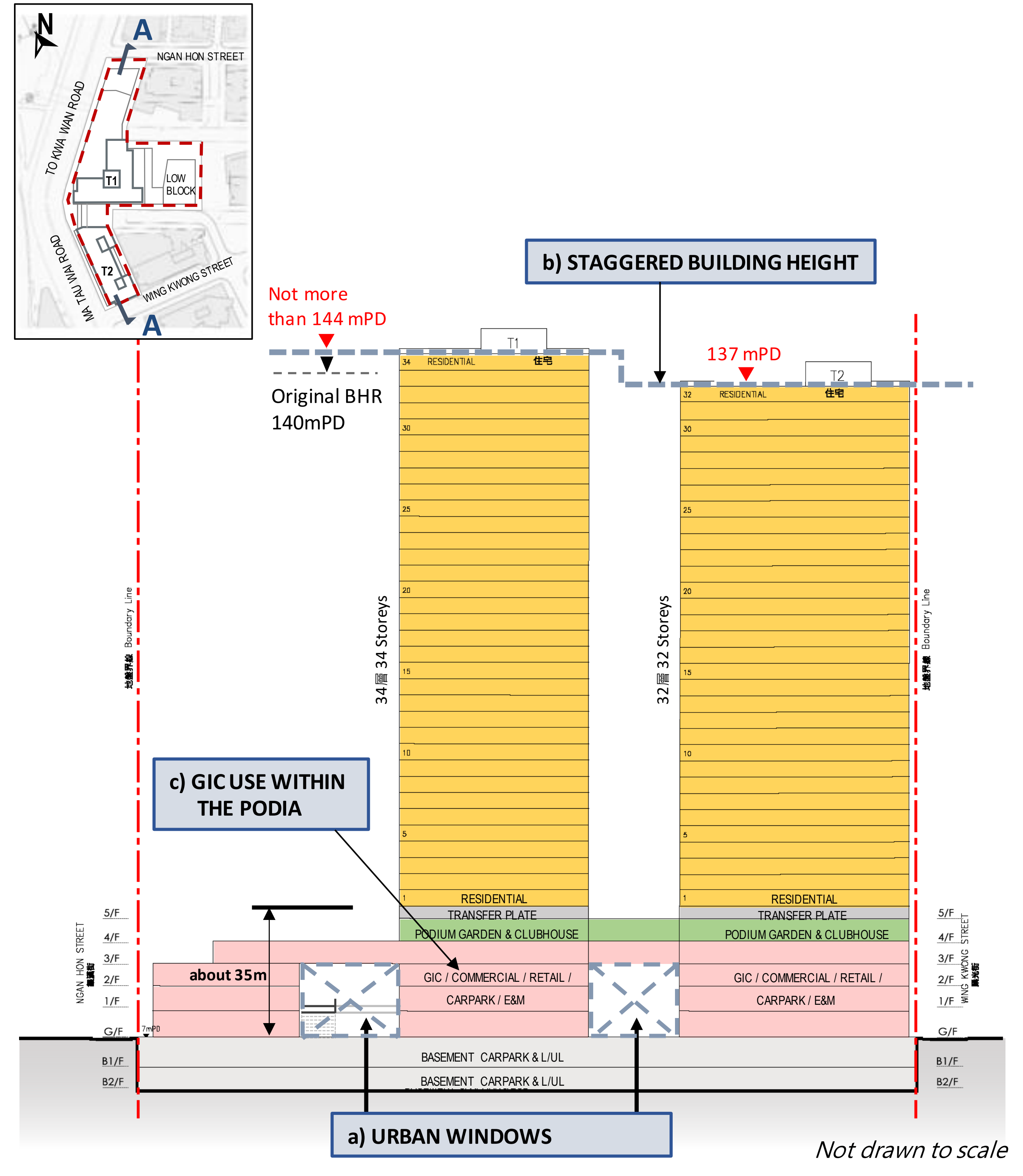
NOTIONAL BLOCK PLAN

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

Visual Appraisal

市區重建局
URBAN RENEWAL AUTHORITY

Figure 2.1



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

KC-016 Application Site Area (KC-016)

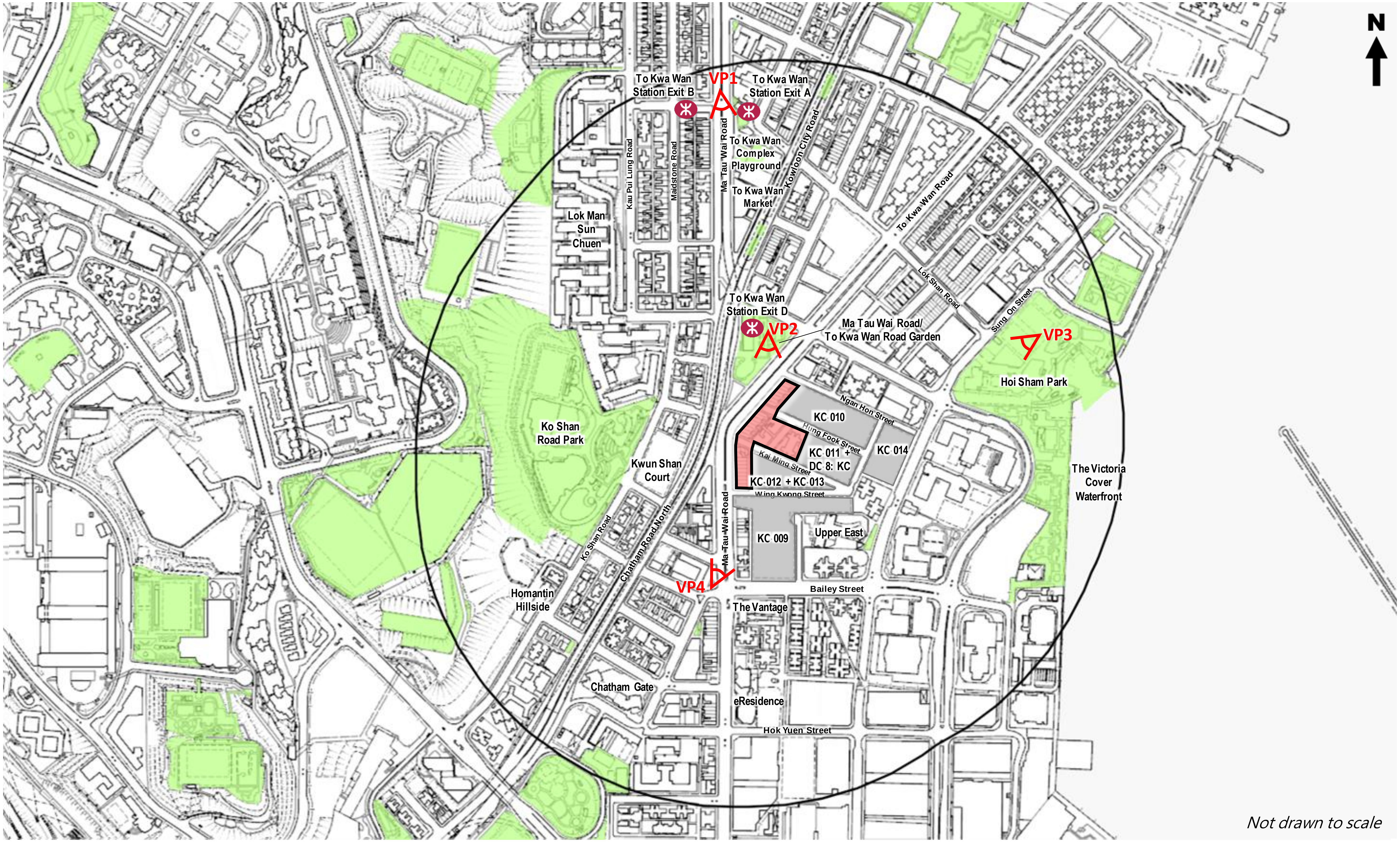
a) Retained Planning Gains from Approved DSP

