

Annex 3
Revised Visual Impact Assessment

**Proposed Flat, Minor Relaxation of Plot Ratio and Building Height
Restriction, Lots 531 RP, 532 S.D RP and 532 RP in D.D. 130 and
Adjoining Government Land, Lam Tei,
Tuen Mun, New Territories**

Visual Impact Assessment

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Project Title	Proposed Flat, Minor Relaxation of Plot Ratio and Building Height Restriction, Lots 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun, New Territories
Report Title	Visual Impact Assessment

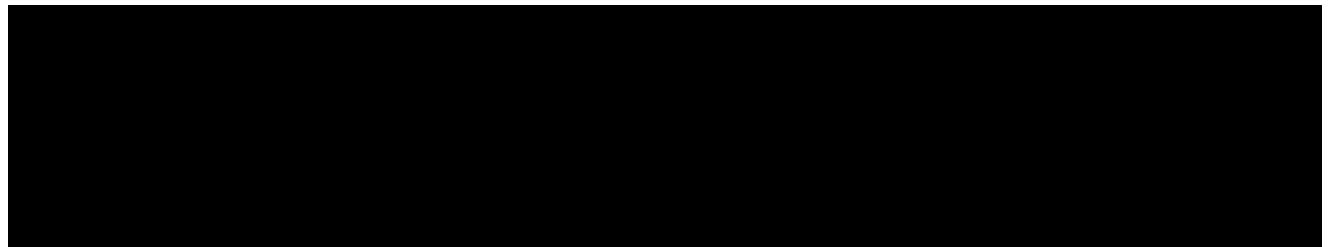


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1.0 Introduction

- 1.1 SCENIC Landscape Studio Limited have been commissioned to prepare the Visual Impact Assessment ("VIA") for the Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for the Residential Development with Shop and Services at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and adjoining Government Land in Lam Tei (hereafter referred to as "Application Site").
- 1.2 The visual impact assessment (VIA) is required to assess the potential impacts of Proposed Scheme which is the subject of the application. The VIA will demonstrate that the proposals can be accommodated within the existing landscape and visual context without significant impacts to the semi-rural / urban fringe area.
- 1.3 The VIA assesses the source and magnitude of the Proposed Scheme on the existing visual character and amenity within the context of the Application Site and its environs. The report concludes by making specific recommendations for alleviating any potential visual impact caused by the Proposed Scheme. The report is prepared in accordance with TPB PG-No. 41 'Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board'.

2.0 Existing Site Description

- 2.1 The Application Site, zoned "Commercial" ("C"), is situated to the north of Tuen Mun within the Lam Tei area. It is rectilinear in shape, on a north east – south west orientation. The Application Site is around 3936.347 m² and the Development site about 2200.338 m². The existing levels range from +5.1mPD in the north to +6.7mPD in the south.
- 2.2 The Application Site is bounded to the east by Castle Peak Road – Lam Tei section and to the west by a combination of the MTR West Rail viaduct and an at-grade section of the Light Rail Transit (LRT). The south eastern edge of the site is lined by a wide footpath and cycle track. To the north of the site are the facilities associated with the Lam Tei Vegetable Collection Centre (LTVCC) and immediately adjacent to the northern boundary a series of graves. Part of the southern boundary is formed by the channelized section of the Tuen Mun River and a utility bridge. Further to the west are the sprawling low-rise village settlements of San Hing Tuen and Tuen Mun San Tseun and To Yuen Wai to the east.
- 2.3 The site would appear to have been vacant for some time and is currently overgrown with a combination of pioneer shrub species of coarse grassland together with new tree growth. The trees are largely dominated by *Cinnamomum camphora* (5 nos) and the invasive species *Leucaena leucocephala* (3 nos) which has colonised the periphery of the site.
- 2.4 Since the approval of the application nos. A/TM-LTYY/290 and A/TM-LTYY/290-1, the Draft OZP no. S/TM-LTYY/9 has been amended to the Approved OZP No. S/TM-LTYY/10. The Draft OZP No. S/TM-LTYY/11 was exhibited with amendments involving two main areas involving the rezoning from "R(E)" and "GB" to "R(A)". These areas located in close proximity to the Application Site, including an area to the south west of the Application Site which will be utilised as part of the San Hing Road (SHR) public housing development and the San Hing Road Site Extension. These areas will have a domestic PR of 6 and a non-domestic PR of 0.5 with the BH ranging from +123 mPD to +149 mPD. Further west is the Hong Po Road development with a domestic PR of 6 and a non-domestic PR of 0.5 with the BH ranging from +148 mPD to +149 mPD
- 2.5 The other area to the west of the public housing site described above, a plan amendment was made to rezone 2 sites from "R(E)" and "GB" to "R(A)" on the OZP for public housing development. The rezoning amendment proposed to increase maximum PR and BH from 1.0 to 6.5 and 4 storeys to

160mPD respectively. As shown on **Figure 7.1**, the 2 sites are located in proximity to the Application Site under this planning application (about 300m). The programme for the completion of these projects is 2031 and 2030 respectively.

- 2.6 In addition a third area located immediately west of the Lam Tei LRT Station and to the south east of the nullah is the proposed Residential Development application nos. A/TM-LTYY/11 Lots 523 RP, 714 RP, 718 RP, 719 RP, 721 RP, 722 RP, 723 RP, 724 RP and 725 in D.D. 130 and adjoining Government Land, Lam Tei, Tuen Mun, New Territories with a PR of 5 and a maximum BH of +107.80 mPD (not exceeding 27 storeys).
- 2.7 The baseline for the assessment assumes the implementation of the approved Planning Application (no. A/TM-LTYY/426), Approved Scheme with a building height of +64.45 mPD.

3.0 Description of the Proposed Development

- 3.1 The Proposed Scheme comprises of one 20-storey residential block with a maximum height of +74.425 mPD. Owing to the significant site constraints, the orientation of the tower follows that of the site with the main views extending along the south east and north west axis across the valley floor towards western mountain backdrop beyond the West Rail viaduct and towards the uplands of the Tai Lam Country Park. The run in / out is located to the south of residential block, with the proposed car parking located on G/F and 1/F and the loading / unloading areas are located throughout the site at G/F wherever space and the traffic engineering requirements allow. Owing to the functional requirements of the development, the main landscape spaces will be located in the northern portion of the Application Site. However, the main landscape space is provided at the roof garden area, where the central area will be available for landscaping.
- 3.2 The site vehicular access will be from the southern end of the site at a location determined by the existing site constraints and based on a discussion between the project Traffic Engineer and Transport Department. The location provides access from Castle Peak Road whilst minimising disturbance to the proposed CEDD cycle track. The project proponent has existing development rights for a commercial development, which would be required to adopt the same site run in / out arrangement as is shown in this application. This includes the creation of a slow lane to allow safe access from Castle Peak Road. As such the impact on the trees outside the Application Site boundary would be similar for both the compliance scheme for the commercial development and the current proposals.
- 3.3 Given the site constraints (**Figure 3.1** refers) it is understood from the various architectural, traffic and environmental disciplines that the proposed architectural scheme provides the only viable option for the development of residential scheme on the Application Site.
- 3.4 **Table 3.1** below provides a comparison between the Approved Scheme and the currently Proposed Scheme.
- 3.5 The Proposed Scheme highlighted in the right hand column is the scheme which forms the basis of this planning application. The assessment under each of the evaluation criteria demonstrates how the Proposed Scheme has evolved through the various submissions to enhance its appearance and address the potential visual impacts. The table also highlights some areas where the form of the proposed architectural scheme is determined by planning requirements such as FSD requirements for access from Castle Peak Road and building setbacks in accordance with PNAP App-152.

Table 3.1: Comparison of Approved and Proposed Scheme

Parameters	Approved Scheme	Proposed Scheme
Maximum Building Height	19 storey residential block with a maximum building height of +64.45 mPD.	20 storey residential block with a maximum building height of +74.425 mPD.
Podium	No podium (Parking in basement level, loading / unloading etc in landscape at G/F)	No podium (Parking on G/F and 1/F, loading / unloading etc in landscape at G/F)
Building Disposition	Residential units combined to form one single block on a north – south orientation. Vehicular access road and car parking located to the north of the Application Site.	Residential units combined to form one double-loaded block on a north – south orientation. Vehicular access road and car parking located to the north of the Application Site.
Setbacks from Application Site Boundary	Approximately 3-6 m from the north west (1/F) and 12 m for the south eastern Application Site Boundary (1/F).	Approximately 3 – 6 m from the north west (1/F) and 7.5 m for the south eastern Application Site Boundary (1/F).
Building Setback	Proximity to Castle Peak Road determined by FSD requirements. Setbacks to the north to create buffer with existing grave sites and creation of a 7.5m setback in accordance with PNAP APP-152. Setback from the south 7.5m in accordance with PNAP APP-152 and to accommodate new X, Y, Z and slow lane from Castle Peak Road as access crosses CEDD's cycle track proposals. Set back from west designed to ensure MTR West Rail 100% noise compliance.	Proximity to Castle Peak Road determined by FSD requirements. Setbacks to the north to create buffer with existing grave sites and creation of a 7.5m setback in accordance with PNAP APP-152. Setback from the south 7.5m in accordance with PNAP APP-152 and to accommodate new X, Y, Z and slow lane from Castle Peak Road as access crosses CEDD's cycle track proposals. Set back from west designed to ensure MTR West Rail 100% noise compliance.
Treatment of Building Facades	The architectural scheme adopts a light coloured façade which is recessive and designed to minimise the silhouette effect when seen against the horizon. The facade is articulated on the east facing side to introduce areas of light and shade breaking up the overall form of the development.	The architectural scheme adopts a light coloured façade which is recessive and designed to minimise the silhouette effect when seen against the horizon. The facade is articulated on the east facing side to introduce areas of light and shade breaking up the overall form of the development.

3.6 The Approved and Proposed Schemes adopt a residential block compared to the two plus one configuration for the residential towers is the result of the significant site constraints. Despite the resulting loss of the visual corridor the overall impacts would not be more significant as the visual corridor is only apparent to a limited number of the identified vantage points located directly to the east and west of the Application Site and for the others the combined building frontage appears to be reduced.

3.7 The urban design considerations for the Proposed Scheme are shown on **Figure 3.2**.

4.0 Baseline Conditions

Visual Envelope

- 4.1 In accordance with the TPB PG-NO. 41, the viewers will tend to see the building as part of a group rather than as a single building when the viewing distance is equal to three times the height of the proposed building from the Site. (i.e. the 3H zone). Since the actual maximum building height of the Proposed Scheme will be about 67.575 m above the formation level, the initial assessment area covers a radial area of about 202.725 m from the façade of the Proposed Scheme.
- 4.2 The extent of the Visual Envelope (VE), the zones of visual influence (ZVI) and the location of the Vantage Points (VPs) are presented as **Figure 4.1– Visual Envelope and Public Viewers**. The VE, the area from which the Proposed Scheme will be seen, is shaped primarily by a combination of the existing landform, mature tree growth, and elements of built development infrastructure.
- 4.3 The flat topography of the valley floor and the relatively uniform height of the village houses mean that many views are terminated by the adjacent development although longer distance views are available from the high-rise residential developments to the south of the Application Site and the medium-rise developments to the north east.
- 4.4 Views to the north are largely screened by a combination of the existing residential development on the southern periphery of Tuen Tsz Wai and the western periphery of Tuen Mun San Tsuen; and the structures associated with Castle Peak Road and the MTR West Rail viaduct.
- 4.5 Views from the north east extend from the taller buildings at the northern edge of Tuen Mun San Tsuen including from the Lin Wah Hall and the medium-rise blocks of the Sherwood development.
- 4.6 Views from the east are largely blocked by the houses on the western periphery of the villages at Tuen Mun San Tsuen and To Yuen Wai. This is due to the uniform three storey height of the village houses and their proximity to one another. Higher level views extend to the upper storeys of the Botania Villa development with distant views of the lower hill slopes of Yuen Tau Shan.
- 4.7 Views from the south east are initially largely screened by a combination of the mature tree growth lining Castle Peak Road and the Yuen Long Highway; and the village houses at the periphery of To Yuen Wai. More elevated views extend to the high-rise development of the Fu Tai Estate.
- 4.8 Views from the south extend along the Castle Peak Road corridor although some low-level views are interrupted by structures such as the flyover at the Lam Tei Interchange and the West Rail viaduct. Beyond this there are more elevated views from the high-rise development at Parkland Villas and the Siu Hong Estate.
- 4.9 On the valley floor views from the west are controlled by the village houses, container storage and light industrial buildings at the eastern periphery of the San Hing Tsuen. Similar to the situation to the east visual access towards the Application Site is limited due to the uniform three storey height of the village houses and the density of the settlement pattern. Some longer distance views extend through areas of derelict land extending to the development lining Ng Lau Road. The longest distance views extend to the summits of the Yuen Tau Shan range. These mountains form the backdrop to views across the valley floor.
- 4.10 Within the visual envelope there are several Zones of Visual Influence (ZVIs) which are as follows:
 - **Primary Zone of Visual Influence** – This is the area with the greatest visibility of the proposed scheme shaped by the existing structures such as the West Rail viaduct, the structures associated with Castle Peak Road (Lam Tei), roadside vegetation and the structures and village houses at the periphery of the adjacent villages.

- **Secondary Zone of Visual Influence** – Area with more limited visibility of the Proposed Scheme due to intervening obstacles including built development and vegetation. Visible part of the proposal is largely limited to the central and upper portions of the proposed block.
- **Tertiary Zone of Visual Influence** – This is the area from which there are long distance, partial and glimpsed views of the proposed scheme. In these views the proposed scheme forms an extremely small part of the overall view.

4.11 Given the nature if the visual envelope and the screening effect of the existing development which severely limits visibility towards the Application Site; the scale of the adjacent infrastructural works and the existing high-rise development to the south of the Application Site and the existing medium-rise development to the north east and east it is considered that the minor relaxation in the building height will make little difference to its overall visibility.

4.12 The extent of the VE, the zones of visual influence (ZV) and the location of the Visually Sensitive Receivers (VSRs) are presented as **Figure 4.1 – Visual Envelope and Public Viewers**.

Visual Elements

4.13 **Figures 4.2 to 4.5** show the visual elements which shape the visual outlook and amenity of the area. These include attractors such as the mountains which surround the flat plain and form the backdrop to many of the views of the Application Site.

