

**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTY/502)

Further Information No. 3

Appendix III

Replacement Pages of 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
(Changed Pages)**

24th March 2026

Prepared By:

SCENIC Landscape Studio Limited



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 (Changed Pages)

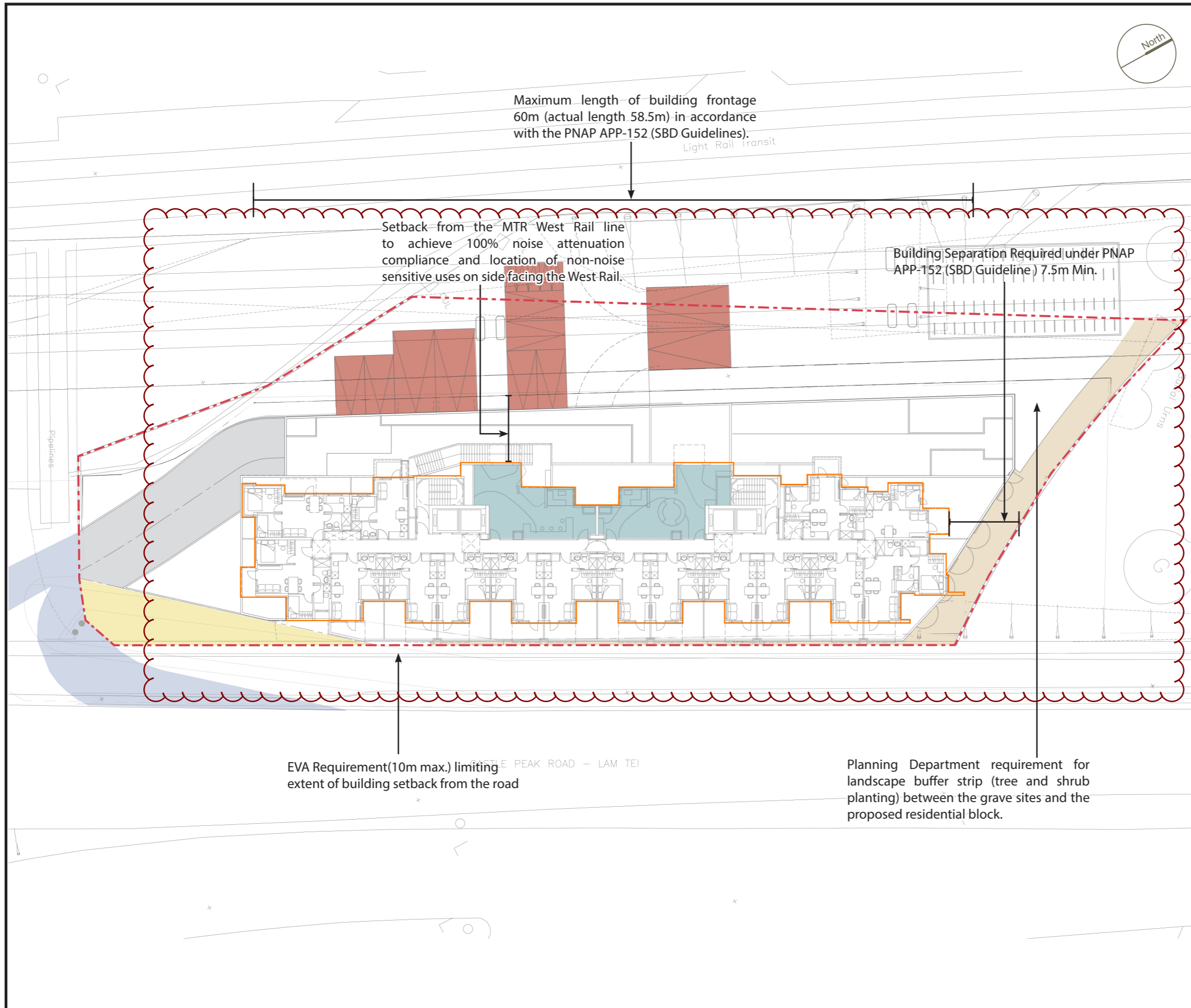
Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20251104	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
A	20251107	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
B	20260123	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
C	20260204	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
D	20260324	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client

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.	<u>20</u> 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 <u>6.8 – 10</u> m from the north west (1/F) and <u>0.4</u> 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**.