NOTIONAL SECTION PLAN

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

市區重建局 URBAN RENEWAL AUTHORITY

Figure 2.2



Legend

- Application Site (KC-016)
- Adjoining URA Developments
- Assessment Area (411 m from the Application Site)
- Open Spaces
- Location of Viewing Points

LOCATIONS OF LOCAL VIEWING POINTS (VP1-VP4)

URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

Figure 3.1

VP1
Junction between Ma Tau Wai Road and Lok Shan Road

VP2
Ma Tau Wai Road / To Kwa Wan Road Garden

VP3
Hoi Sham Park

VP4
Junction between Ma Tau Wai Road and Bailey Street

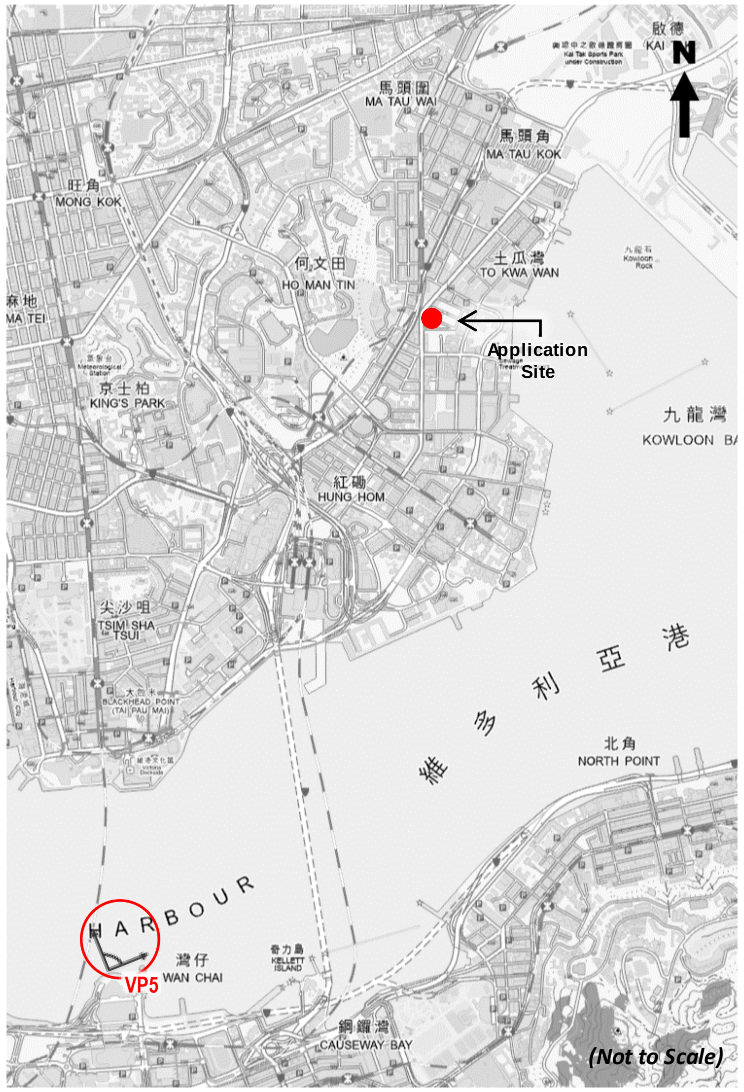
PHOTOS OF LOCAL VIEWING POINTS (VP1-VP4)

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

市區重建局
URBAN RENEWAL AUTHORITY

Figure 3.2

Key Plan



Existing Condition

VP5

Hong Kong Convention & Exhibition Centre (SVP5)

LOCATION AND PHOTO OF STRATEGIC VIEWING POINT (VP5)