4.14 Visually detracting elements include the road structures associated with Castle Peak Road; the viaduct and noise enclosures of MTR West Rail and the concrete nullah; and the piecemeal development lining the road corridor.

4.15 The high-rise development to the north of Tuen Mun (south of the Application Site) establishes a precedent for high-rise residential developments in the immediate area.

4.16 The photographs demonstrate that the landscape is visually enclosed particularly within the village areas to the east and west of Castle Peak Road owing to the density of the village houses and at lower levels along the Castle Peak Road corridor due to village development and mature tree growth. Beyond the road corridor low-level views are either obscured or partially obscured with glimpsed and partial views extending to the mountain backdrop with surrounds the area to the south, west and north west.

4.17 The ability of the local landscape to accommodate development and obscure views is an important consideration in assessing the potential impacts of the Proposed Scheme and its effect (if any) on the local landscape and visual context.

Vantage Points

4.18 For the purposes of this assessment and in accordance with current approaches the Vantage Points (VPs) are based on publicly accessible and popular locations. Priority is given during the selection to public view points, open spaces and key pedestrian routes. In many cases visibility is greatly reduced by the relative scale and proximity of the existing village, low-rise residential and infrastructure type development; the mature vegetation in the surrounding areas and to a lesser extent the existing landform.

4.19 Based on the targeting of publicly accessible locations the representative VPs are listed below and their locations presented as **Figure 7.1 – Location of Photomontage Vantage Points**.

- **Vantage Point 01:** View south west from the pedestrian footbridge crossing Castle Peak Road;
- **Vantage Point 02:** View north west from To Yuen Wai;
- **Vantage Point 03:** View south east from San Hing Road (adjacent to San Hing Tsuen Children's Playground); and
- **Vantage Point 04:** View looking north east from the Tuen Mun Cycling Hub.

4.20 The Visually Sensitive Receivers (VSRs) are identified as those groups or individuals, which are sensitive to change, who have a view of the Application Site and may be subject to adverse impacts because of the proposed development. The VSRs selected for this assessment form a representative cross-section of the VSR types and the range of views available.

5.0 Visual Impact Assessment

Sources of Visual Impact

5.1 The primary sources of visual impact will be due to the scale and proximity of the proposed development to some existing VSRs, such as the residents of the development immediately adjacent to the Application Site including those at the western periphery of Tuen Mun San Tsuen, vehicle travellers and pedestrians on Castle Peak Road and the residents of the houses at the eastern edge of San Hing Tsuen.

5.2 The key issues to be addressed by the visual impact assessment will include:

- The potential impact of the proposed development on the visual amenity available to the immediately adjacent developments, in low-level views along Castle Peak Road and in pedestrian level views from the adjacent open spaces which east into the settlement pattern of the villages.
- Introduction of a medium-rise development into a landscape which is essentially low-rise although there are precedents for the introduction of high and medium-rise developments in the local area to the north and south of the Application Site.
- Mitigation of the proposed architectural scheme including the residential block and at a lower level the fence wall surrounding the Application Site.

5.3 The predicted visual impact for each of the VPs is described in section 7.0 together with the proposed mitigation measures in accordance with PG-No. 41.

6.0 Visual Mitigation Measures

6.1 The proposed mitigation measures during the construction and operational phases of the project are described below. **Figures 3.2 to 3.3** provide a visual representation of the mitigation measures outlined below.

6.2 The landscape and visual mitigation measures include two key levels of approach, the primary and secondary mitigation. The primary mitigation measures are based on the location and overall form of the Proposed Scheme whilst the secondary mitigation measures look to how the Proposed Scheme can be treated to mitigate any potential impacts. It is the primary mitigation measures which shape the form of the architectural scheme and have the biggest effect on the mitigation of the potential visual impacts. The proposed mitigation measures include the following:

Primary Mitigation Measures

- Development of a podium-free scheme.
- Limiting the proposed building height to 20 storeys (+74.425 mPD).
- The proposed building disposition utilises one block only due to the constraints on the northern, southern, eastern and western sides of the Application Site which dictate the location of the proposed residential block. Due to these constraints it will not be possible to create a view corridor through the development.
- The location of the residential block has also sought to maximise the distance from the northern boundary so as to avoid the existing grave sites. However this distance is also determined by factors such as the requirements for car parking and the creation of a setback of 7.5m from the southern boundary in accordance with the SBD guidelines.
- Introduction of an articulated building facades to break-up the visual mass of the structure through the manipulation of architectural form; and the creation of areas of light and shade.
- The alignment of the block on a north – south axis designed minimise the visible portion of the development in some of the key views (where the scheme is most visible) along the Castle Peak Road corridor and in views from the high-rise residential development to the south and north east of the Application Site.

Secondary Mitigation Measures

- Where space allows incorporation of a landscape buffer along the south western edge of the Application Site with tree and shrub planting to screen views of the West Rail viaduct and establish a human scale for the key landscape spaces within the development.
- Adoption of some vertical greening to break-up the visual mass of the Proposed Scheme at pedestrian height and in low level views.
- Creation of landscape buffer along the northern edge of the Application Site to screen views of the graves beyond.
- Utilisation of a combination of semi-mature and heavy standard trees creating a more mature landscape with an immediate effect.
- Introduction of comprehensive urban design parameters as part of the detailed design stage of the project to establish the future character of the development from an architectural and landscape perspective. This includes the use of high quality hard and soft landscape measures including water features, sculpture, site furniture, lighting and seating.

6.3 The landscape part of the proposed mitigation measures is shown on **Figures 5.1 to 5.6** of the Landscape Master Plan; and **Figures 6.1 to 6.7** landscape sections and an elevation contained in the Landscape Master Plan report. These figures show the proposed conceptual greening approach although a more comprehensive landscape proposal will be formulated during the detailed design stage of the project.

7.0 Residual Impacts

7.1 The residual visual impact is defined as the impact remaining after all practical methods of mitigation have been implemented. A series of computer-generated images or photomontages are presented as **Figures 7.2 to 7.5.1**. The locations have been selected to demonstrate the range of viewing angles and viewing distances in relation to identified VPs, demonstrate the schemes 'fit' into the existing and future semi-rural / urban fringe context, and also demonstrate the degree of visibility from surrounding locations.

7.2 The photomontages show the existing situation and Proposed Scheme. Where the proposals are not visible or views partially obscured a red dashed line is used to indicate their approximate location. The locations of the vantage points are shown on **Figure 7.1**.

7.3 The text below provides a brief description of each of the views selected for the photomontages and provides an appraisal of visual changes (visual composition, visual obstruction, the effect on public viewers and the effect on visual resources) in accordance with TPB PG-No. 41.

7.4 **Vantage Point 01 – View south west from the pedestrian footbridge crossing Castle Peak Road (Figures 7.2 and 7.2.1 refer).** This vantage point, at an elevation of +13.0 mPD, located at approximately 100 m, represents the view for pedestrians looking south west across Castle Peak Road. The view is characterised by a combination of infrastructure development and the sprawling village landscape through which it passes. In the distance the view extends to the high-rise development at the northern periphery of Tuen Mun.

7.5 **Figure 7.2** shows the existing situation and the Proposed Scheme with the proposed San Hing Road (SHR) public housing development in the background and the high-rise development (approved planning application no. approved Y/TM-LTYY/11) in the middle ground adjacent to the alignment of the LRT; and **Figure 7.2.1** shows the Approved Scheme and the Proposed Scheme with the proposed San Hing Road (SHR) public housing development in the background and the high-rise development (approved planning application no. Y/TM-LTYY/11) in the middle ground. The SHR proposals are shown in pink and the high-rise development (approved planning application no. approved Y/TM-LTYY/11) in yellow.

7.6 *Sensitivity of Public Viewers:* Medium
The view looking north south west is available to both vehicle travellers on Castle Peak Road and pedestrians crossing the footbridge to gain access to the LRT station. The footbridge offers views south along the Castle Peak Road transport corridor with views above the roof tops of the adjacent village houses towards a backdrop of almost continuous high-rise development extending from the Fu Tai Estate in the east to Parkland Villas; Siu Hong Court to the west and Yan Tin Estate to the south west. The summits of the mountains of the Tai Lang Shui and Castle Peak are largely obscured by these existing high-rise developments beyond the West Rail viaduct and noise enclosure. The carriageway is lined to the east and west by a combination of village houses and road side trees. There are alternative views to the south east and north from this location. The implementation of the SHR proposals and the high-rise proposals west of the LRT represent an urban intensification of the area and this will change the character of the view and hence the sensitivity of public viewers. The visual sensitivity of this vantage point is considered medium. The degree of visibility towards the Application Site is open and panoramic and there are alternative views to the east and west.

7.7 *Visual Composition:* Apparent
Visibility towards the Proposed Scheme will be open providing a view of the full architectural scheme although view will be at an acute angle showing the smaller northern façade and the oblique view of the eastern façade and so its visual composition including the disposition, orientation of the residential block will be apparent. The key mitigation measure involves the disposition and orientation of the residential blocks on a north – south alignment presenting the smallest face of the development to the view from this VSR. Other measures include the articulation of the building façades and the use of light-coloured architectural finishes to minimise the silhouette effect. The proposed scheme will be seen against backdrop of existing high-rise development and the West Rail viaduct. Views of the Approved Scheme would be similar in character. Both Schemes area considered to be compatible with their setting. The Proposed Scheme will be compatible with the scale, architectural form and massing of the SHR proposals which will form the backdrop to views from this location.

7.8 *Visual Obstruction:* Small
In views from this location both the Proposed and Approved Schemes would be viewed against backdrop of existing high-rise residential development forming the northern part of Tuen Mun which already obscure views of the mountain backdrop beyond. As such the Proposed and Approved Schemes foreshorten the view which would have terminated with a high-rise development rather

than causing a significant blockage of the view. The northern portion of the Proposed Scheme will be seen against backdrop of the high-rise towers of the SHR development and so the visual obstruction will be limited to the southern portion which is also seen against the high-rise towers of the Siu Hong Estate.

7.9 *Effect on Public Viewers: Moderate*

Given the scale of the high-rise development which forms the background to views from this location and the disturbed / developed nature of the existing landscape context, the relative scale of the proposals and the viewing distance both the Proposed and Approved Schemes will not have a significant impact on public viewers. With the development of the high-rise towers of the SHR proposals and the high-rise proposals west of the LRT the character of the view will change and so the effect on public viewers is likely to be less significant.

7.10 *Effect on Visual Resources: Medium*

The quality of the existing visual resources apparent in this view are considered to be low owing to the developed nature of the existing landscape including relatively major infrastructural developments such as Castle Peak Road and the MTR viaduct. Views of the wider landscape including the mountain backdrop of Tai Lang Shui and Castle Peak are largely obscured by the existing high-rise development including Siu Hong Court and Yan Tin Estate to the south west. As such the Proposed Scheme will be viewed against backdrop of existing high-rise development. The main effect on visual resources will be the loss of the sky view above the Application Site. The implementation of the Approved Scheme owing to its lower building height a small effect on visual resources. The high-rise towers of the SHR proposals will reduce the loss of sky view owing to the Proposed Development to an area above the Siu Hong Estate. The other portion of the sky view will be obscured by Block 1 of the SHR proposals. As such the Proposed Development would have a medium effect on visual resources and the Approved Scheme owing to its lower building height a small effect on visual resources. As described the high-rise towers of the SHR proposals and the high-rise proposals west of the LRT will largely obscure views of the mountain backdrop and sky view above the Application Site and so the effect on visual resources arising from the Proposed Scheme will not be significant.

7.11 *Overall visual Impact: Moderately adverse*

With the construction of the Proposed Scheme there will be views of the northern façade of the residential block and oblique views of the eastern façade. The Proposed Scheme will be seen against backdrop of existing high-rise development and the West Rail viaduct within a heavily developed landscape traversed by significant infrastructure such as Castle Peak Road and the West Rail viaduct. Views of the mountain backdrop is already largely obscured by existing and proposed high-rise development. As such and with the adoption of a light colour scheme for the upper part of the residential block the potential visual impacts are likely to be moderate adverse although it should be noted that the road corridor landscape is already disturbed by the level and type of existing development. This is true of both the Approved and Proposed Schemes. The amin difference between the Approved and the Proposed Schemes will be the loss of the sky view above the Development Site. The area to the west of the Application Site will witness a significant change in character with the implementation of the San Hing Road (SHR) public housing development and the high-rise proposals west of the LRT and so it may be argued that the Proposed Scheme is compatible with its future urban context.

7.12 **Vantage Point 02: View north west from To Yuen Wai (Figures 7.3 and 7.3.1 refer).** This vantage point has been selected to represent views available from publicly accessible locations for pedestrians at street level within To Yuen Wai and Tuen Mun San Tsuen. The view is at a distance of approximately 160 m and at an elevation of +7.0 mPD. For most of the pedestrian level locations within the villages the view towards the Application Site is blocked by adjacent village houses. Therefore, views towards the Application Site are largely limited to the houses at the western periphery of the settlement and from locations near areas of open space. Tower 5 of the high-rise development (approved planning application no. approved Y/TM-LTYY/11) (highlighted in yellow) would be visible.

7.13 **Figure 7.3** shows the existing situation and the Proposed Scheme with the proposed San Hing Road (SHR) public housing development and the high-rise development (approved planning application no. approved Y/TM-LTYY/11) to the south of the Application Site; and **Figure 7.3.1** shows the approved scheme and the Proposed Scheme with the proposed San Hing Road (SHR) public housing development and the high-rise development (approved planning application no. approved Y/TM-LTYY/11) to the south. The SHR proposals are shown in pink and the high-rise development (approved planning application no. approved Y/TM-LTYY/11) in yellow.

7.14 *Sensitivity of Public Viewers:* Medium

The view looking south east is available to residents of the village and pedestrians; and is characterised by a combination of three-storey village houses, the vegetation and infrastructure (high tension cables) lining Castle Peak Road and partial views of the uplands of Yuen Tau Shan in the background. The view is important in demonstrating the screening effect of the village houses at a relatively short distance from the proposed development. The houses to the right of the image would effectively screen the proposed development were they located immediately in front of the viewing position. The existing view from this location is common in all the surrounding village areas. There are alternative views to the east from this location. The implementation of the SHR proposals represents an urban intensification of the area and this will change the character of the low-level village landscape to a high-rise more urbanised character. This will reduce this sensitivity of public views towards new developments within the immediate area. The visual sensitivity of this vantage point is considered medium. The degree of visibility towards the Application Site is open and panoramic and there are alternative views to the south and east.

