

Annex G

Updated Visual Appraisal

**S16 PLANNING APPLICATION
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24**

**Proposed Minor Relaxation of Building Height Restriction
for Permitted Flat Use at Tung Chung Town Lot 49,
Tung Chung Road North, Lantau Island**

VISUAL APPRAISAL

April 2026

**Applicant:
Full Fame Development Limited**

**Prepared by:
KTA Planning Limited**



S3176_VA_V04



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**S16 PLANNING APPLICATION FOR AMENDMENT OF PLAN
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24**

**Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use,
Tung Chung Town Lot 49, Tung Chung Road North, Lantau Island**

Visual Appraisal

1 INTRODUCTION

1.1 Purpose

- 1.1.1 This Visual Appraisal is prepared on behalf of Full Fame Development Limited in support of the s.16 Planning Application to enable the Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use (“the Proposed Development”) at Tung Chung Town Lot 49, Tung Chung Road North, Lantau Island (“the Application Site”). This Visual Appraisal (“VA”) evaluates, in accordance with the ‘*Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board*’ (TPB PG-No. 41A), the anticipated visual impacts of Proposed Development on the viewers relevant to the Application Site and concludes with a recommendation on mitigation measures if necessary.

2 IDENTIFICATION OF VIEWING POINTS

2.1 Selection of Representative Viewing Points

2.1.1 Representative VPs have been selected for assessing the visual impact to the viewers. These VPs cover public views from easily accessible and popular area from different directions. When selecting VPs, priority has been given to major public open space, public focal points, open spaces, existing/future pedestrian node, key pedestrian/vehicular corridor, and existing major vistas will be considered as major visual sensitive viewpoints.

2.1.2 In this VA, four VPs are selected for further assessment on the visual impact of the Proposed Development for demonstrating the potential cumulative impact, which are briefly introduced as follows and summarised in **Table 2.1**. Location of the VPs are illustrated in **Figure 2.1**.

VP1 – Ma Wan Chung Pier (about 250m to the west of the Application Site)

2.1.3 Ma Wan Chung Pier is situated at Ma Wan Chung Village and to the west of Tung Chung Town Centre. Not only the nearby villagers and fishermen mainly use the pier to load or unload their catch, it is also a scenic spot for tourist visiting Tung Chung to enjoy the ambient atmosphere of this fishing village and the magnificent view of Tung Chung Bay. Therefore, VP1 is selected to review the impact to the villagers and visitors of Ma Wan Chung Village.

VP2 – Planned Open Space at Tung Chung Area 37 (about 30m to the west of the Application Site)

2.1.4 VP2 is taken at a site zoned “Open Space” immediately to the northeast of Ma Wan Chung Village. The site abuts the nullah adjoining the Application Site and shall be an extended part of the future town park in Areas 29A and 29B. According to the Explanatory Notes of the approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24 (“the OZP”), the zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The visual impact to the local residents of nearby Ma Wan Chung Village and Yat Tung Estate using this planned open space will be assessed.

VP3 – Roundabout near “Kui Yat House Yat Tung Estate” Bus Stop (about 250m to the south of the Development Site)

2.1.5 VP3 is taken at the roundabout at Yut Tung Street and Chung Yan Road, near “Kui Yat House Yat Tung Estate” bus stop. Since the roundabout is the only way to the Yat Tung Estate Public Transport Terminus and the public housing development in Area 23, this VP represents the transient view of the commuters and pedestrian of the nearby residential developments.

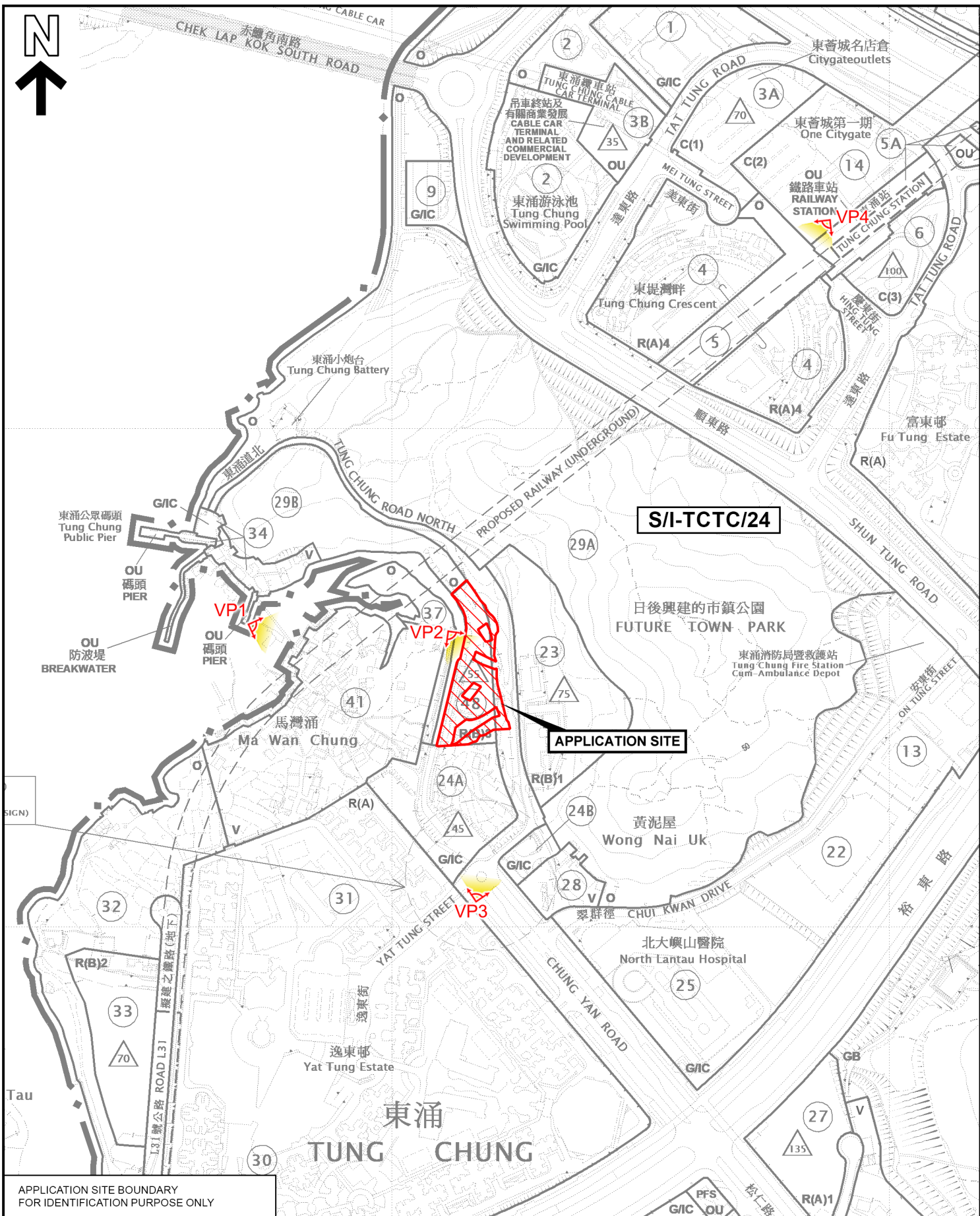
VP4 – Town Square Adjacent to Tung Chung Railway Station (about 500m to the northeast of the Development Site)