LEGEND

- Development Boundary
- Proposed building height be increased to 62.275 m (+74.425 mPD) to raise the 1/F noise sensitive residential floor above the impact of the traffic noise allowing removal of 4m high noise barrier and replacement to the north and south of the Development Site with 2.5m high fence wall.
- Proposed Run in & Out (only feasible location along Castle Peak Road from traffic engineering standpoint)
- Reduction of the site area to accommodate realignment of cycletrack and footpath
- One-way driveway (5.5m Width Min.)
- Car parking space
- Extent of covered landscape area
- Proposed pedestrian entrance(s)

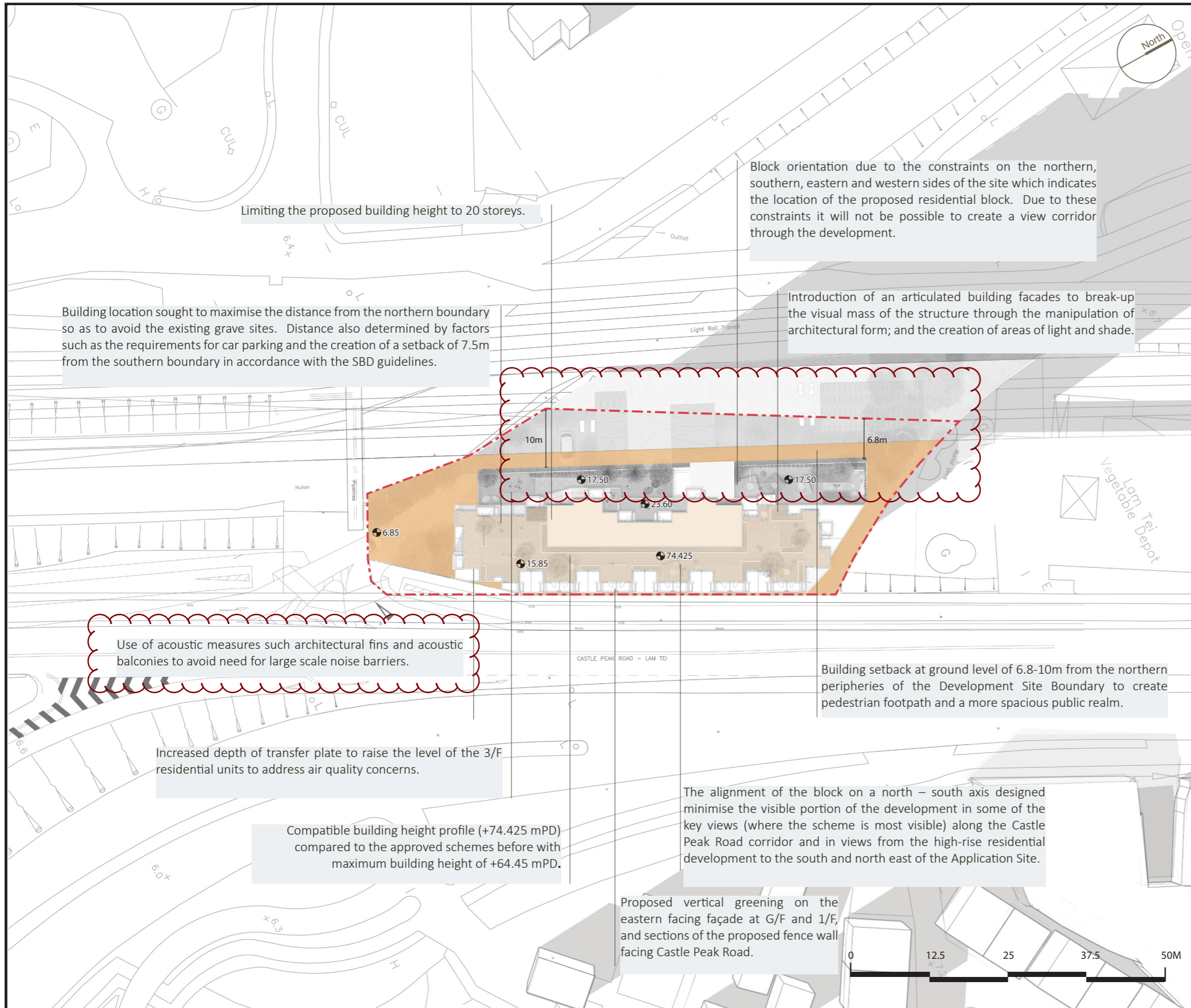


FIGURE TITLE
 Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun
Site Constraints Diagram

SCALE	N.T.S.	DATE	SEPT 2025
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FIGURE NO.	Figure 3.1		REV B

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LEGEND



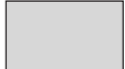

-  Development Boundary
-  Proposed Level (mPD)
-  Proposed Development
-  Proposed At-grade Building Setback with landscaping where space allows