7.15 *Visual Composition:* Apparent

Visibility towards the Proposed Scheme will be partial with views being limited to the central and upper portions of the eastern façade of the residential block. As views of the lower part of the Proposed Scheme will be scheme largely obscured from this location the main mitigation measure involves the adoption of a building height which appears to be a similar height to the adjacent proposed high-rise developments. Other measures include the articulation of the building façades and the use of light-coloured architectural finishes to minimise the silhouette effect. Views of the Approved Scheme would be similar in character. Both Schemes area considered to be compatible within their setting. The Proposed Scheme will be compatible with the scale, architectural form and massing of the SHR proposals particularly blocks 1 and 5 and 9 which will be apparent in this view. Block 6 is located to the west (behind) the proposed Scheme in views from this location.

7.16 *Visual Obstruction:* Medium

In views from this location both the Proposed and Approved Schemes would obstruct views of the sky to the west of the Application Site however the existing view extends to a visual horizon formed largely be the village houses and West Rail viaduct with a framed partial or glimpsed view of the mountain backdrop beyond. Given that the existing visual context the Proposed and Approved Schemes appear beyond the village house and in front of a small portion of the mountain backdrop the degree of visual obstruction would be medium. However, with the implementation of the SHR proposals, the blockage of view towards the mountain backdrop to the west of the Application Site will be caused by block 5 of the SHR development. The Proposed Scheme will be located in front of block 6 and so represents a foreshortening of the view with the placing of one development in front of another.

7.17 *Effect on Public Viewers:* Moderate

With the construction of the Proposed Scheme there will be framed, partial views of the upper portion of the eastern facade of the proposed residential block. Views of the lower portion of the development including the proposed parking and areas of fence wall will be obscured by the intervening village houses. The use of light colours for the architectural finishes will reduce the silhouette effect of the upper part of the residential block when they are seen against the horizon. These lighter colours also appear recessive when viewed against the bold colours used for the village houses. The articulation of the building facades creating areas of light and shade also helps to break-

up the visual mass of the buildings. Although the Proposed Scheme adopts a taller building height than the Approved Scheme the effect on public viewers for both schemes will be moderate. With the development of the high-rise towers of the SHR proposals the character of the view will change and so the effect on public viewers is likely to be less significant.

7.18 *Effect on Visual Resources:* Medium

This vantage point is visually enclosed by existing village and infrastructural development with framed, partial / glimpsed views of the mountain backdrop to the west. The fore and middle grounds are formed by three storey village houses and the concrete hardstanding. Given the visual context the Proposed Scheme would have a medium effect on visual resources and the Approved Scheme owing to its lower building height a small effect on visual resources. With the implementation of the SHR proposals, views of the mountain backdrop to the west of the Application Site will be largely obscured and there will be a loss of sky view to the west. As such the Proposed Scheme will not block any significant views of the mountain backdrop although it will partially block the sky view above the existing village houses at the edge of the space. Given this situation the Proposed Scheme will not have significant effect on visual resources.

7.19 *Overall visual Impact:* Moderately adverse

The main impacts will arise from the partial views towards the eastern development frontage of the Proposed Scheme. As the lower portion of the development be obscured in views from this location by the intervening village houses the main mitigation measure involves the use of light colours for the architectural finishes which will reduce the silhouette effect of the upper part of the residential block when they are seen against the horizon. These lighter colours also appear recessive when viewed against the bold colours used for the village houses. The articulation of the building facades creating areas of light and shade also helps to break-up the visual mass of the buildings. The proposed mitigation and overall impact will be similar for both the Approved and Proposed Schemes. The implementation of the San Hing Road (SHR) public housing development will transform the landscape and visual amenity of views from this location changing what is essentially a low-rise village landscape to a more high-rise urbanised context. As such the effect of the visual obstruction and visual resources will be less pronounced and the Proposed Scheme will be visually compatible with this more urban future character.

7.20 **Vantage Point 03 – View south east from San Hing Road (adjacent to San Hing Tsuen Children’s Playground) (Figures 7.4 and 7.4.1 refer).** The vantage point, at an elevation of +10.2 mPD and some 150 m to the west of the Application Site is taken from the pedestrian pavement on San Hing Road adjacent to the San Hing Tsuen Amenity Area. Views from this location are partially obscured by a combination of the mature woodland planting in the middle ground surrounding the large open area currently being developed with village houses and the West Rail viaduct. This view is available to pedestrians walking along the San Hing and Ng Lau Road; and recreational users of the adjacent amenity area. The proposed San Hing Road (SHR) public housing development to the south west of the Application Site will not be visible from this location. Tower 5 of the high-rise development (approved planning application no. approved Y/TM-LTYY/11) (highlighted in yellow) would be visible.

7.21 **Figure 7.4** shows the existing situation and the Proposed Scheme with the proposed high-rise development (approved planning application no. approved Y/TM-LTYY/11) in the middle ground to the east of Ng Lau Rd and the nullah. Figure 7.4.1 shows the Approved Scheme and the Proposed Scheme with the proposed high-rise development (approved planning application no. Y/TM-LTYY/11) in the middle ground.

7.22 *Sensitivity of Public Viewers:* Medium

The view looking south east, available to both village residents and recreational users of the children’s playground, is characterised by a combination of the mature trees lining the open space area and the West Rail viaduct and the associated noise enclosure; three storey village houses and an area of open storage which is currently being developed for low-rise housing. Views beyond this include glimpsed views of the ridgeline of the mountains to the south east. The implementation of the proposed high-

rise development (approved planning application no. Y/TM-LTYY/11) represents an urban intensification of the area and this will change the character of the low-level village landscape to a high-rise more urbanised character. This will change the sensitivity of public views to new developments within the immediate area. The visual sensitivity of this vantage point is considered medium. The degree of visibility towards the Application Site is glimpsed and there are alternative views to the east however these are limited by the density of the existing village development.

7.23 *Visual Composition: Apparent*

From this location there will be partial views of the Proposed Scheme which are limited to the central and upper portions of the southern portion of the western façade of the residential block. Views of the lower portion of the block are obscured by a combination of the West Rail viaduct and intervening mature tree growth. In terms of the architectural composition the main visible components will be the height and disposition of the residential block, the articulation of the façade and the stepping of the roof line with the location of the lift core and lift overrun. Other measures include the use of light-coloured architectural finishes to minimise the silhouette effect. Views of the Approved Scheme would be similar in character although the proposals have a lower building height. Both Schemes are considered to be compatible within their setting. Similarly the proposed high-rise development (approved planning application no. Y/TM-LTYY/11) will have a larger scale than the Proposed Development owing to the viewing location and the distance between the two schemes.

7.24 *Visual Obstruction: Medium*

The visual horizon in the existing view is formed by the West Rail viaduct and a glimpsed view of the ridgeline of the mountains to the south east. As such the extent of the existing view is largely contained within an area immediately adjacent to the vantage point by existing structures and mature tree growth. The Proposed Development (and the Approved Scheme) would block views of the distant ridgeline and the sky view above the Application Site. Given that the existing visual context the Proposed and Approved Schemes would block a relatively small part of the view available to the east and south east; and as such the degree of visual obstruction would be medium. The implementation of the proposed high-rise development (approved planning application no. Y/TM-LTYY/11) will not affect the blockage of views caused by the Proposed Development.

7.25 *Effect on Public Viewers: Slight*

The view available to public viewers in this location is relatively limited owing to the relative flatness of the terrain and the density of the village / infrastructural development and mature tree growth. As such views are often limited to the next or adjacent development and in this case the structure of the West Rail viaduct and the adjacent trees. The character of the existing view juxtaposes the ornate and picturesque tree planting associated with the children's playground with low-rise village development, open storage type uses and large infrastructure. Therefore, the introduction of a new high-rise residential block would not have significant effect on public viewers with both the Proposed and the Approved Schemes giving rise to a slight effect. The proposed high-rise development (approved planning application no. Y/TM-LTYY/11) will change the effect on public viewers caused by the Proposed Development although it will change the appearance of the village landscape.

7.26 *Effect on Visual Resources: Medium*

Views to the east from this location are visually enclosed by a combination of the existing village and open storage developments, mature tree growth and the MTR West Rail viaduct. The main visual resources are mature trees, the glimpsed view of the existing mountain ridgeline to the south west and the sky view above the Application Site. Both the Proposed and Approved Schemes would obscure views of the distant mountain backdrop and so the main difference is the degree of blockage of the sky view above the Application Site. The Proposed Development with its more elevated building height would obscure more of the sky view than the Approved Scheme and so the effect on visual resources would be medium. For the Approved Scheme the effect on visual resources is also likely to be moderate. The proposed high-rise development (approved planning application no. Y/TM-LTYY/11) will change the effect on visual resources slightly with the blockage of the sky view above the canopies of the trees at the edge of the children's playground.

7.27 *Overall visual Impact:* Slightly adverse

As is evident in the photomontage views of the lower half of all of the residential block for the Proposed and Approved Schemes will be obscured by the intervening mature tree growth and MTR West Rail viaduct and noise enclosure. Further screening is provided by the tree planting at the junction with Ng Lau Road. Given a combination of the flat nature of the valley floor landscape, the density of the existing village development and mature trees visibility of the proposals will be limited to partial views of the proposed residential block. The architectural scheme has sought to minimise potential impacts through the articulation of the building facade and other measures potentially including the use of light colours for the architectural finishes which will reduce the silhouette effect of the upper part of the residential block when seen against the horizon. The articulation of the building facades creating areas of light and shade also helps to break-up the visual mass of the buildings. As such the overall predicted visual impact for the Proposed Development will be slightly adverse similar to the Approved Scheme despite its slightly lower BH. Despite the proposed high-rise development (approved planning application no. Y/TM-LTYY/11) changing the character of the view from this location, it will not affect the predicted impacts arising from the Proposed Development.

7.28 **Vantage Point 04 – View looking north east from the Tuen Mun Cycling Hub (Figures 7.5 and 7.5.1 refer).** The vantage point, at an elevation of +7.5 mPD and some 296 m to the south west of the Application Site represents the view available to recreational users of the Tuen Mun Cycling Hub part of the Tuen Mun Cycling Trail. The existing view is characterized by the MTR West Rail viaduct plus the emergency staircases to the east, with Hong Po Road in the foreground with the large pylon structures of the high voltage electricity lines and the structures associated with the Cycle Park to the west. Beyond this the view extends north towards the village areas although views of the development are largely obscured by intervening mature tree growth. The background to this view includes the lower hillslopes of Lau Fau Shan.

7.29 **Figure 7.5** shows the existing situation and the Proposed Development with the proposed San Hing Road (SHR) public housing development (Block 1 (+123 mPD) and Block 2 (+149 mPD)) in the middle ground and the proposed high-rise development (approved planning application no. Y/TM-LTYY/11 (Tower 5 (+94.8mPD)) to the south west of the Application Site; and **Figure 7.5.1** shows the Approved Scheme and the Proposed Development with the proposed San Hing Road (SHR) public housing development Blocks 1 and 2 and the proposed high-rise development (approved planning application no. Y/TM-LTYY/11 (Tower 5 (+94.8mPD)). The SHR proposals are shown in pink and the high-rise development (approved planning application no. approved Y/TM-LTYY/11) in yellow.

7.30 *Sensitivity of Public Viewers:* Medium

Although the view is available to recreational users of the Tuen Mun Cycling Hub is comprised of both mature tree growth and partial views of the mountain backdrop the view is compromised by the scale of the existing infrastructure and the public viewers are transitory. Given these factors the sensitivity of the public viewers is considered to be medium. The implantation of the SHR proposals particularly blocks 1 and 2 will transform the character of the view from this location and so reducing the sensitivity of public viewers. The visual sensitivity of this vantage point is considered medium. The degree of visibility towards the Application Site is partial and there are alternative views to the south and west however these are limited by the density of the existing village development.

7.31 *Visual Composition:* Apparent

Visibility towards the Proposed Development will be partial being limited to the central and upper portion of the residential block. The view from this westerly location focuses on the smaller south western facing building façade with an oblique view of the north western façade. As such the main aspect of the visual composition will be the orientation and disposition of the architectural scheme with its north – south alignment presenting the smallest face of the development to the view from this vantage point. Other measures include the articulation of the building façades and the use of light-coloured architectural finishes to minimise the silhouette effect. Views of the Approved Scheme would be similar in character. Both Schemes are not considered to be incompatible with their setting.

The Proposed Development will be compatible with the scale, architectural form and massing of the SHR proposals particularly blocks 1 and 2 which will be apparent in this view.

7.32 *Visual Obstruction: Small*

As the existing mature tree planting and the structures associated with the West Rail viaduct form the visual horizon in the central portion of the view adjacent to the Application Site the Proposed Development will not block views of the landscape to the north. This is the same for the Approved Scheme. The implementation of the SHR proposals will not change the blockage of view caused by the Proposed Development. As such the blockage of views will be small.

7.33 *Effect on Public Viewers: Moderate*

The view available to public viewers in this location is relatively limited owing to the surrounding features including the infrastructural development, village development and mature tree growth. Given the nature of the existing view and the transient nature of the public viewers the effect of the Proposed and Approved Schemes is likely to be moderate. Given the scale and proximity of the SHR proposals it may be argued that the effect of the Proposed and Approved Schemes on public viewers is less significant.

7.34 *Effect on Visual Resources: Medium*

In views towards the Application Site from this vantage point the existing features in the middle ground form the visual horizon and so Proposed Scheme (and the Approved Scheme) will appear to be beyond the horizon. As such the main effect on visual resources will be the loss of the sky view above the Application Site although this is limited owing to the orientation and disposition of the Proposed Scheme and the viewing distance. The quality of the existing view is compromised to an extent by the scale of the infrastructure and the effect on visual resources arising from the Proposed and Approved Schemes will be medium. The SHR proposals will have a significant effect on the visual resources which comprise the existing view looking north east from this location obscuring views of both the mountain backdrop and the sky view above. The SHK proposals will not change the effect on visual resources caused by the Proposed Scheme.