2.1.6 Surrounded by Tung Chung Railway Station, taxi station and bus terminus to the airport and South Lantau, Ngong Ping 360 cable car terminal and Citygate shopping mall, the Town Square with an outdoor kinetic fountain is the most prominent focal point in Tung Chung New Town. Residents and visitors of Tung Chung and other parts of Lantau Island, as well as international and cross bounding tourists will meet up and pass by this iconic Town Square.

Table 2.1 Identified Viewpoints with Preliminary Analysis

Viewpoints (VPs)	Distance/ Direction (Approx.)	Height in mPD (Approx.)	Viewers	Nature of VP	Popularity by Public	Sensitivity ¹ of Viewers
VP1: Ma Wan Chung Pier	250m/ West	+3.7	Pier Workers and Visitors	Static	Frequent	High
VP2: Planned Open Space at Tung Chung Area 37	30m/ West	+4.5	Recreational Users of the Planned Open Space	Static	Occasional	Medium to High
VP3: Roundabout near “Kui Yat House Yat Tung Estate” Bus Stop	250m/ South	+8.4	Commuters Passing by the Roundabout	Kinetic	Occasional	Low to Medium
VP4: Town Square Adjacent to Tung Chung Railway Station	500m/ Northeast	+6.8	Commuters Passing by/ Recreational Users of the Town Square	Kinetic & Static	Frequent	High

[1] Sensitivity of Viewers is determined by the types of activities the viewers are engaging in and the duration and distance over which the Proposed Development would remain visible. For example, people engaging in active recreational activities such as playing basketball or football at the VP are less sensitive to visual change than passive recreational activities.



APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



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LOCATION OF VIEWING POINTS

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND

SCALE 1 : 5 000

FIGURE 2.1

EXTRACT PLAN BASED ON OUTLINE ZONING PLANS No. S/I-TCTC/24 APPROVED ON 1.6.2021

DATE: 23.3.2026

3 ASSESSMENT OF VISUAL IMPACTS

3.1 Subject of Assessment

3.1.1 The assessment will focus on visualising and comparing the visual impact of the **Baseline Scheme** which complies with building height (BH) restriction of +55mPD stipulated on the OZP and the **Proposed Scheme** with **proposed relaxation of BH restriction** to not more than 55.9mPD to other viewers in the neighbourhood. The existing views of the VPs presented in the photomontages are for reference only.

3.2 VP1 – Ma Wan Chung Pier

3.2.1 VP1 (Figure 3.1 refers) captures the low-rise village structures and the river of Ma Wan Chung in the foreground and the ridgeline of Pok To Yan in the background. The visual obstruction to the mountain backdrop caused by the Baseline Scheme and Proposed Scheme are nearly the same. Provided that the residential towers of the two schemes are at the same location, the wide building separation between them conserves the visual permeability to the surrounding context. **In view of the relatively far distance from the viewing point to the Application Site, a relaxation of 0.9m building height restriction will not be noticeable by the villagers, fishermen and visitors of Ma Wan Chung.**

3.2.2 **Since the visual composition, visual obstruction and visual change between the Baseline Scheme and Proposed Scheme will be nearly the same, the magnitude of change from VP1 would be graded as negligible.**

3.3 VP2 – Planned Open Space at Tung Chung Area 37

3.3.1 VP2 located at the other side of the nullah has a very close up view on the Application Site. VP2 comprises the view to the footpath along the nullah, the Tower 1 and the clubhouse block of the Proposed Development, the public housing development in Area 23, Yat Tung Estate and the open sky view. Illustrated in Figure 3.2, the visual composition is not affected. The change in visual obstruction to the open sky view between the two schemes are barely noticeable. **Since only the building height of the residential towers will be slightly increased, the view to the podium and the clubhouse block of the Proposed Development will remain similar.**