FIGURE TITLE
**Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun**
Proposed Scheme: Urban Design Considerations

SCALE	N.T.S.	DATE	SEPT 2025
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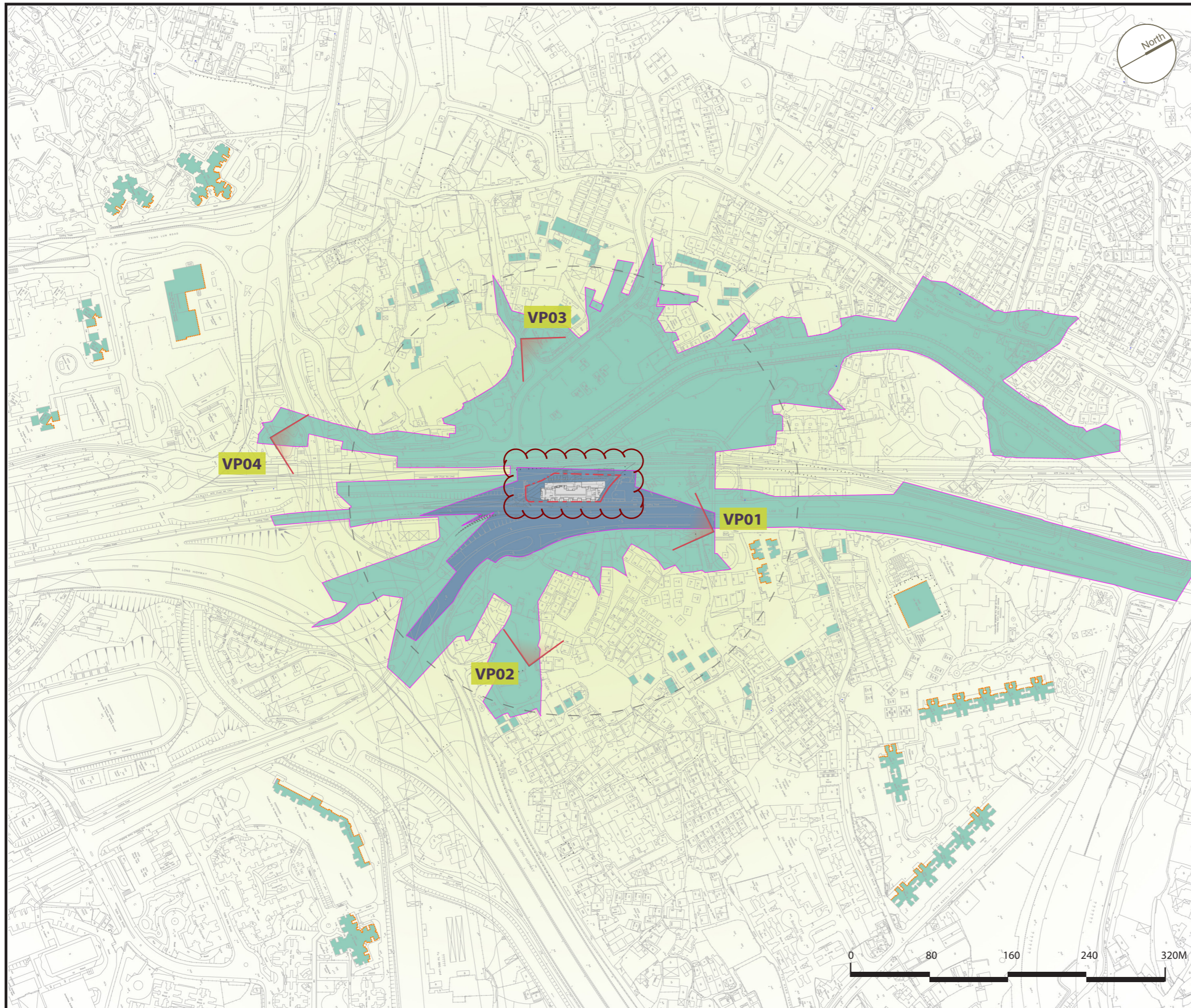
View of the eastern development frontage

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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FIGURE NO.	Figure 3.3		REV A

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LEGEND

-  Development Boundary
-  Visual Envelope
-  Initial Assessment Boundary
-  **VP** Public Viewing Points (VPs) and Field of View towards the Proposed Development
-  Proposed Development (Indicative Scheme) (Max building height +74.425mPD)
-  Primary ZVI – Area from which the majority of the development can be seen. Largely contained within the Application Site Boundary and the road corridor immediately adjacent to it.
-  Secondary ZVI – Area with more limited visibility of the Proposed Scheme due to intervening obstacles including built development and vegetation. Visible part of the proposal largely limited to the central and upper portions of the proposed block.
-  Tertiary ZVI – For the most part views of the Proposed Scheme are obscured or screened by intervening visual obstacles including the landform, mature tree growth and built development (light industrial / open storage concerns / village houses).
-  Buildings where the façade facing the Application Site will overlook the proposed development. These locations often at the higher floors of the buildings will offer partial and glimpsed views of the upper portion of the proposed development. These buildings also serve to contain the visual envelopment.