7.35 *Overall visual Impact: Slightly adverse*

Despite the relatively close viewing distance the Proposed Scheme (and the Approved Scheme) would form as a relatively small component of the view available from this location. The scale of the visible part of the proposals is due in part massing of the architectural scheme with its north – south orientation and the screening effect of the intervening structures and mature tree growth. The existing view is characterised by a number of large scale structures including the MTR West Rail and the high tension power lines and their pylon structures. The architectural scheme has sought to minimise potential impacts through the articulation of the building facade creating areas of light and shade breaking up the visual mass of the structure and other measures such as the use of light colours for the architectural finishes. As such the overall predicted visual impact for the Proposed Scheme will be slightly adverse. Similarly despite the lower building height the predicted visual impact for the Approved Scheme will also be slightly adverse. Despite the much larger scale and proximity of the SHR proposals which will transform the landscape visual amenity of the area, these proposals will not affect the slightly adverse impact predicted for the Proposed Scheme.

8.0 Conclusion

- 8.1 The design of the Proposed Scheme has sought to provide an appropriate architectural response to the landscape and visual context of a technically challenging Application Site while also being intensified to provide much needed additional housing. The design draws on the previously Approved Schemes and includes measures such as adopting a podium-free design, a building height which is responsive to its location; the design of the façade treatment in terms of its articulation and colouring, and the landscaping on the ground floor and roof areas.

8.2 Owing to the Application Sites significant physical and environmental constraints the location of the proposed residential block is fixed and it will not be possible to create a view corridor or building separations through the built form. For a number of the vantage points the proposed massing and architectural form presents a relatively small frontage to views and at these oblique viewing angles there would be no benefit from the creation of building separations. Whilst in views from the east and west the absence of a view corridor / building separation will be balanced to an extent by the shorter development frontage.

8.3 The landscape and visual context into which the Proposed Scheme would be introduced is a flat valley floor bounded by mountains to the east and west. The area has undergone extensive development with the high-rise development of Tuen Mun to the south giving way to sprawling village development in which many of the original village settlements have converged to form a continuous developed zone. This area is traversed by extensive infrastructural development including Castle Peak Road – Lam Tei section, the Yuen Long Highway; and the alignments of the MTR West Rail and LRT. Many of the existing rivers in the area have been channelised to form concrete lined nullahs. Within the local context of the Application Site there are precedents for high and medium-rise buildings with residential developments such as Fu Tai Estate, Parkland Villas and Siu Hong Court to the south and much closer developments such as The Sherwood and Botania Gardens to the north and east.

8.4 The Application Site is a relatively narrow rectangular shaped area on a north – south axis sandwiched between the viaduct and associated noise enclosure of West Rail to the west, the engineered banks of the Tuen Mun River to the south and Castle Peak Road to the east. The nature of the existing site has largely determined the form of the Proposed Scheme although as mentioned the architectural design has sought to minimise potential impacts as much as possible.

8.5 The Visual Envelope for the proposed development reveals a landscape in which views are limited by a combination of the existing village development, the structures associated with the infrastructural works and existing mature trees lining the roads and within the village areas. As such the primary zone of visual influence (the area from which all or most of the Proposed Scheme can be seen) is limited to the Castle Peak Road corridor and the adjacent village houses. Beyond this visibility is often obscured by adjacent village houses and mature tree growth; and so any views of the proposals are glimpsed or partial and limited to the upper storeys of the residential block.

8.6 Therefore given this limited visibility coupled with the developed character of the local area and the measures incorporated into the design to address potential visual impacts the Proposed Scheme would not have a significant impact on the visual amenity of the area. As has been demonstrated in the section of the report comparing the current Proposed and Approved Schemes there is no a significant difference in the predicted visual impacts. The assessment also demonstrates that although impacts are ascribed to certain village developments the VSRs whom actually have a view of the proposals are often limited to village houses at the edge of the settlements. Further that owing to the orientation and disposition of many of the local residential developments main views extend away from the Application Site and views of the proposals are secondary and often at oblique angles.

8.7 Based on a comparison of the previously Approved Scheme (Planning application no. A/TM-LTYY/426) clearly demonstrates that despite the more elevated building height (+74.425 mPD compared with +64.45 mPD) and the factors described above which serve to limit visibility towards the Proposed Scheme it is considered that the difference in the predicted visual impact due to the proposed building height restriction will be not be significant.

8.8 The implementation of the proposed San Hing Road (SHR) public housing development to the west and south of the Application Site will significantly change the future urban content and the outlook towards the Application Site. Similarly, the high-rise development (approved planning application no. Y/TM-LTYY/11) to the north of the Application Site will also change the character of existing views. In

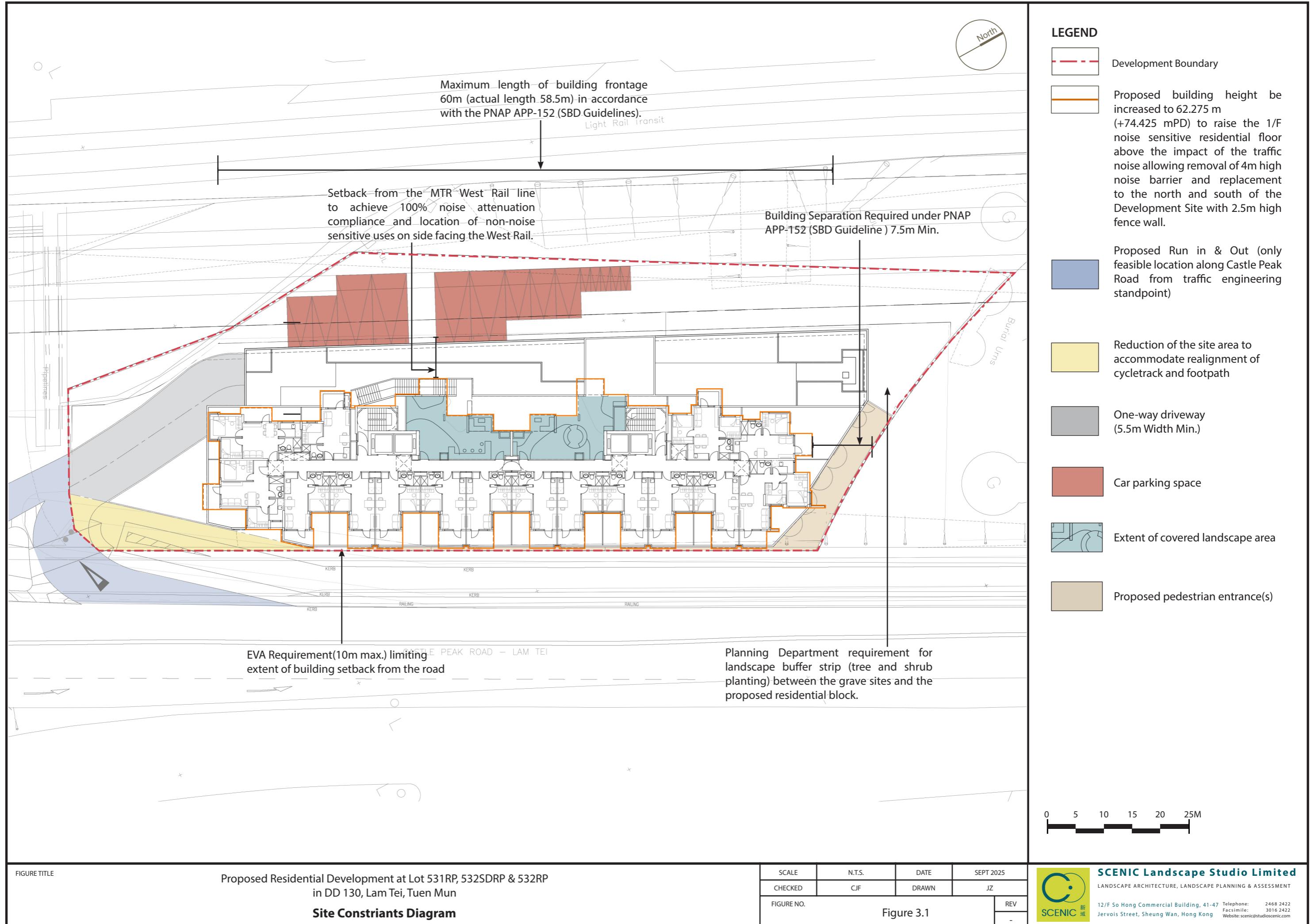
in this changed urban context the visual composition of the Proposed Scheme will be compatible. In some views, namely VP 01 – View south west from the pedestrian footbridge crossing Castle Peak Road and VP 02: View north west from To Yuen Wai, the implementation of these other schemes will have a direct impact on the degree of visual obstruction and the effect on visual resources caused by the Proposed Scheme. **Table 8.1** below provides summary of the visual impact assessment ratings.

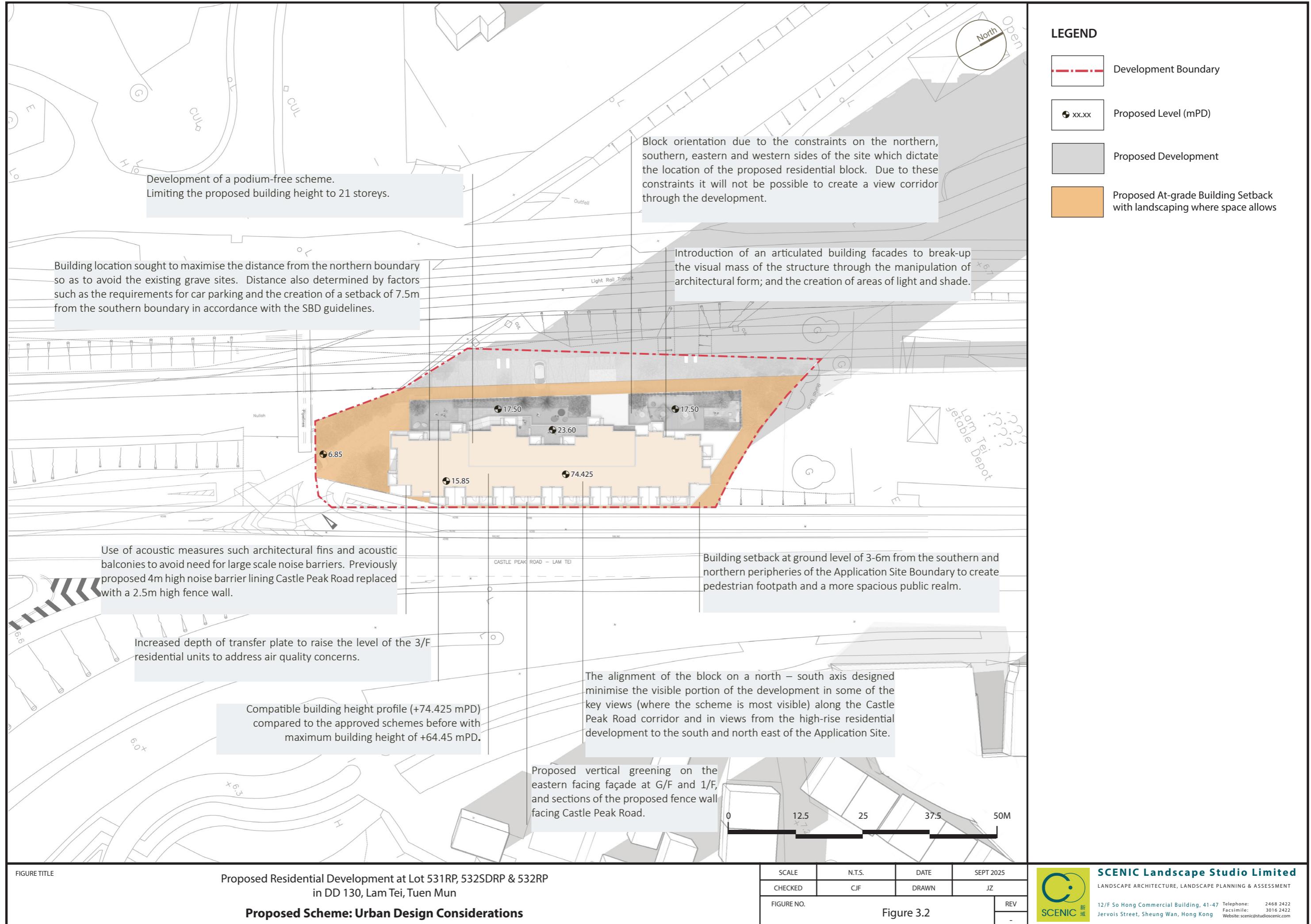
Table 8.1 Summary of Visual Impact Assessment Ratings

Vantage Point (VP)	Sensitivity of Public Viewers	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	Overall Visual Impact
VP 01: View south west from the pedestrian footbridge crossing Castle Peak Road	Medium	Apparent	Small	Moderate	Medium	Moderately adverse
VP 02: View north west from To Yuen Wai	Medium	Apparent	Medium	Moderate	Medium	Moderately adverse
VP 03: View south east from San Hing Road (adjacent to San Hing Tsuen Children's Playground)	Medium	Apparent	Medium	<u>Slight</u>	Medium	<u>Slightly adverse</u>
VP 04: View looking north east from the Tuen Mun Cycling Hub	Medium	Apparent	Small	Moderate	Medium	Slightly adverse

8.9 In summary the Proposed Scheme has been designed to respond to the existing and future landscape and visual context and reduce its visual prominence although the proposals are also compromised to an extent by the significant physical and environmental constraints of the site. The proposed relatively minor height relaxation would make a relatively small difference to the level of predicted visual impacts. The overall visual impact ranges from moderately adverse (VP 01 and 02) to slightly adverse (VP 03 and 04) however these impacts should be viewed in the context of the approved high and medium-rise developments which will form the backdrop to many of the views of the Proposed Development. The development proposal is in-tune with its landscape and visual context and that the adoption of the proposed architectural and landscape design measures do much to mitigate the predicted residual visual impacts.

Visual Impact Assessment Figures





Building disposition a single block due to the significant site constraints which determine the location of the residential portion of the development.

Proposed vertical greening on the eastern facing façade at G/F and 1/F, and sections of the proposed fence wall facing Castle Peak Road.