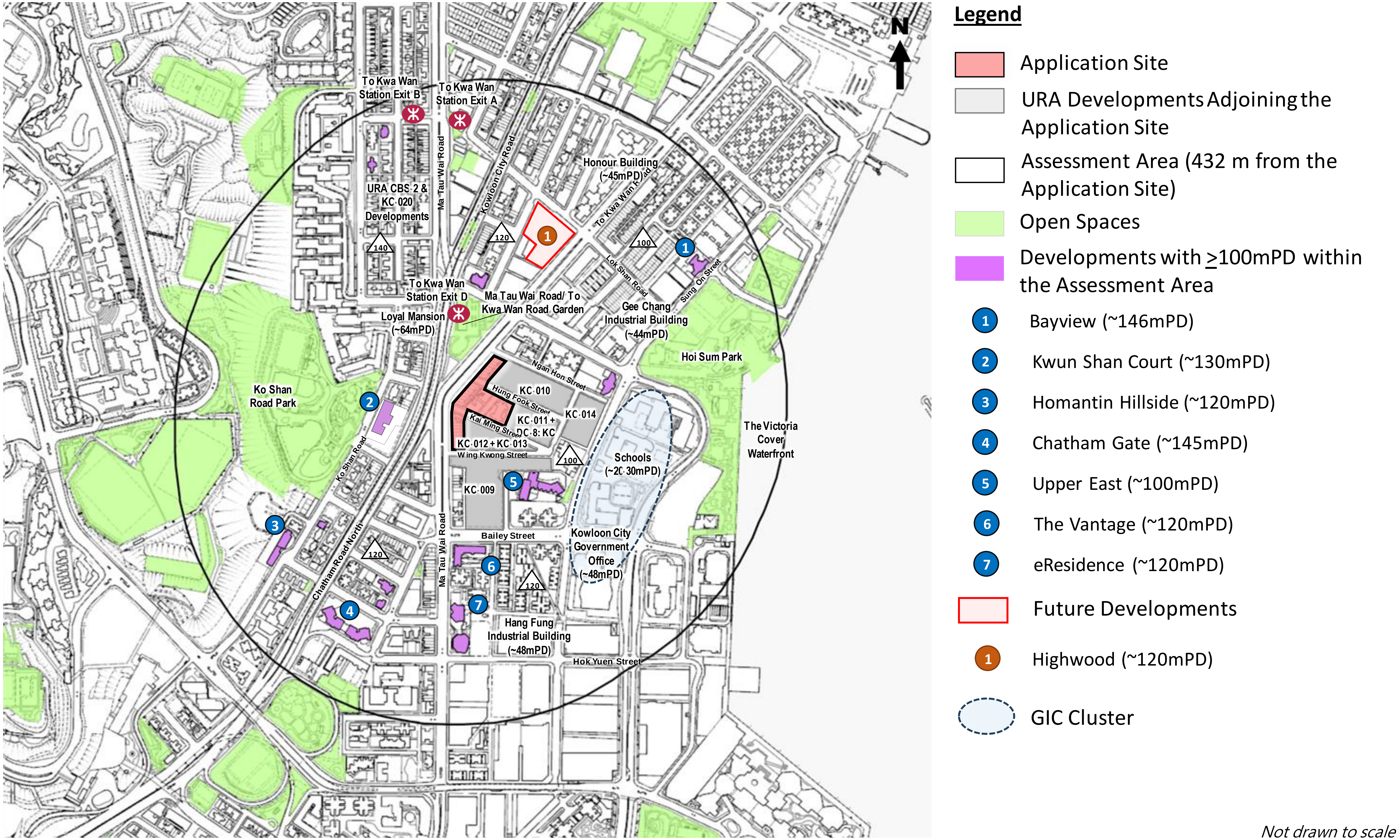
URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

Figure 3.3



VISUAL CONTEXT AND CHARACTERS

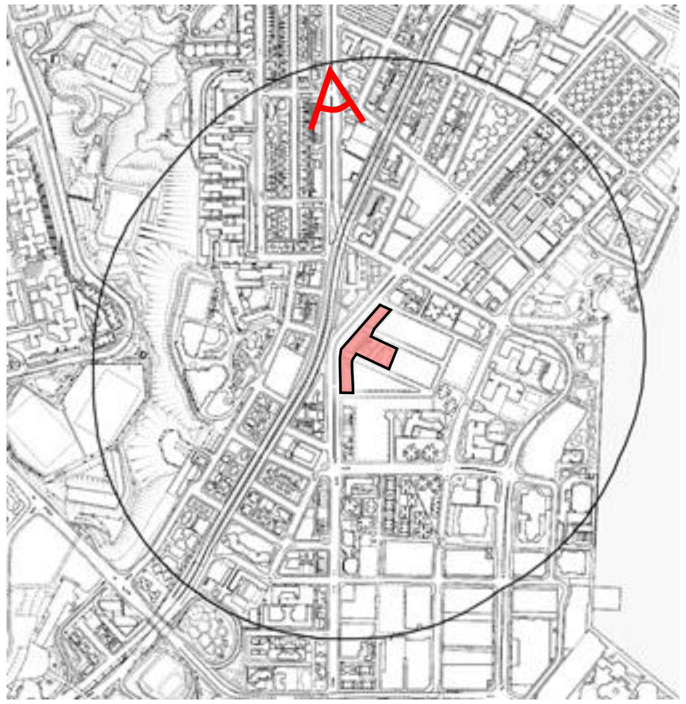
URA TO KWA WAN ROAD/ WING KWONG STREET
DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