3.3.2 **Since the visual composition, visual obstruction and visual change between the Baseline Scheme and Proposed Scheme will be nearly the same, the magnitude of change from VP2 would be graded as negligible.**

3.4 VP3 – Roundabout near “Kui Yat House Yat Tung Estate” Bus Stop

3.4.1 The public housing development with a max. BH of +75mPD in Area 23 across Tung Chung Road North dominates VP3. On the contrary, only the upper portion of the proposed residential towers at the Application Site will be visible. It is anticipated that the slight increase of the BH at the Application Site will not affect the visual composition viewing from VP3. Obstruction to the open sky view by the relaxation of

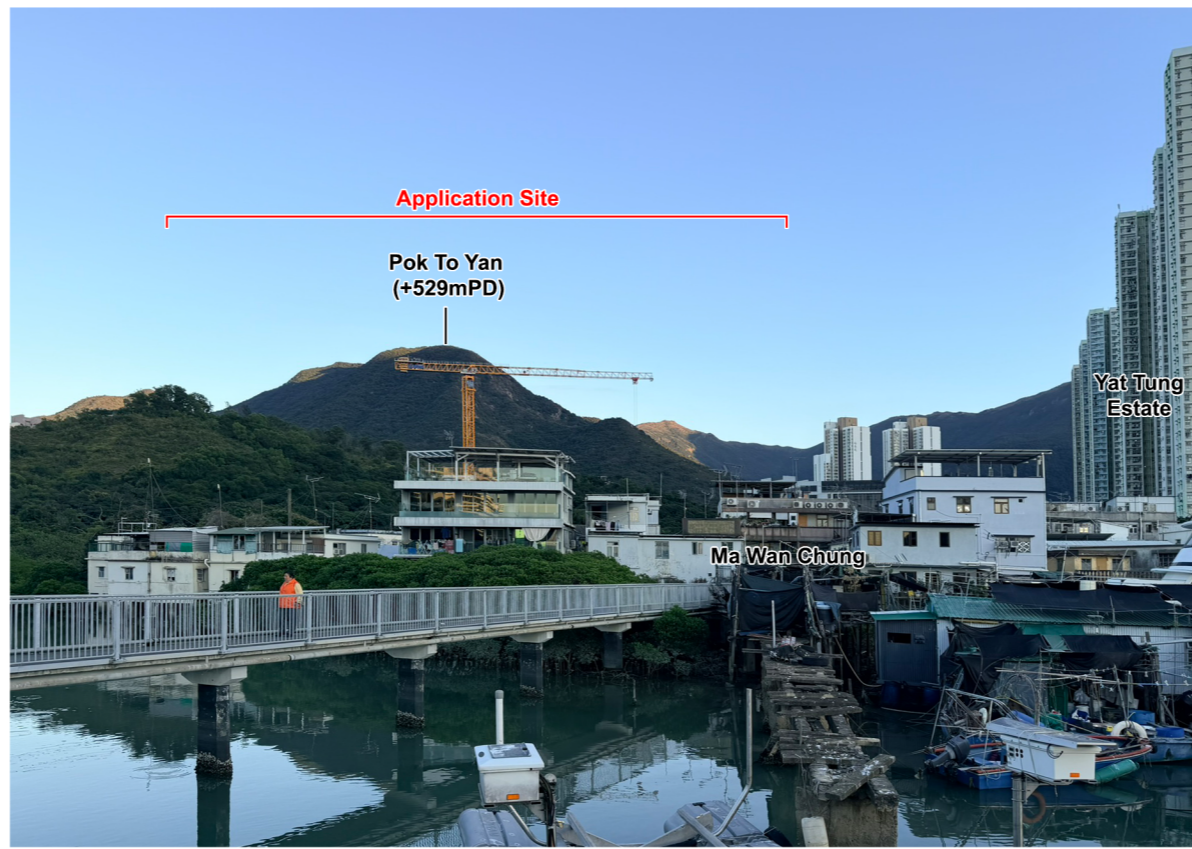
BH will not be observable. In view of the relatively far distance from the viewing point to the Application Site, a relaxation of 0.9m building height restriction will not be noticeable by the commuters and pedestrian of the nearby residential developments.

3.4.2 Since the visual composition, visual obstruction and visual change between the Baseline Scheme and Proposed Scheme will be nearly the same, the magnitude of change from VP3 would be graded as negligible.

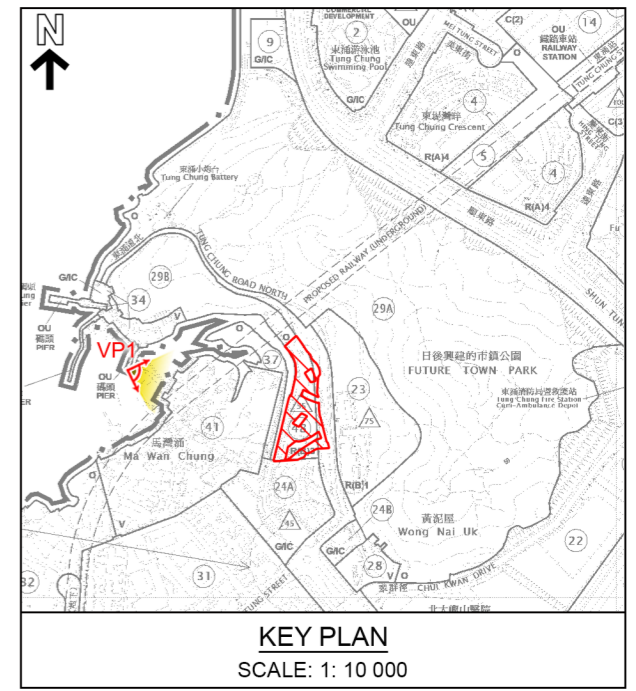
3.5 **VP4 – Town Square Adjacent to Tung Chung Railway Station**