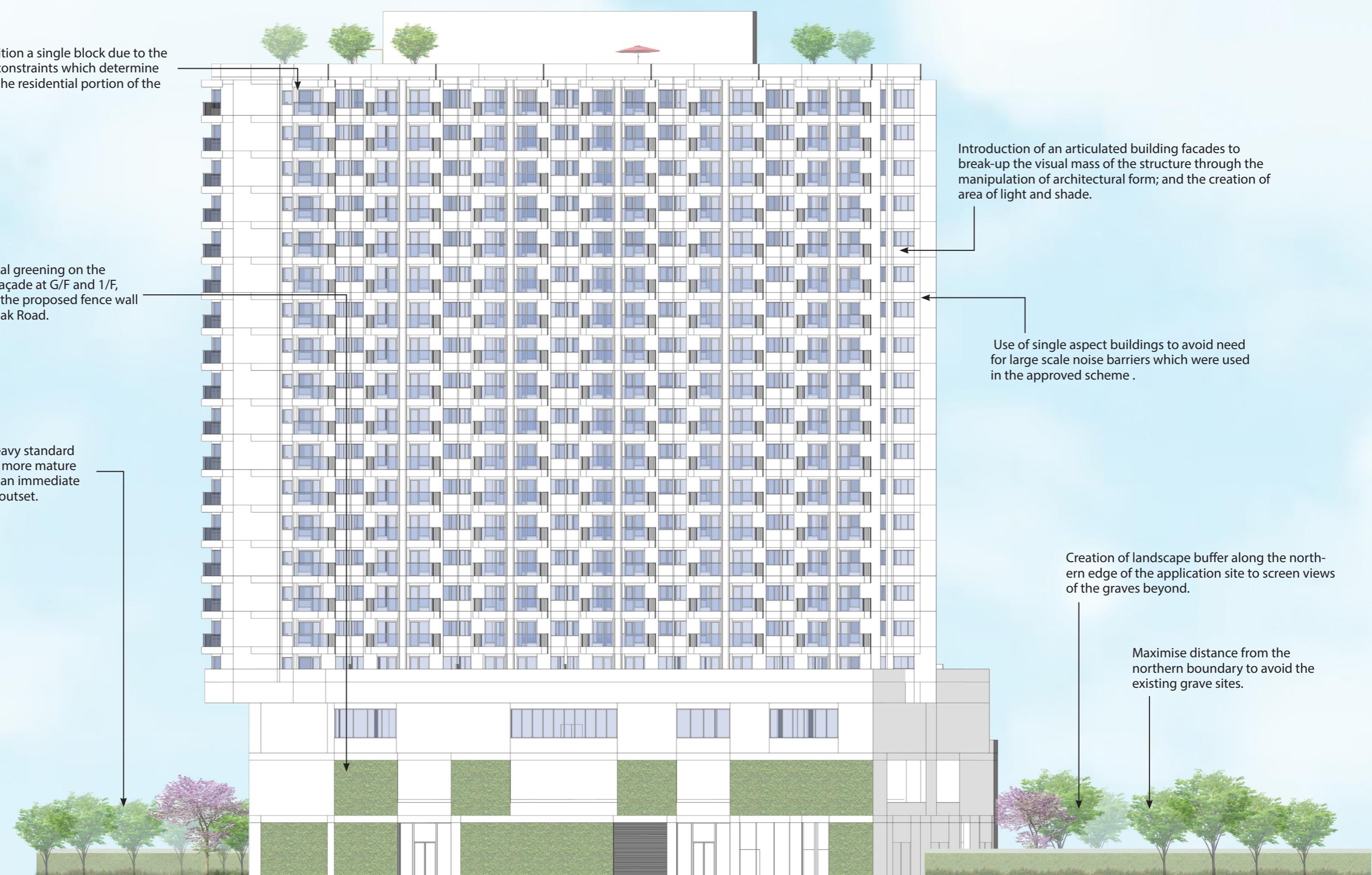
Utilisation of heavy standard trees creating a more mature landscape with an immediate effect from the outset.

Introduction of an articulated building facades to break-up the visual mass of the structure through the manipulation of architectural form; and the creation of area of light and shade.

Use of single aspect buildings to avoid need for large scale noise barriers which were used in the approved scheme .

Creation of landscape buffer along the northern edge of the application site to screen views of the graves beyond.

Maximise distance from the northern boundary to avoid the existing grave sites.



View of the eastern development frontage

FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Visual Impact Assessment: Analysis of Visual Context and Mitigation Measures

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DATE

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SEPT 2025

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FIGURE NO.

Figure 3.3

REV

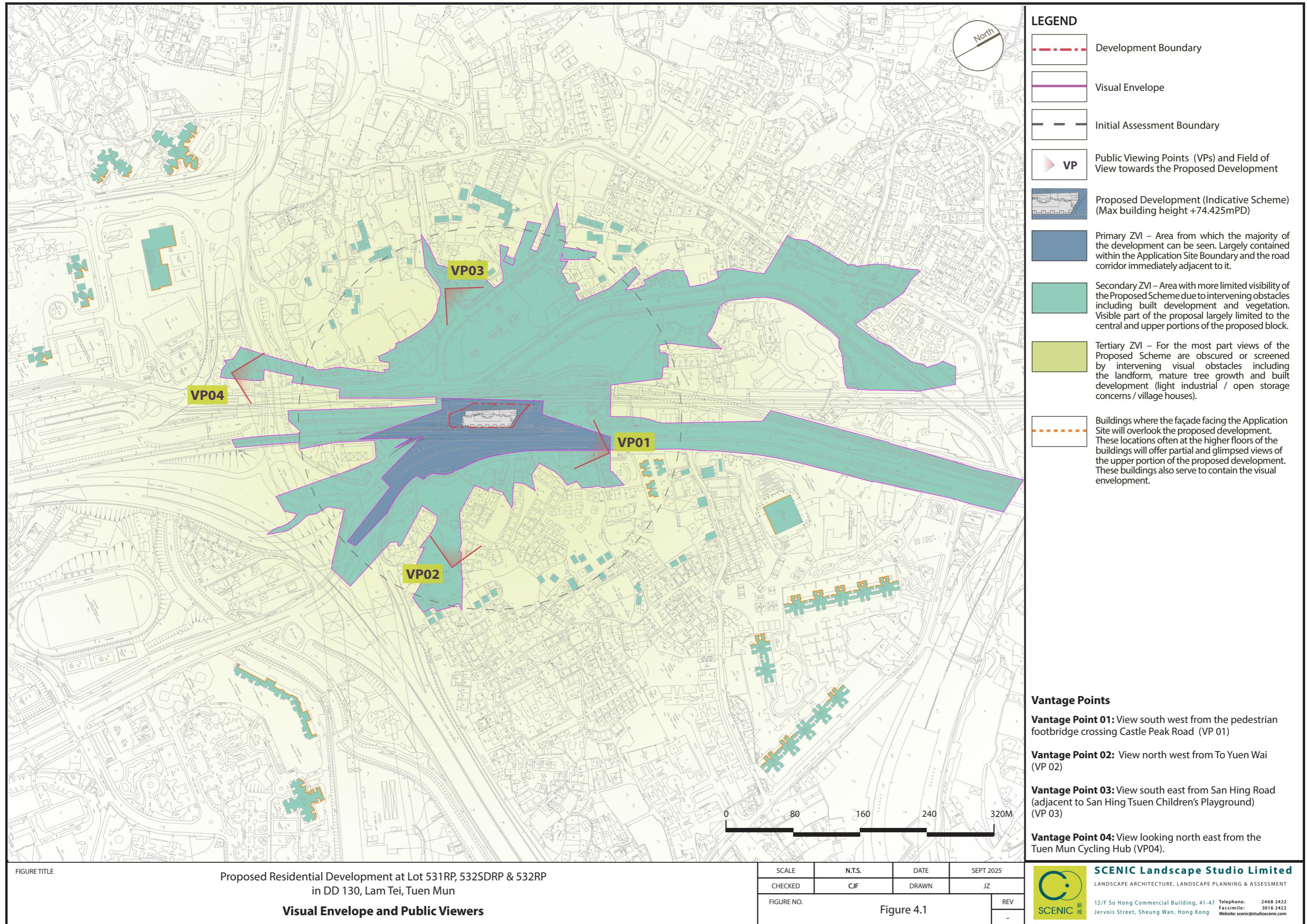
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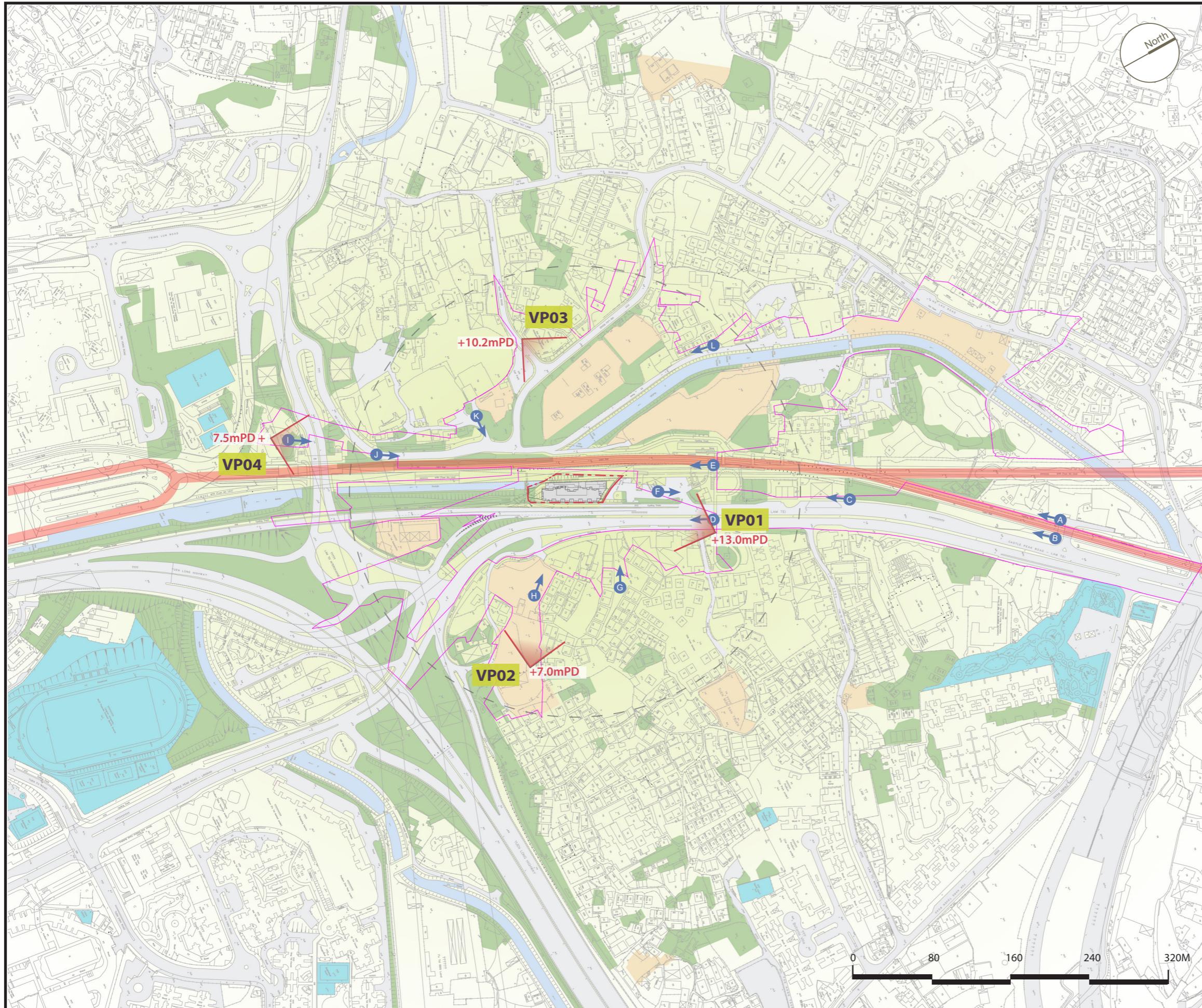


FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Visual Elements

SCALE N.T.S. DATE SEPT 2025

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FIGURE NO. Figure 4.2 REV -

LEGEND

- Development Boundary
- Zone of Visual Influence
- Visual Envelope
- Initial Assessment Boundary
- VP Public Viewing Points (VPs) and Field of View towards the Proposed Development
- A Location of photographs of Visual Elements
- +9.3mPD Height in mPD
- Road development
- Railway related development (MTR West Rail and LRT Light Rail Transit)
- Developed land (Village type development, modern high and medium-rise residential, light industrial and container storage)
- Derelict land and construction sites (some of the derelict land used as informal open space by local villagers)
- Existing trees and tree groups
- Rivers and watercourses (including channelised section of Teun Mun River)
- Open Space

Vantage Points

Vantage Point 01: View south west from the pedestrian footbridge crossing Castle Peak Road (VP 01)

Vantage Point 02: View north west from To Yuen Wai (VP 02)

Vantage Point 03: View south east from San Hing Road (adjacent to San Hing Tsuen Children's Playground) (VP 03)

Vantage Point 04: View looking north east from the Tuen Mun Cycling Hub (VP04).



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A View south along the LRT Line towards Tuen Mun showing the enclosure formed by a combination of village development and mature tree growth



B View south along Castle Peak Road enclosed by a combination of village development and mature tree growth with the high-rise development of Tuen Mun in the background



C View south along Castle Peak Road at closer proximity to the Application Site – view contained within the existing road corridor.



D View south from the footbridge of the Castle Peak Road showing the backdrop of existing high-rise residential development to the north of Tuen Mun and glimpsed views of the mountain backdrop. Existing infrastructural developments are visually prominent.

FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Visual Elements

SCALE	N.T.S.	DATE	SEPT 2025
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FIGURE NO.			REV
Figure 4.3			-



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E View looking south from the north bound platform of the LFT towards the high-rise development to the north of Tuen Mun.



F View looking south from the footpath connection between the LFT platform and Castle Peak Road and the footbridge over the Castle Peak Road



G View looking west from an open area in Tuen Mun San Tsuen Village demonstrating the visual enclosure formed by the dense village development.



H View looking west from an open area in To Yuen Wai showing the density of the village development obscuring views of the landscape beyond and the glimpsed and partial views of the mountain backdrop beyond the West Rail viaduct.

FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Visual Elements

SCALE	N.T.S.	DATE	SEPT 2025
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I View looking north from the LCSD Cycle Park towards the Application Site showing the visual enclosure formed by the West Rail viaduct and mature tree growth.



J View looking north demonstrating the visual dominance of the existing infrastructural developments which traverse the village landscape.