Figure 3.4

Key Plan

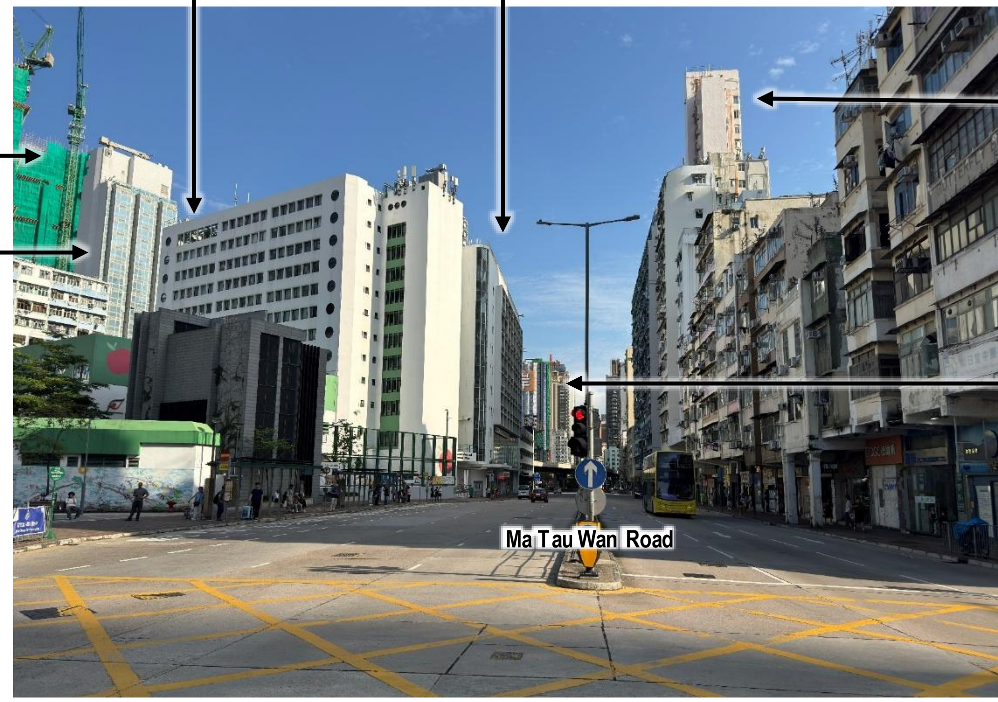


The Scheme Area

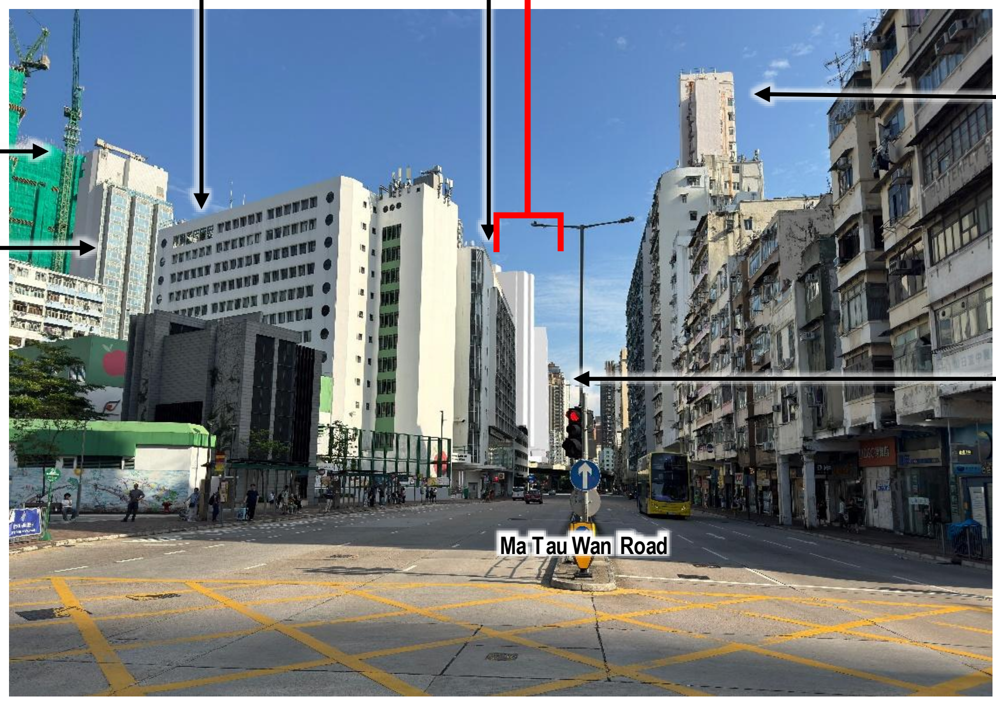
Boundary of the Assessment Area (411 m from the Scheme)

VP1

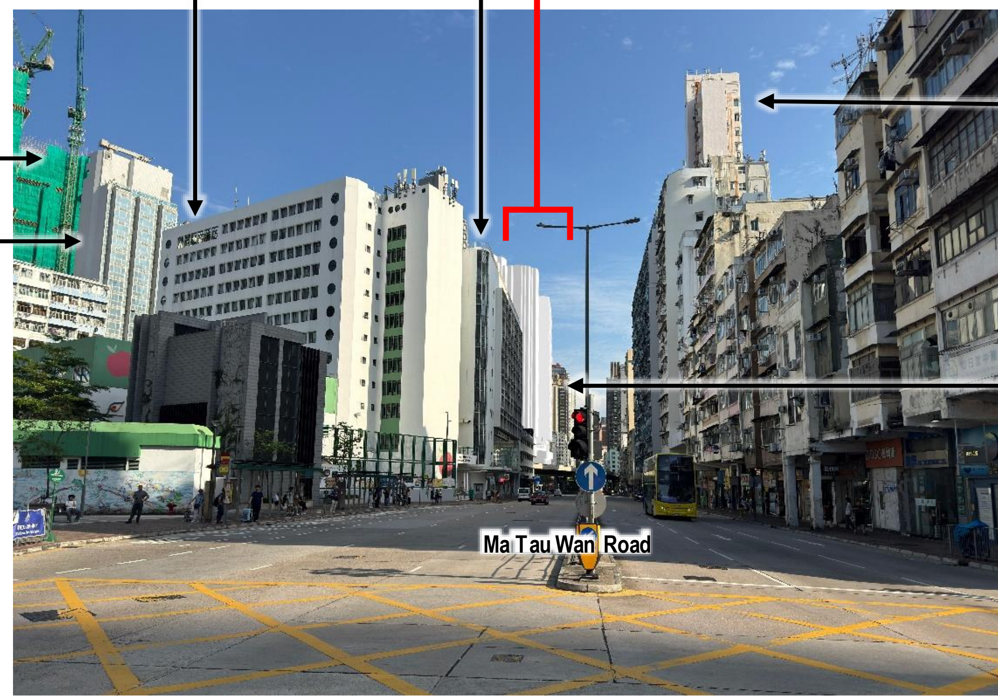
(not drawn in scale)



Existing Condition



Approved DSP Proposal (140mPD)



Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP1 – Junction between Ma Tau Wai Road and Lok Shan Road