3.5.1 VP4 is the gateway to Tung Chung and even the greater Lantau Island. Many tourists and visitors are fascinated by high-rise buildings could be densely developed at the new towns of Hong Kong. Tung Chung Crescent in Area 4 and the knolls in Area 29A shields the viewers of VP4 from observing the Proposed Development at the Application Site. Neither the Baseline Scheme and the Proposed Scheme will be visible from VP4.

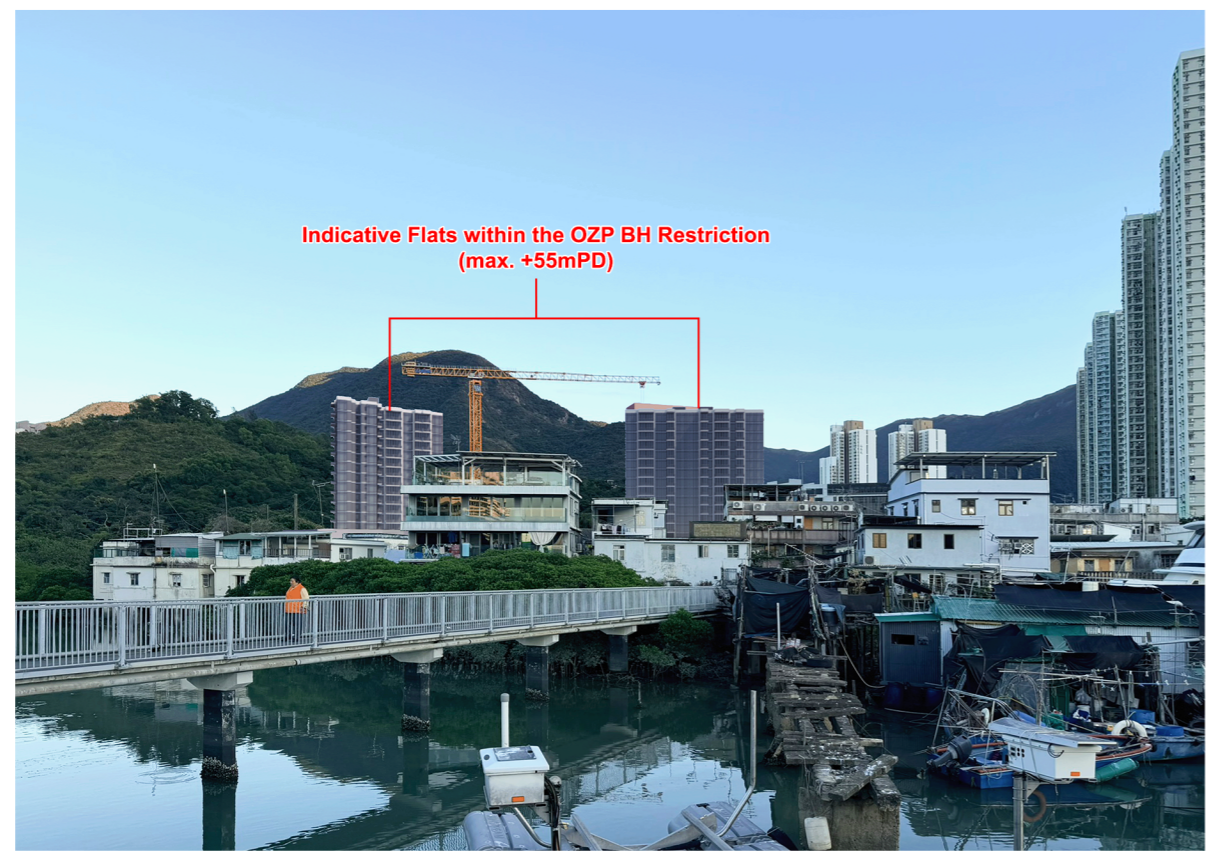
3.5.2 Since the visual composition, visual obstruction and visual change between the Baseline Scheme and Proposed Scheme will be the same, the magnitude of change from VP4 would be graded as negligible.