K View south east from San Hing Tsuen Children's Playground demonstrating the visual enclosure formed by the existing village development with the existing high-rose residential development of northern Tuen Mun in the background.



L View looking south west along the corridor formed by the existing nullah with village development to the north and mature tree growth to the south.

FIGURE TITLE

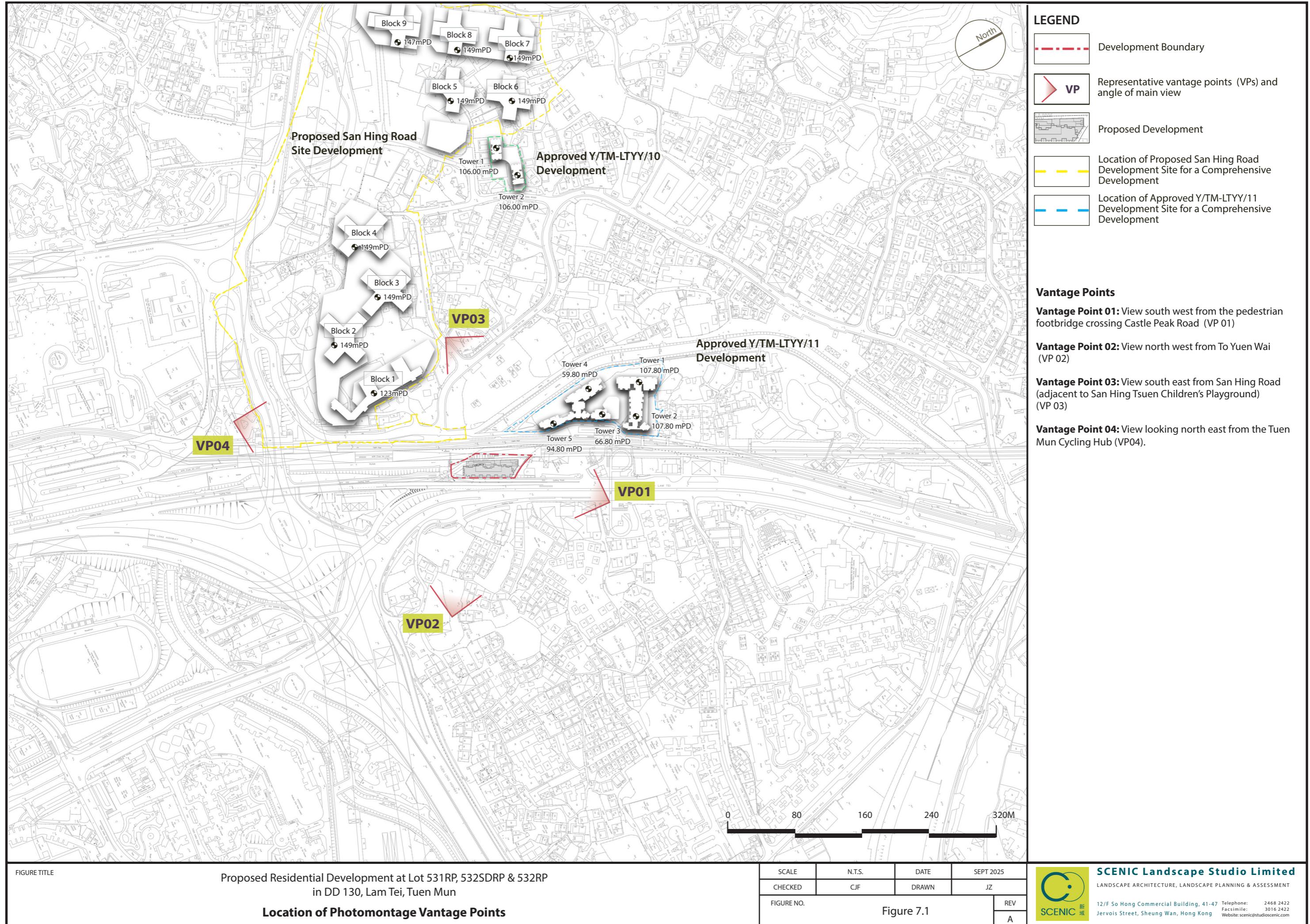
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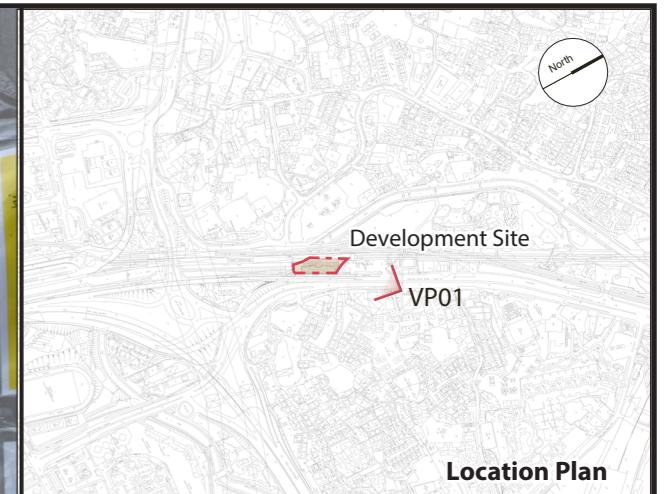
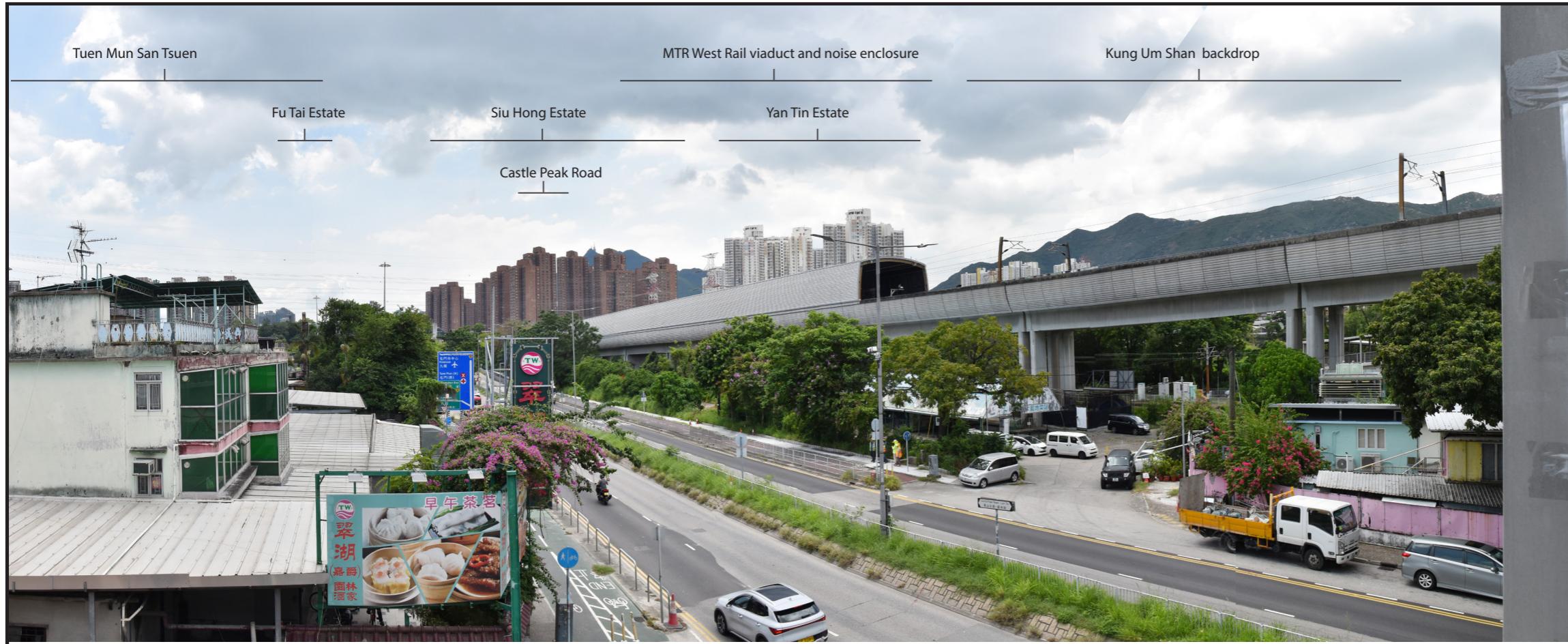
Visual Elements

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Vantage Point 01 (VP01)

Vantage point elevation: +13.0mPD
 Viewing distance: 100m
 Maximum height of Proposed Development: +74.425 mPD
 Maximum height of the Approved Scheme: +64.45 mPD

Vantage Point 01: View south west from the pedestrian footbridge crossing Castle Peak Road (Existing Situation)



- Approximate Location of Proposed Development
- - - Approximate Location of Proposed SHR Site Development
- - - Approximate Location of Approved residential development (Y/TM-LTY/11)

Note:
The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

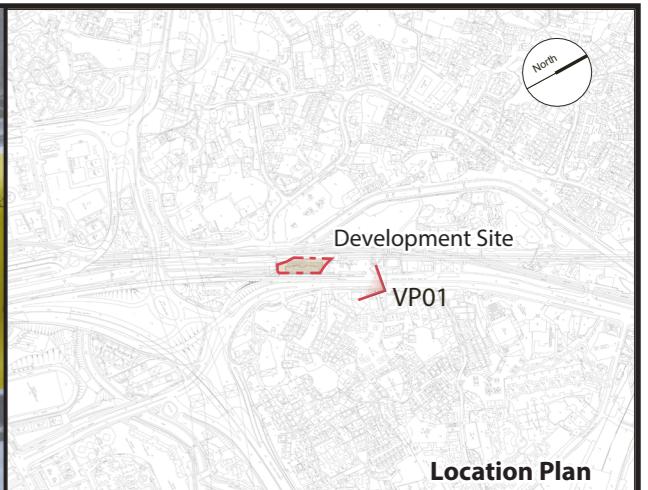
Building heights indicated on the photomontages refer to the towers visible from this location.

Vantage Point 01: View south west from the pedestrian footbridge crossing Castle Peak Road (Proposed Development & Proposed SHR Site Development & Approved Residential Dev)

FIGURE TITLE
 Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.			REV
Figure 7.2			A



Vantage Point 01 (VP01)

Vantage point elevation: +13.0mPD
 Viewing distance: 100m
 Maximum height of Proposed Development: +75.425 mPD
 Maximum height of the Approved Scheme: +64.45 mPD



- Approximate Location of Proposed Development
- Approximate Location of Proposed SHR Site Development
- Approximate Location of Approved residential development (Y/TM-LTYY/11)

Note:
The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

Building heights indicated on the photomontages refer to the towers visible from this location.

Vantage Point 01: View south west from the pedestrian footbridge crossing Castle Peak Road (Proposed Development & Proposed SHR Site Development & Approved Residential Dev)

FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun

Visual Impact Assessment: Photomontages

SCALE N.T.S. DATE SEPT 2025

CHECKED CJF DRAWN JZ

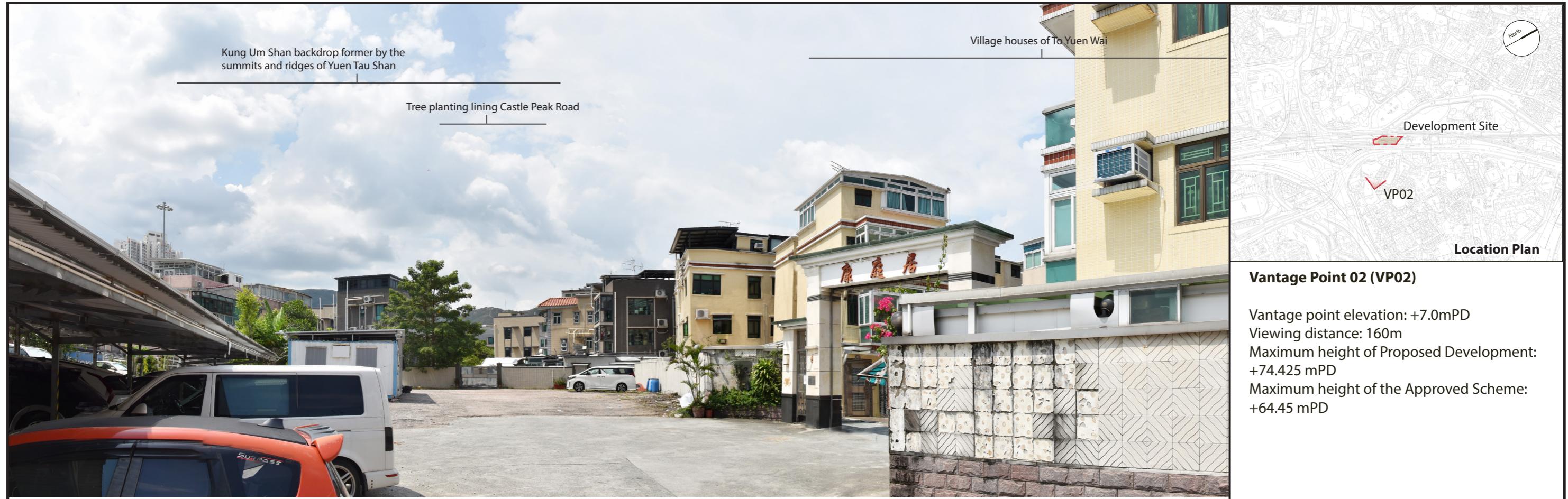
FIGURE NO. Figure 7.2.1 REV A



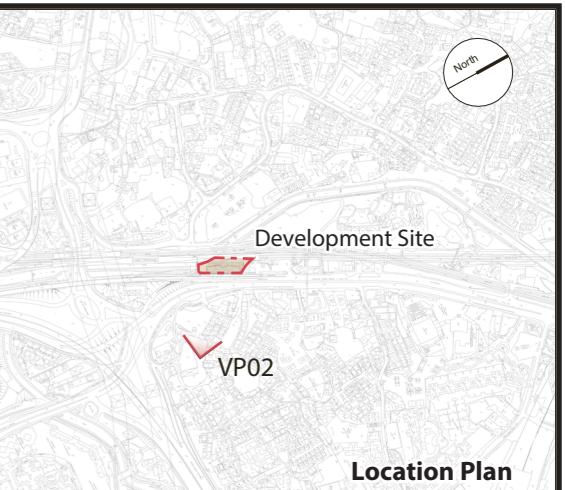
SCENIC Landscape Studio Limited

LANDSCAPE ARCHITECTURE, LANDSCAPE PLANNING & ASSESSMENT

12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong
 Telephone: 2468 2422
 Facsimile: 3016 2422
 Website: scenic@scenict.com.hk