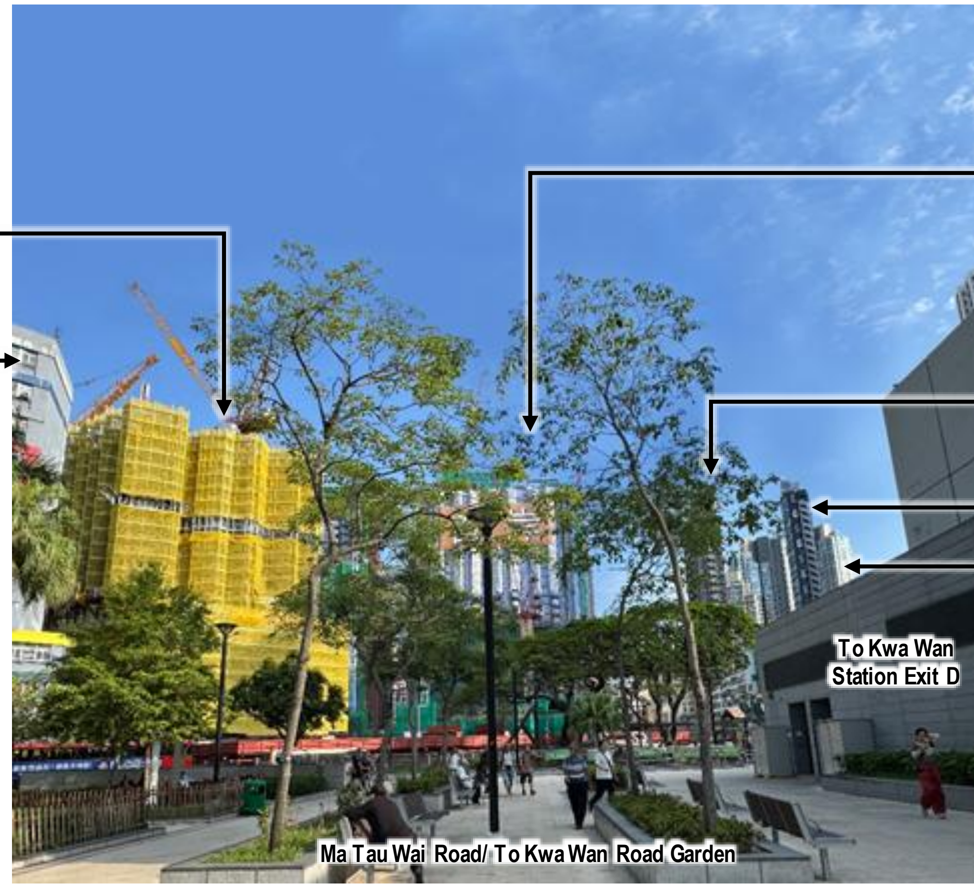
URA TO KWA WAN ROAD/ WING KWONG STREET
DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