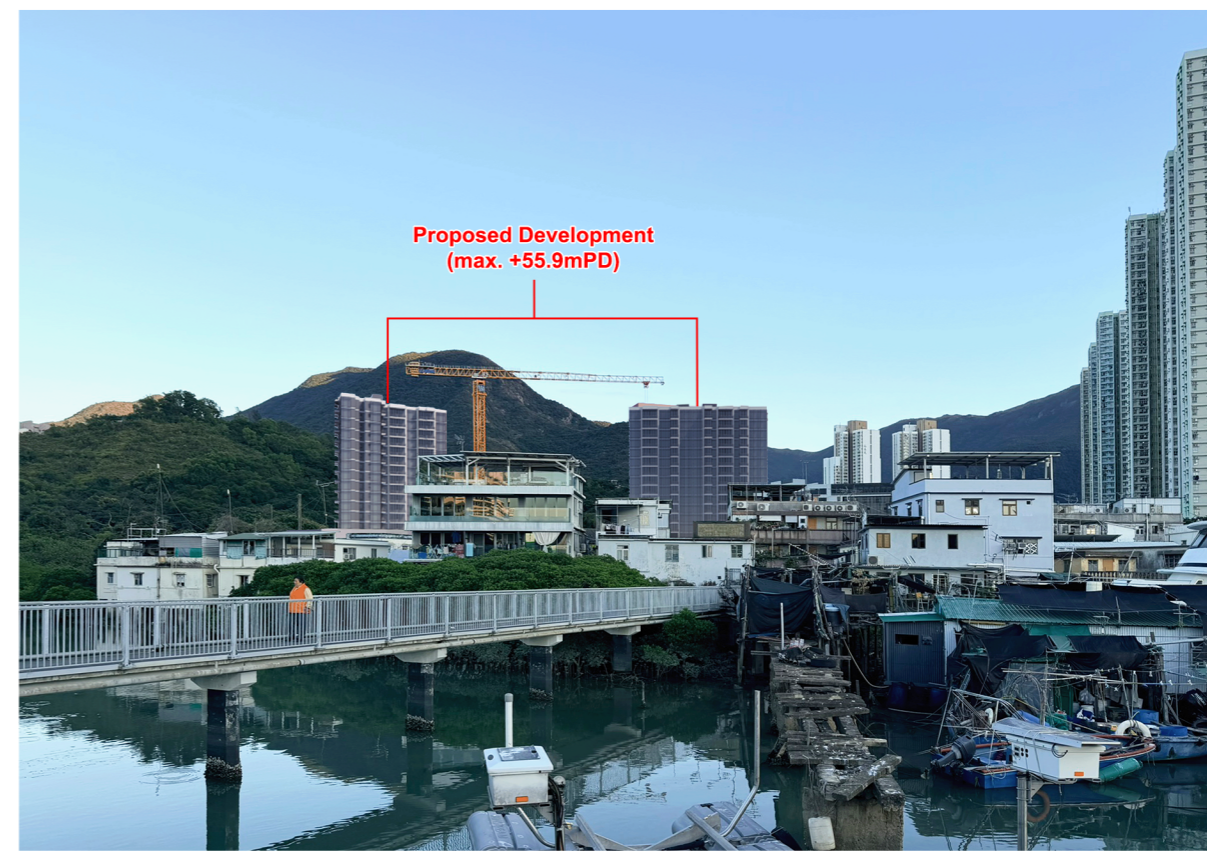
EXISTING VIEW



KEY PLAN
SCALE: 1: 10 000



BASELINE SCHEME



PROPOSED SCHEME

PHOTOMONTAGE

VP1 - MA WAN CHUNG PIER

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND



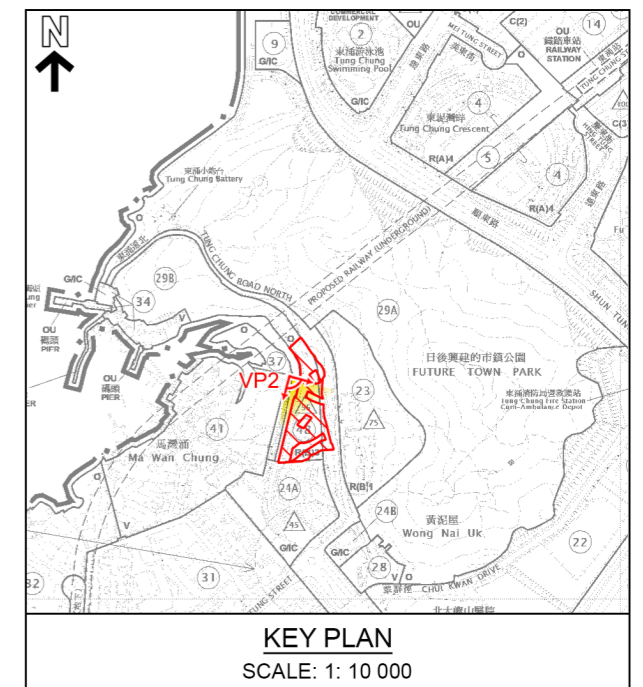
FIGURE 3.1

BASED ON SITE PHOTO
TAKEN ON 23.12.2025

DATE: 29.4.2026