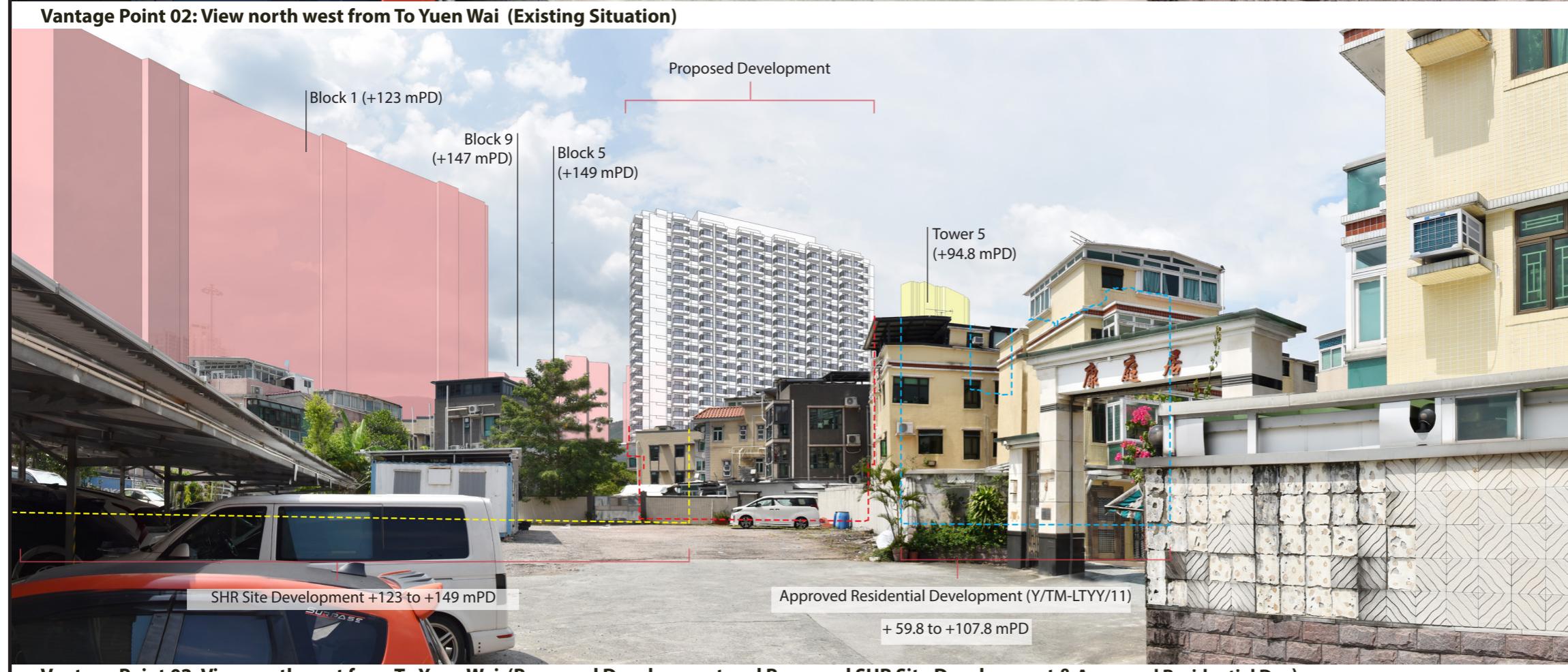
North



Location Plan

Vantage Point 02 (VP02)

Vantage point elevation: +7.0mPD
 Viewing distance: 160m
 Maximum height of Proposed Development: +74.425 mPD
 Maximum height of the Approved Scheme: +64.45 mPD



- Approximate Location of Proposed Development
- Approximate Location of Proposed SHR Site Development
- Approximate Location of Approved residential development (Y/TM-LTYY/11)

Note:
 The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

Building heights indicated on the photomontages refer to the towers visible from this location.

Vantage Point 02: View north west from To Yuen Wai (Proposed Development and Proposed SHR Site Development & Approved Residential Dev)

FIGURE TITLE

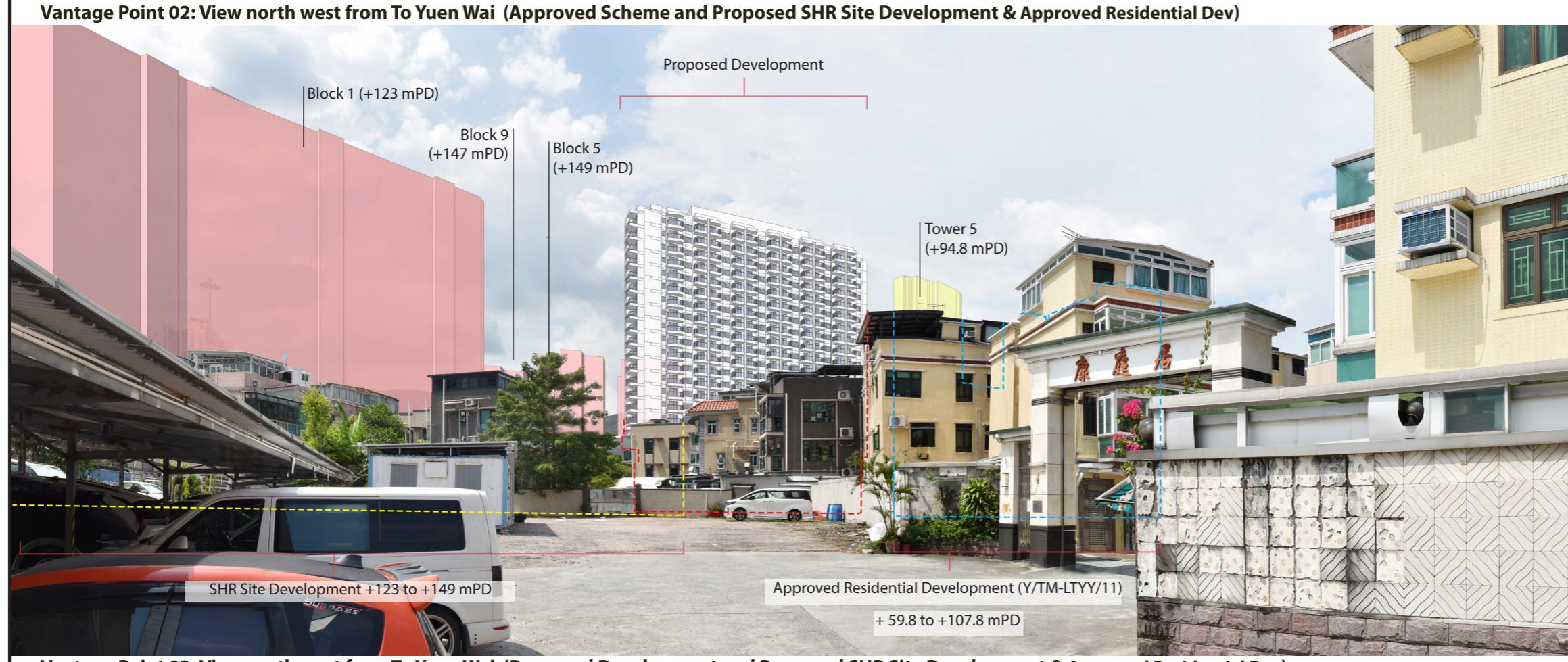
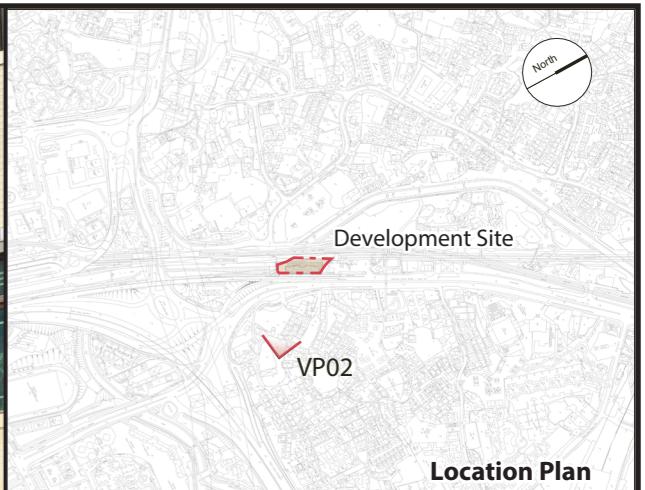
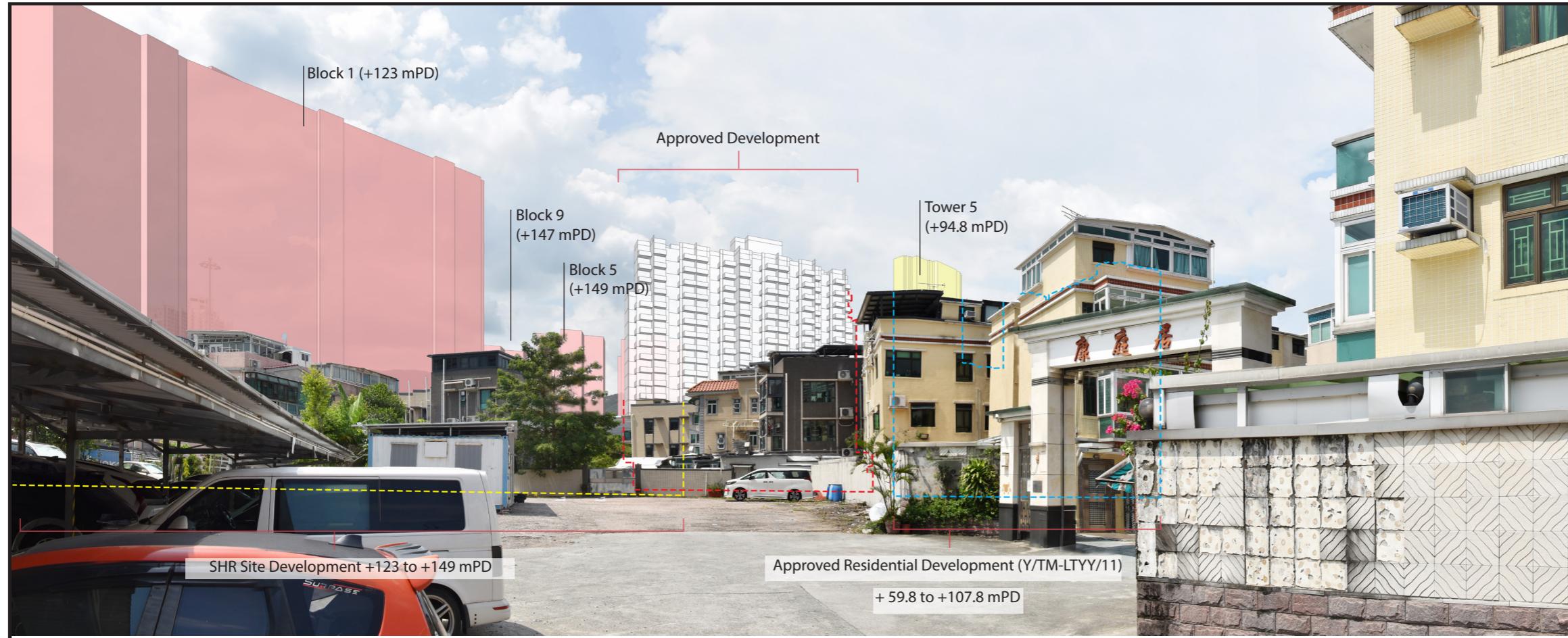
Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun

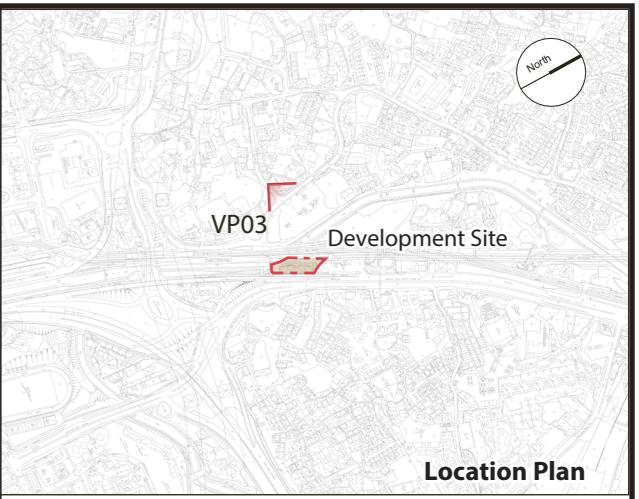
Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.		Figure 7.3	
		REV A	



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Vantage Point 03 (VP03)

Vantage point elevation: +10.2mPD
 Viewing distance: 150m
 Maximum height of Proposed Development: +74.425 mPD
 Maximum height of the Approved Scheme: +64.45 mPD



- Approximate Location of Proposed Development
- Approximate Location of Proposed SHR Site Development
- Approximate Location of Approved residential development (Y/TM-LTY/11)

Note:
 The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

Building heights indicated on the photomontages refer to the towers visible from this location.