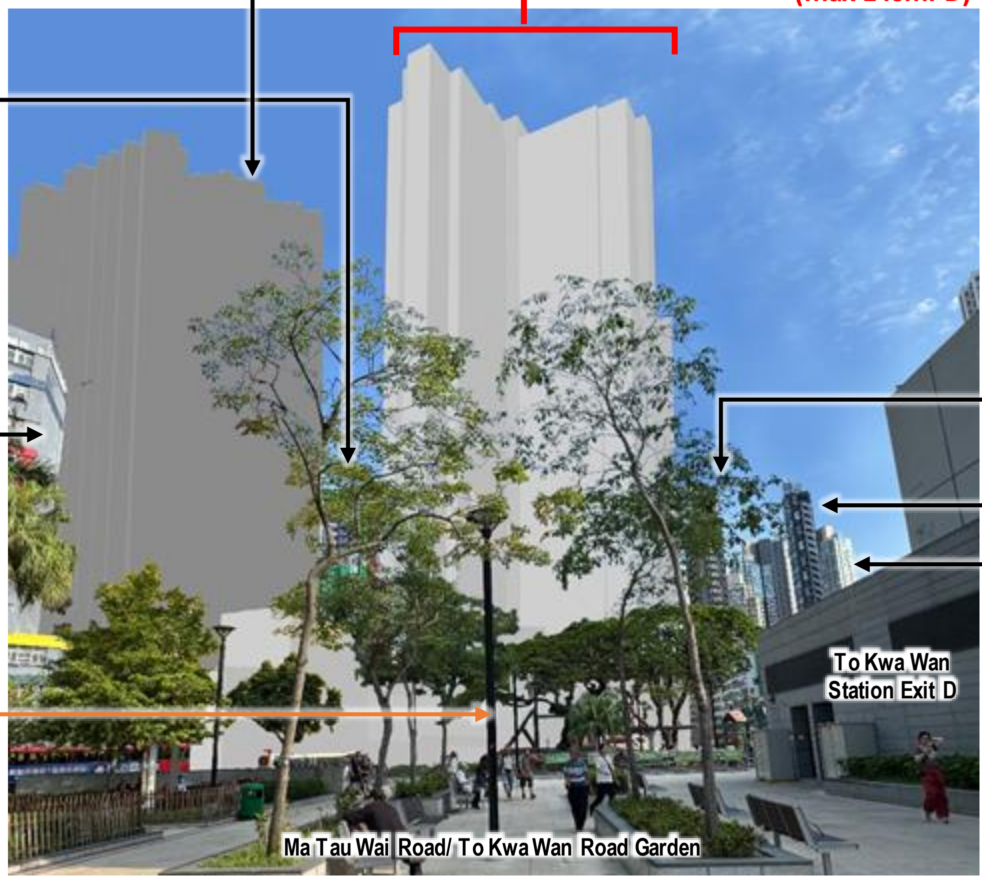
市區重建局 URBAN RENEWAL AUTHORITY

Figure 5.1

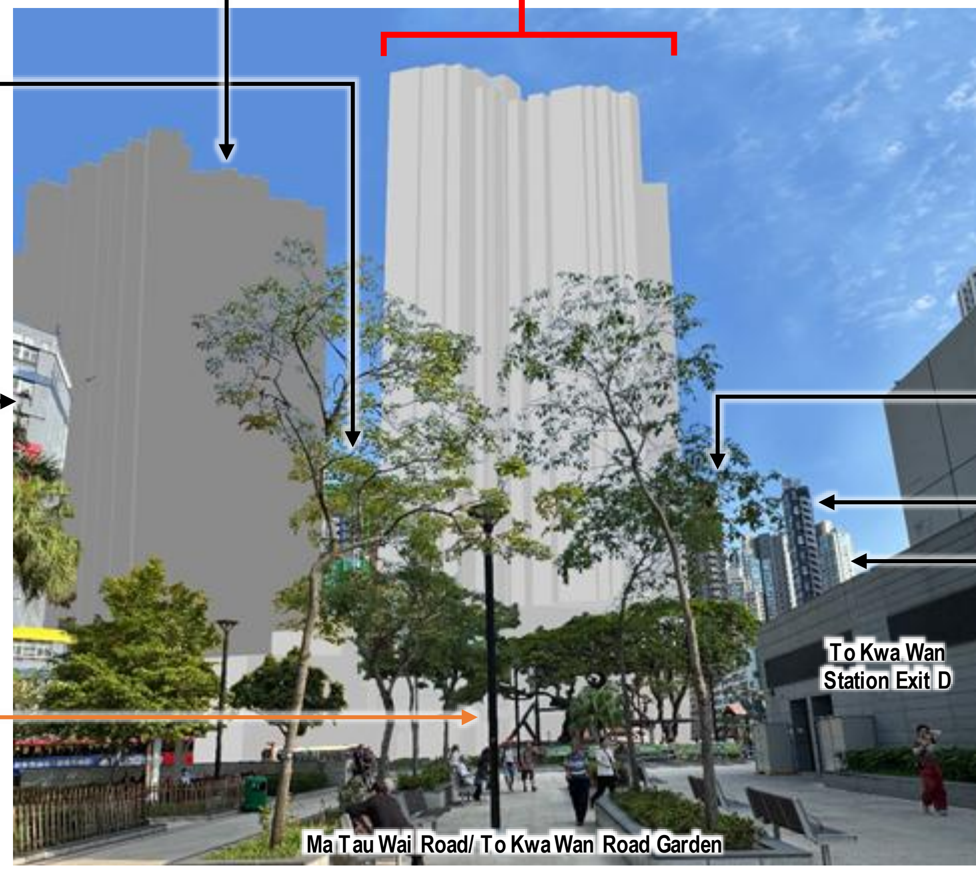
Key Plan



Existing Condition



Approved DSP Proposal (140mPD)



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

市區重建局 URBAN RENEWAL AUTHORITY

Figure 5.2

Key Plan

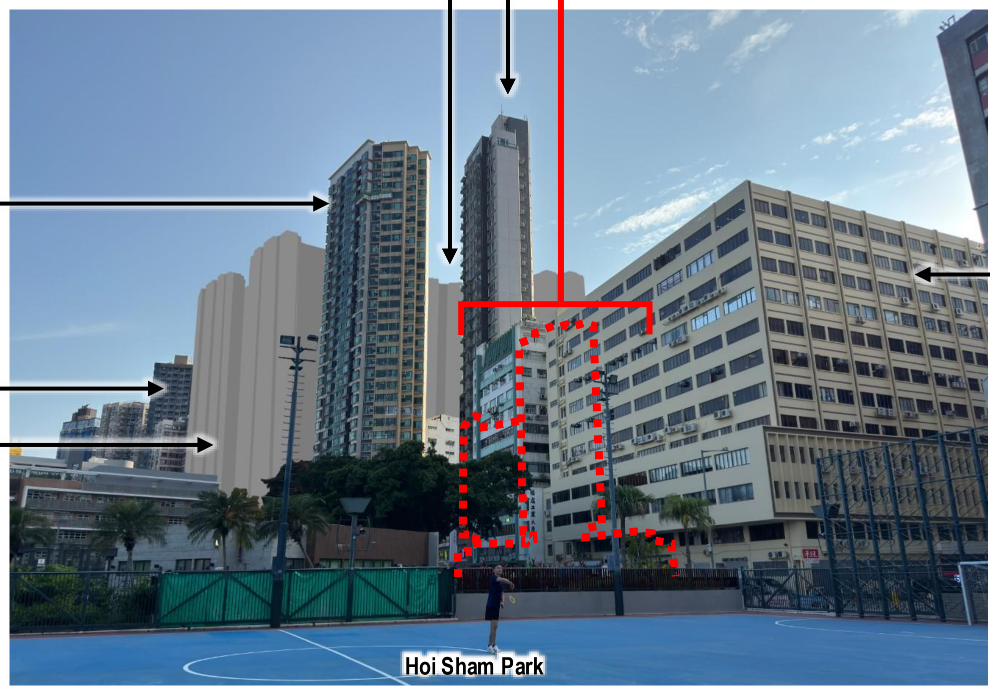
The Scheme Area

Boundary of the Assessment Area (411 m from the Scheme)

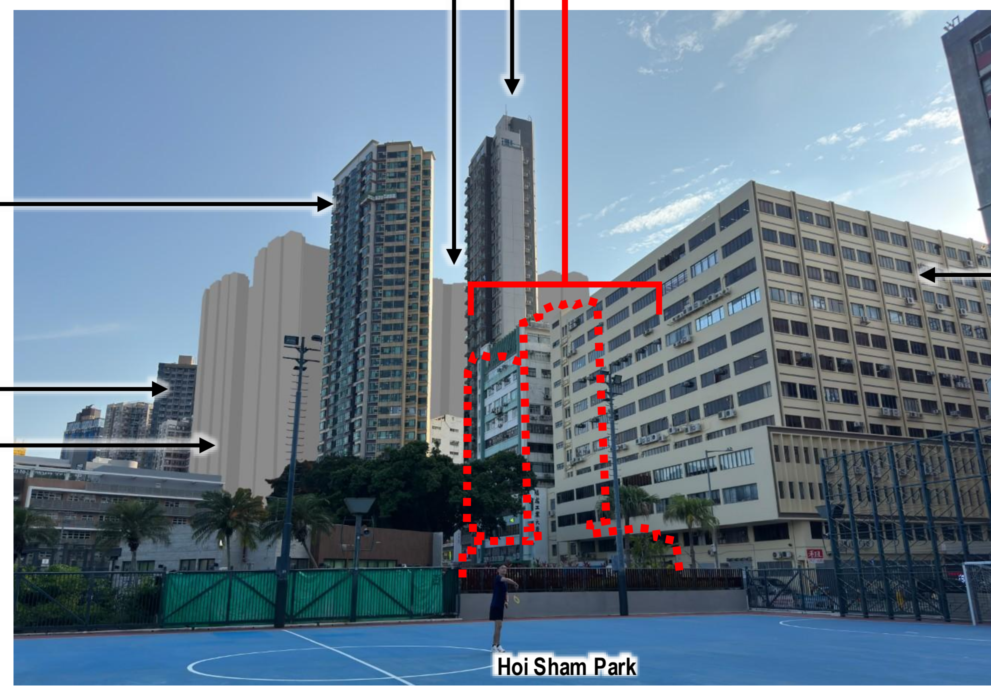
VP3

(not drawn in scale)

Existing Condition



Approved DSP Proposal (140mPD)



Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP3 – Hoi Sham Park

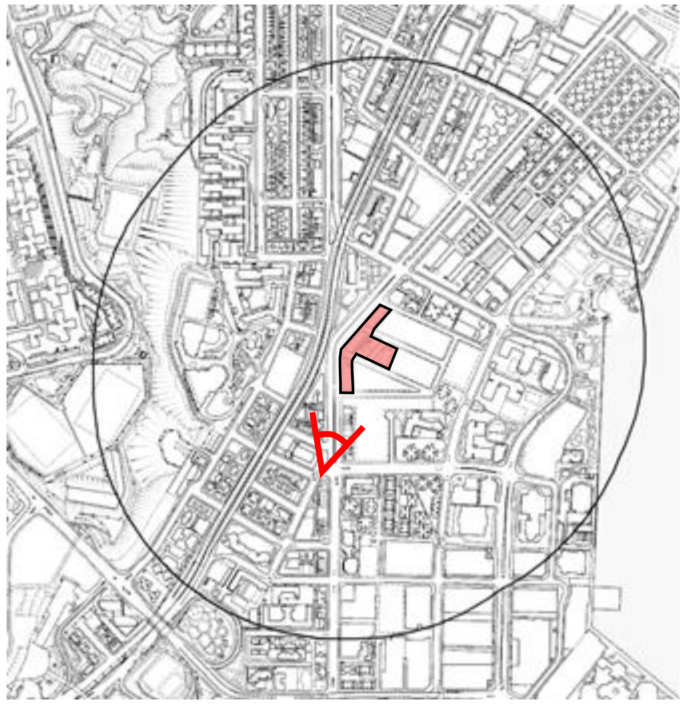
URA TO KWA WAN ROAD/ WING KWONG STREET DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

Figure 5.3

Key Plan



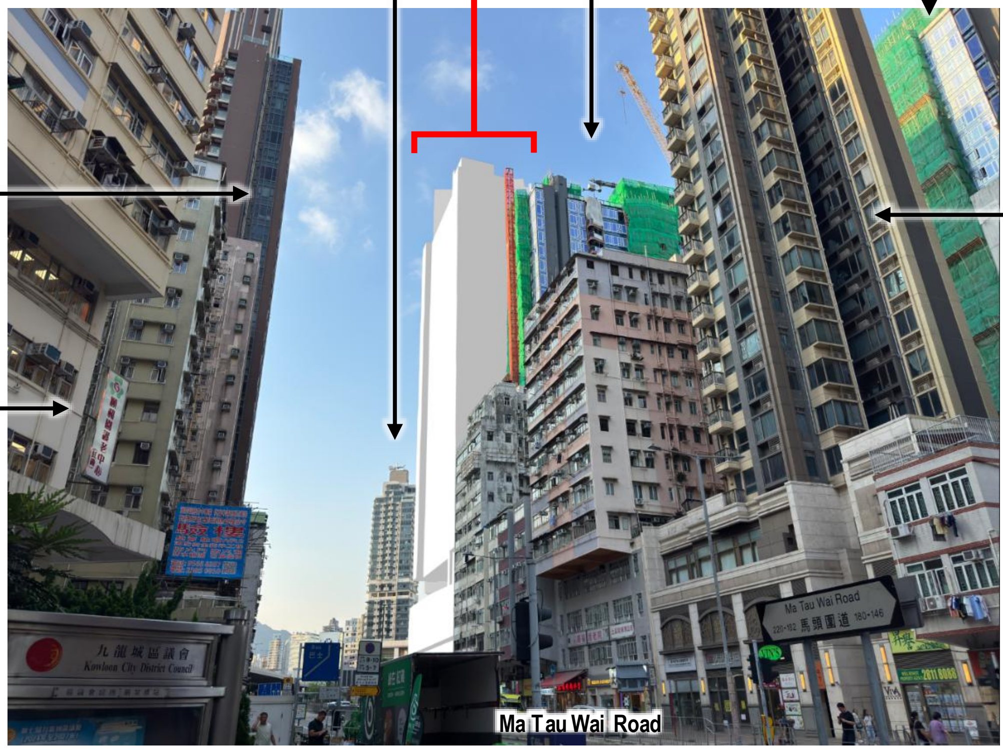
The Scheme Area

Boundary of the Assessment Area (411 m from the Scheme)

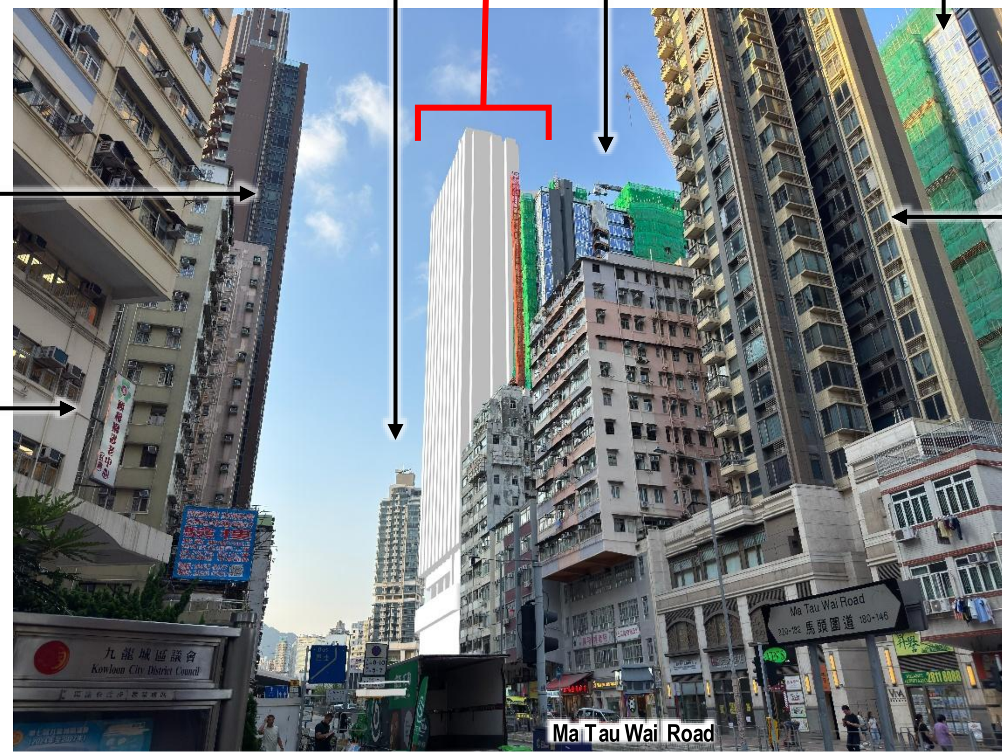
VP4

(not drawn in scale)

Existing Condition



Approved DSP Proposal (140mPD)



Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP4 – Junction between Ma Tau Wai Road and Bailey Street