EXISTING VIEW



BASELINE SCHEME



PROPOSED SCHEME

PHOTOMONTAGE

VP2 - PLANNED OPEN SPACE AT TUNG CHUNG AREA 37

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND



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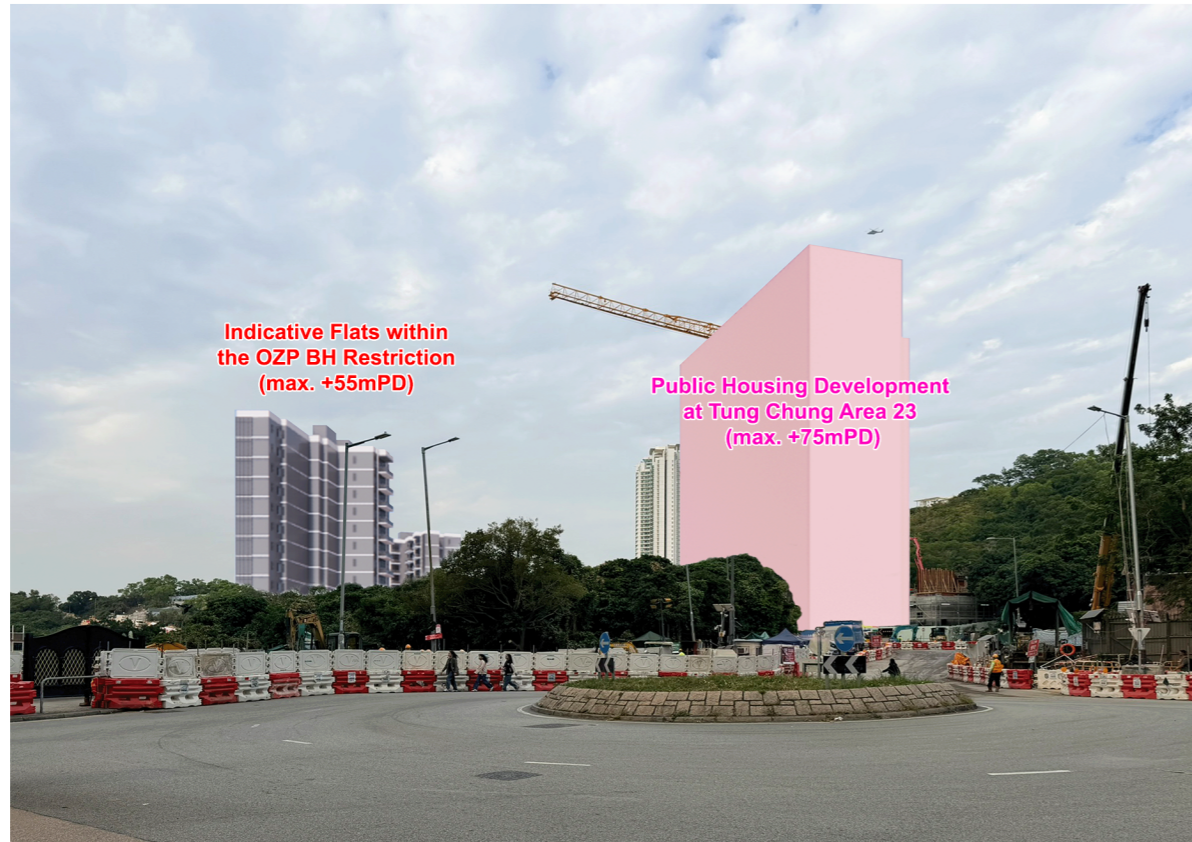
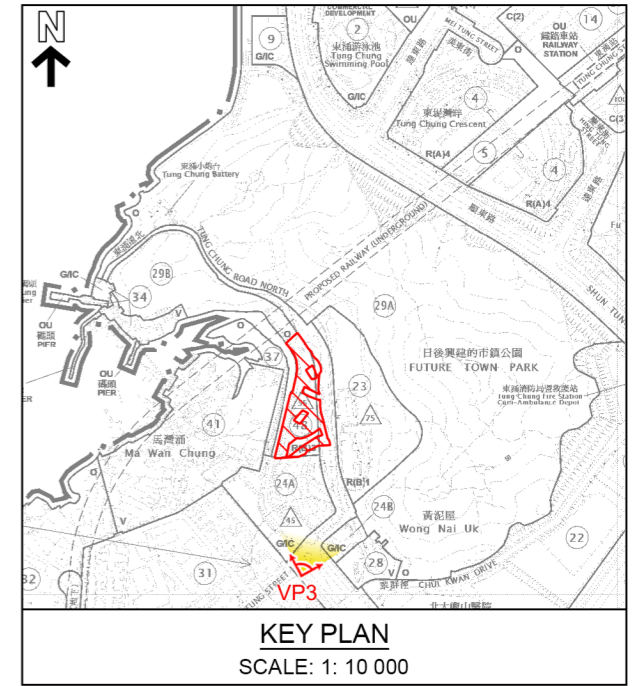
FIGURE 3.2