Vantage Point 03: View south east from San Hing Road (adjacent to San Hing Tsuen Children's Playground) (Proposed Development & Approved Residential Development)

FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun

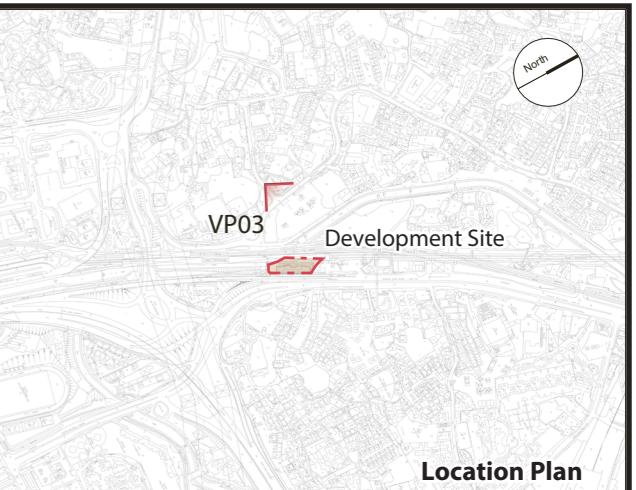
Visual Impact Assessment: Photomontages

SCALE N.T.S. DATE SEPT 2025

CHECKED CJF DRAWN JZ

FIGURE NO. Figure 7.4 REV

A



Vantage Point 03 (VP03)

Vantage point elevation: +10.2mPD
 Viewing distance: 150m
 Maximum height of Proposed Development: +74.425 mPD
 Maximum height of the Approved Scheme: +64.45 mPD



- Approximate Location of Proposed Development
- Approximate Location of Proposed SHR Site Development
- Approximate Location of Approved residential development (Y/TM-LTYY/11)

Note:
 The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

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Vantage Point 03: View south east from San Hing Road (adjacent to San Hing Tsuen Children's Playground) (Proposed Development & Approved Residential Development)

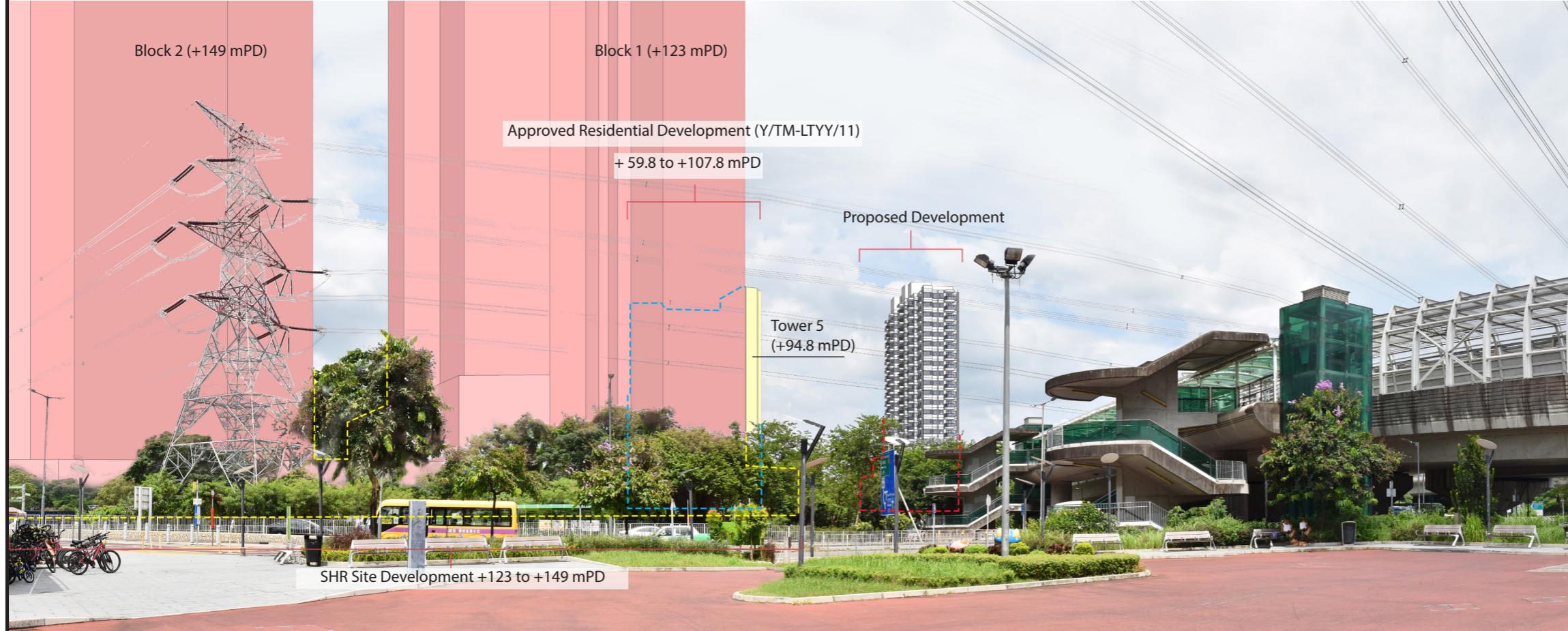
FIGURE TITLE
 Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.			REV
Figure 7.4.1			A



Vantage Point 04: View looking north east from Tuen Mun Cycling Hub (Existing Situation)

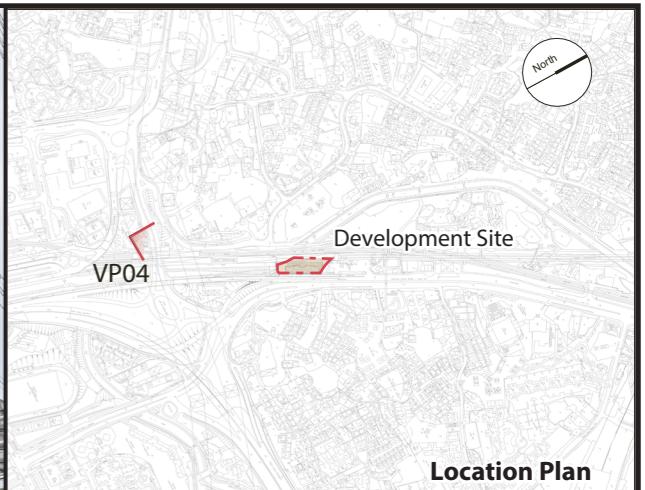


Vantage Point 04: View looking north east from Tuen Mun Cycling Hub (Proposed Development and Proposed SHR Site Development & Approved Residential Development)

FIGURE TITLE
Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.		REV	
Figure 7.5		A	



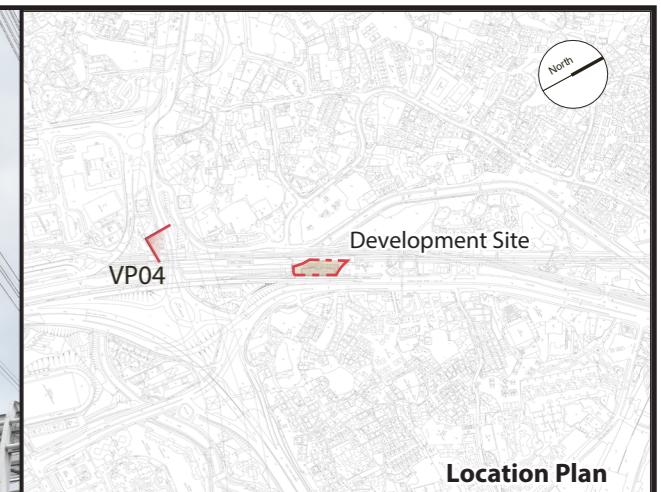
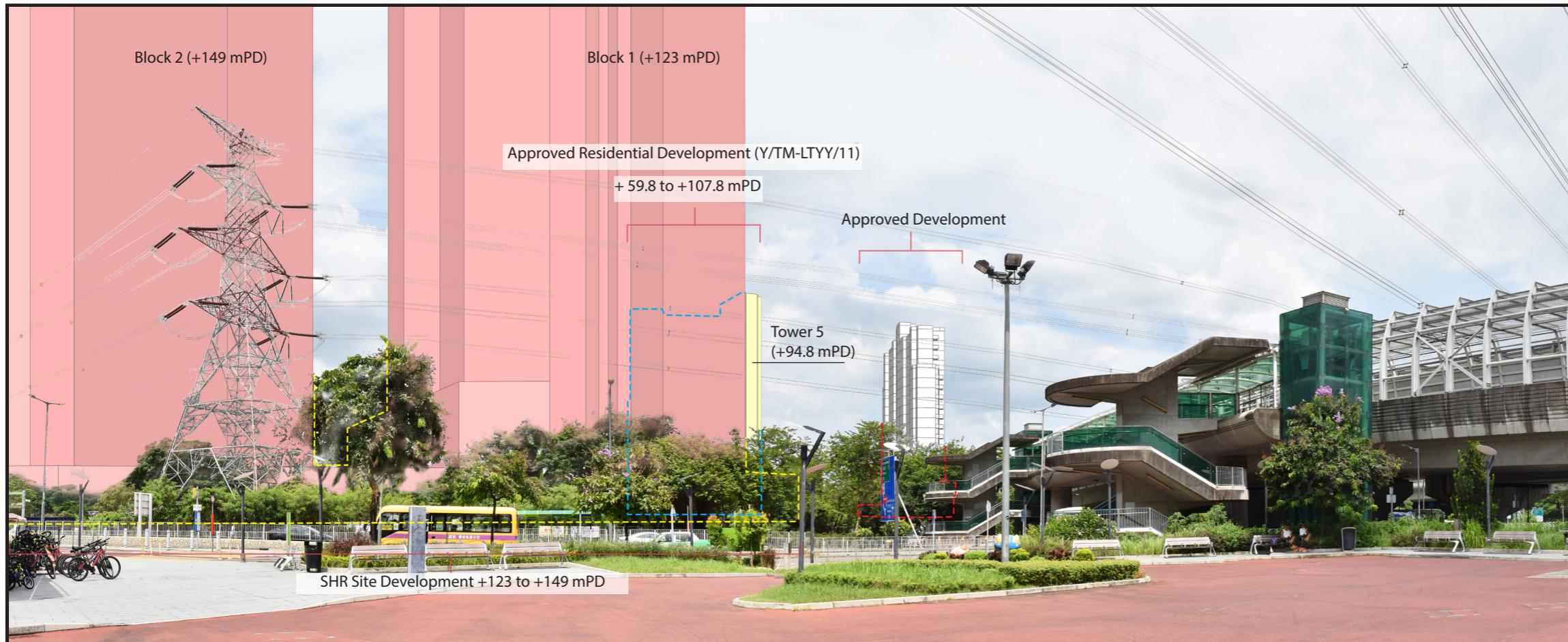
Vantage Point 04 (VP04)

Vantage point elevation: +7.5mPD
Viewing distance: 296m
Maximum height of Proposed Development: +74.425 mPD
Maximum height of the Approved Scheme: +64.45 mPD

- Approximate Location of Proposed Development
- - - Approximate Location of Proposed SHR Site Development
- - - Approximate Location of Approved residential development (Y/TM-LTY/11)

Note:
The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

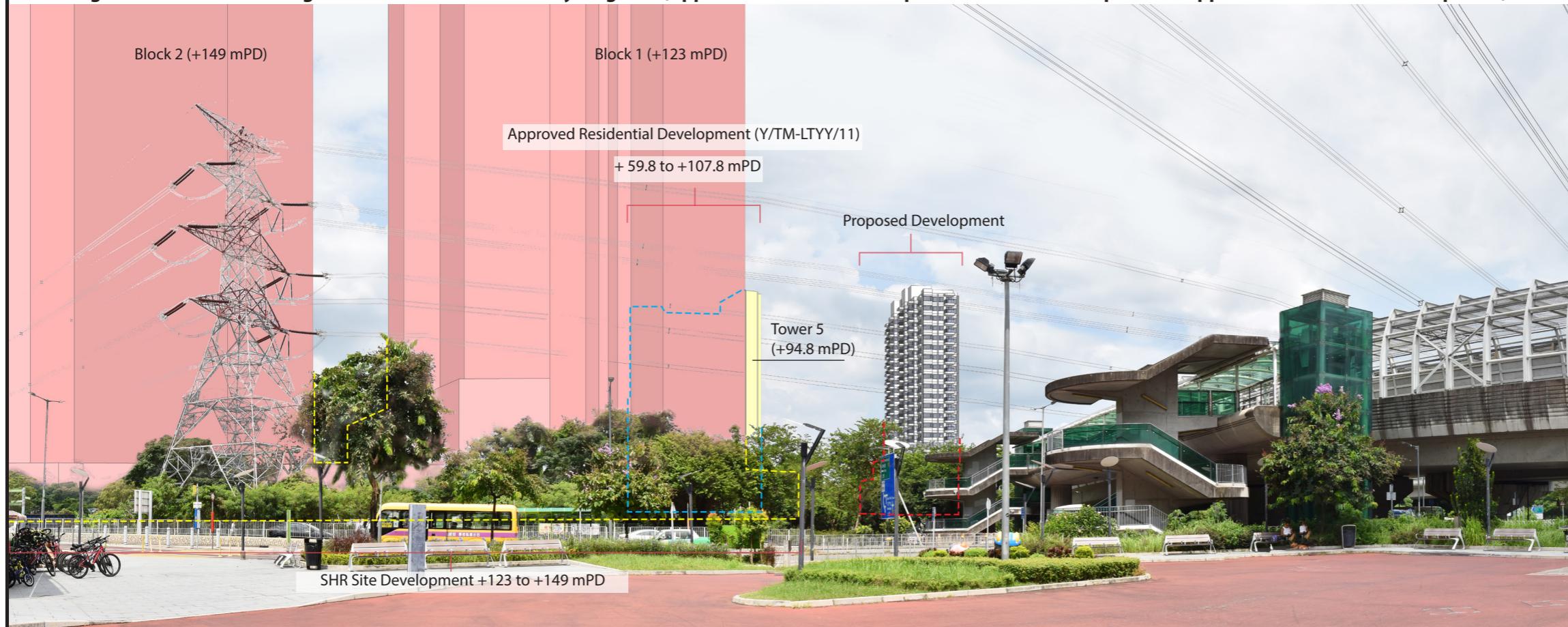
Building heights indicated on the photomontages refer to the towers visible from this location.



Vantage Point 04 (VP04)

Vantage point elevation: +7.5mPD
 Viewing distance: 296m
 Maximum height of Proposed Development: +74.425 mPD
 Maximum height of the Approved Scheme: +64.45 mPD

Vantage Point 04: View looking north east from Tuen Mun Cycling Hub (Approved Scheme and Proposed SHR Site Development & Approved Residential Development)



- Approximate Location of Proposed Development
- - - Approximate Location of Proposed SHR Site Development
- - - Approximate Location of Approved residential development (Y/TM-LTYY/11)

Note:
 The red dashed line represents the approximate location of the Proposed Development and Approved Scheme where views are obscured by intervening obstacles.

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Vantage Point 04: View looking north east from Tuen Mun Cycling Hub (Proposed Development and Proposed SHR Site Development & Approved Residential Development)

FIGURE TITLE
 Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun
Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.			REV
Figure 7.5.1		REV	A