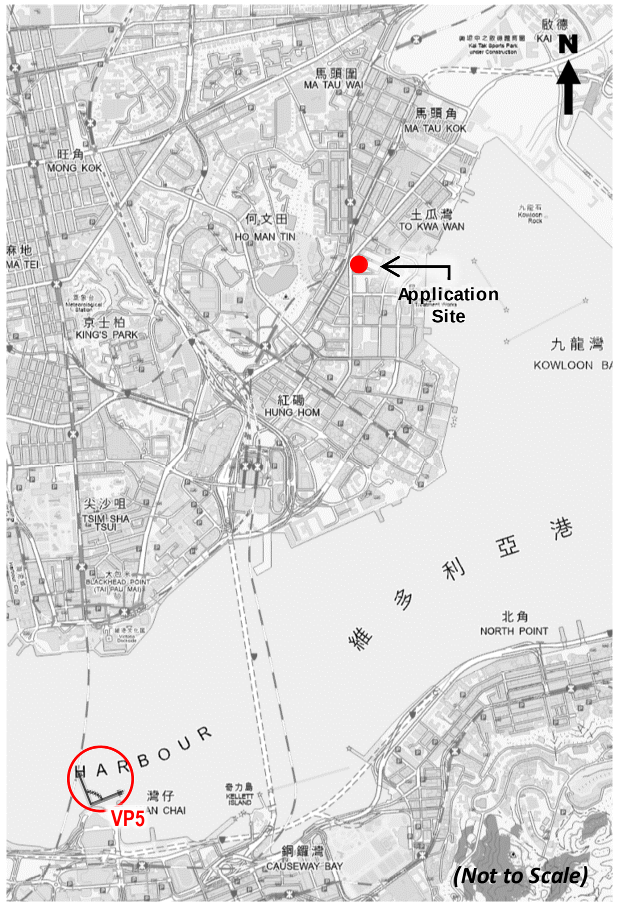
URA TO KWA WAN ROAD/ WING KWONG STREET
DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

市區重建局 URBAN RENEWAL AUTHORITY

Figure 5.4

Key Plan



Existing Condition

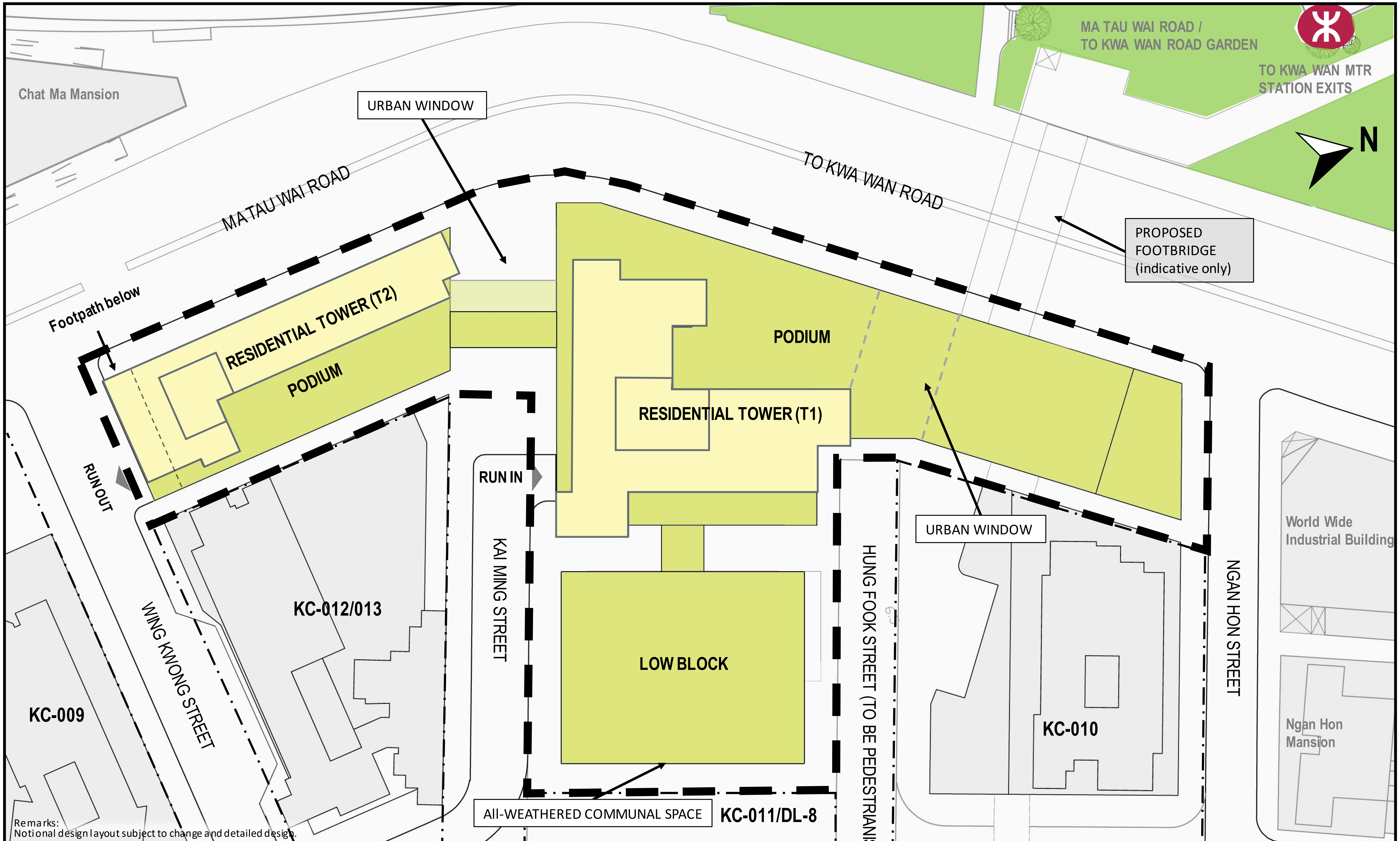
Photo extracted from Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41)
https://www.pland.gov.hk/pland_en/resources/strategic_vp/index.html

PHOTOMONTAGES OF VP5 – Hong Kong Convention & Exhibition Centre (SVP5)

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

市區重建局
URBAN RENEWAL AUTHORITY

Figure 5.5



Legend

DSP Boundary

NOTIONAL DESIGN OF THE APPROVED DSP PROPOSAL

(Approved by Chief Executive in Council on 31 May 2022)
URA TO KWA WAN ROAD/ WING KWONG STREET
DEVELOPMENT SCHEME (KC-016)
Visual Appraisal

市區重建局
URBAN RENEWAL AUTHORITY

Appendix 1