BASED ON SITE PHOTO
TAKEN ON 23.12.2025

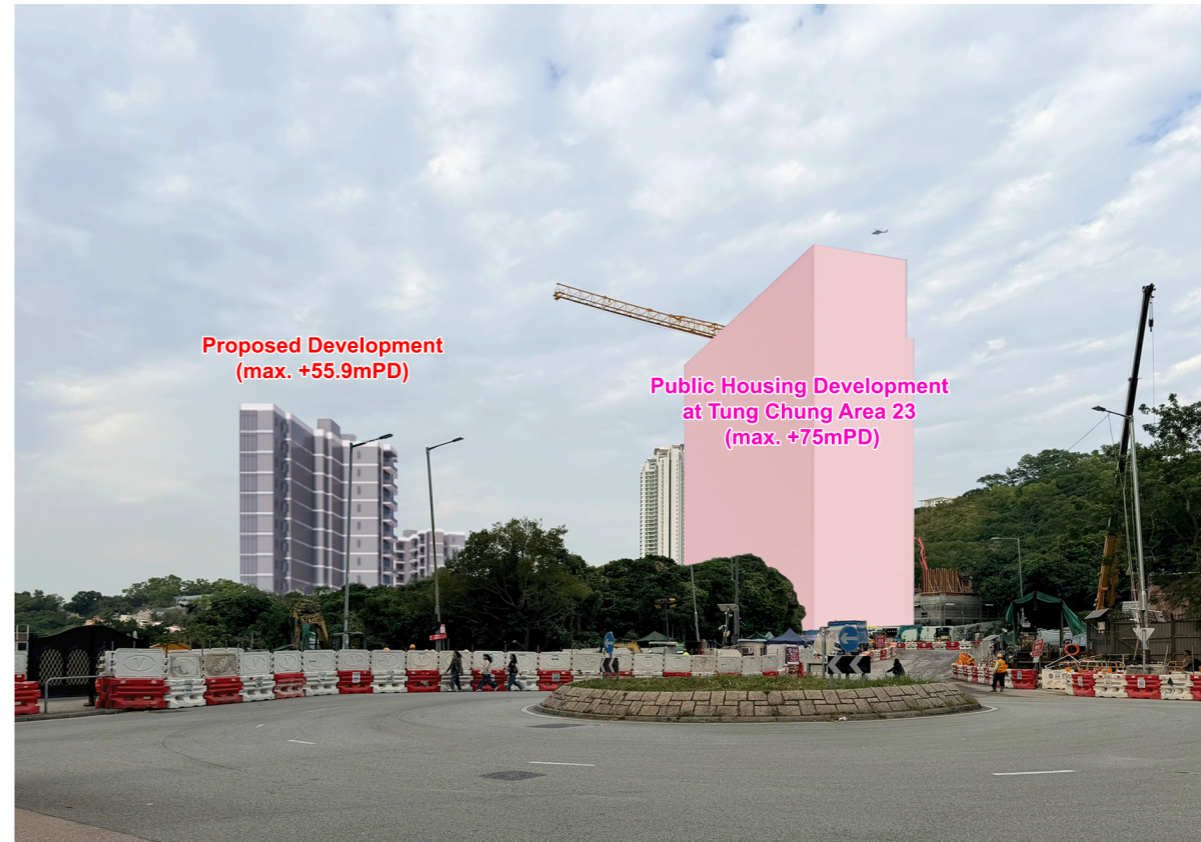
DATE: 29.4.2026



EXISTING VIEW



BASELINE SCHEME



PROPOSED SCHEME

PHOTOMONTAGE

VP3 - ROUNDABOUT NEAR “KUI YAT HOUSE YAT TUNG ESTATE” BUS STOP

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND



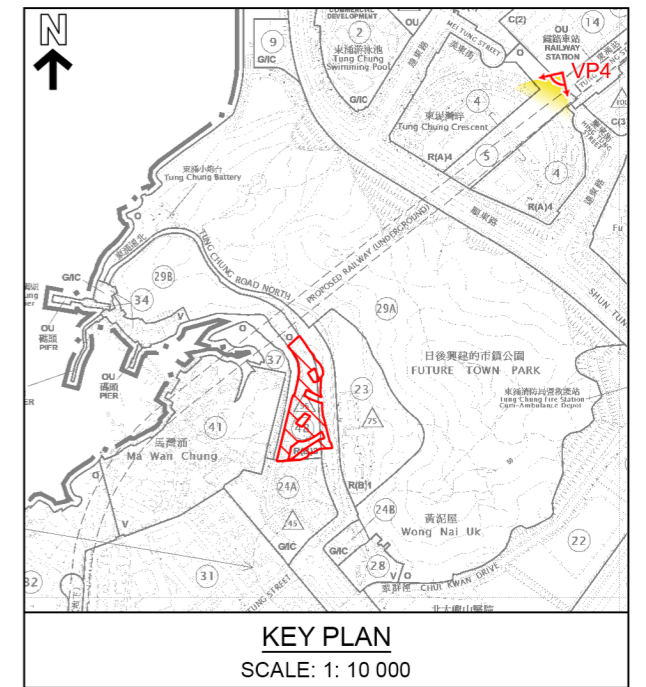
FIGURE 3.3

BASED ON SITE PHOTO
TAKEN ON 31.12.2025

DATE: 29.4.2026



EXISTING VIEW



BASELINE SCHEME



PROPOSED SCHEME

PHOTOMONTAGE

VP4 - TOWN SQUARE ADJACENT TO TUNG CHUNG RAILWAY STATION

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND



FIGURE 3.4

BASED ON SITE PHOTO
TAKEN ON 16.9.2025

DATE: 23.3.2026

4 MITIGATION MEASURES

4.1.1 While the visual impact induced by the Proposed Scheme is negligible to the Baseline Scheme, the Proposed Scheme has incorporated the following design measures to further mitigate the visual impact:

4.2 Building Separation

4.2.1 The Proposed Development has provided more than 60m wide building separation between the two residential towers. Within that, a building separation of about 15m between Tower 1 and the clubhouse and a separation of about 30m between Tower 2 and the clubhouse is designed. This help to breakdown the building mass, which in turns help improving the air ventilation and visual permeability to the surrounding environment (**Figure 4.1** refers).

4.3 Building Setback

4.3.1 The Proposed Development also provides a building setback of not less than 7.5m from the centreline of the street (i.e. Tung Chung Road North). The Residential Towers, including Towers 1 and 2 would have a setback of not less than 10m from the centreline of Tung Chung Road North (**Figure 4.1** refers).

4.4 Greening and Landscape Design

4.4.1 In order to improve the environmental quality of the urban spaces, particularly at the pedestrian level, the Proposed Development would have a greenery of not less than 20%. The Proposed Development has introduced a planting strip along the site boundary to provide spatial and visual relief at the street/pedestrian level. The proposed development has also introduced green elements such as lawn, shrubs, and trees on the roof of the clubhouse, acting as the landscape roof garden in the primary zone of the proposed development. This could soften the building edge of the proposed development (**Figures 4.2 and 4.3** refer).

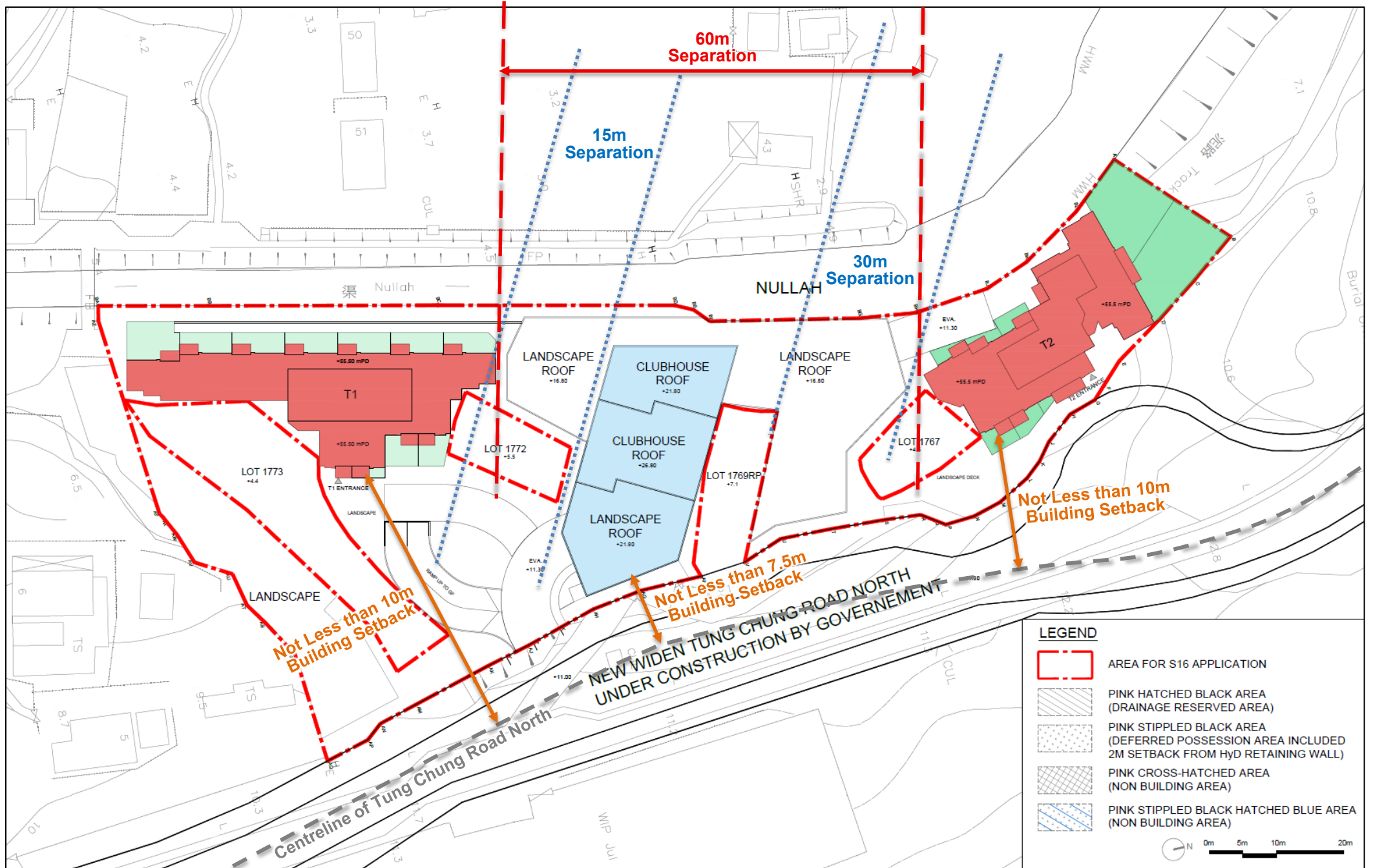


Figure 4.1: Building Separation and Building Setback



Figure 4.2: Landscape Plan (Ground Floor)

5 CONCLUSION

5.1.1 A total of four VPs has been selected to assess the visual impact of the Proposed Scheme against the Baseline Scheme which complies with the building height restriction stipulated on the Approved OZP. The visual impact on viewers from all VPs are anticipated to be negligible (**Table 5.1** refers).

Table 5.1 Summary of Assessment of Visual Impact

Viewpoint	Location	Visual Impact between the Baseline and Proposed Schemes
VP1	Ma Wan Chung Pier	Negligible
VP2	Planned Open Space at Tung Chung Area 37	Negligible
VP3	Roundabout near “Kui Yat House Yat Tung Estate” Bus Stop	Negligible
VP4	Town Square Adjacent to Tung Chung Railway Station	Negligible
Overall		Negligible

5.1.2 Considering the proposed **relaxation of BH restriction to** not more than 55.9mPD for the Proposed Development is still significantly lower than the maximum BH of the public housing development (+75mPD) across Tung Chung Road North, the proposed BH is compatible with the surroundings.

5.1.3 Besides, the Proposed Development has provided wide building separations, sufficient building setback, quality landscape design and greening as design measures. These help to breakdown the building mass, improve air ventilation and the visual permeability to the surroundings and further mitigate the visual impact induced by the Proposed Development.