Vantage Points

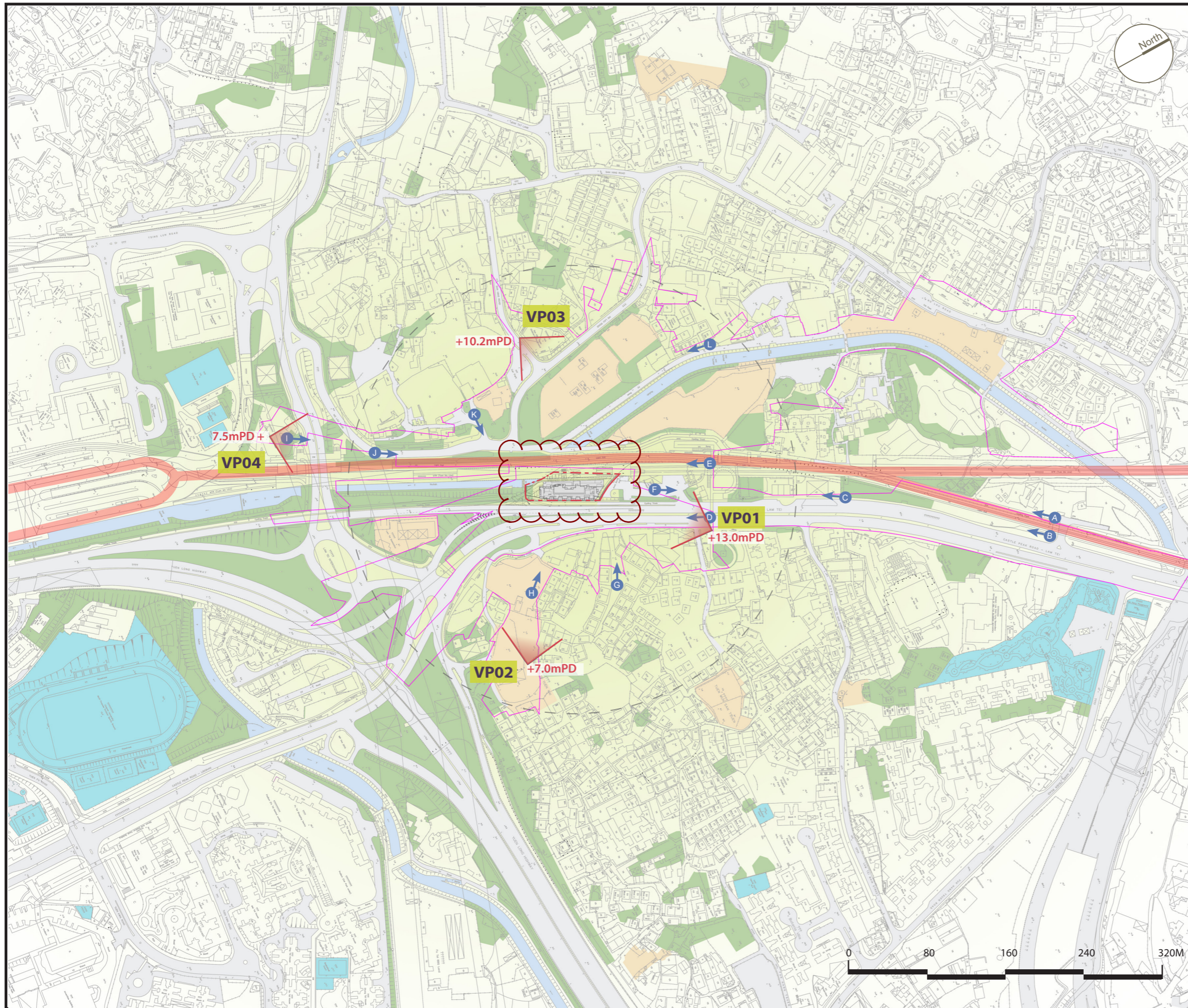
- Vantage Point 01:** View south west from the pedestrian footbridge crossing Castle Peak Road (VP 01)
- Vantage Point 02:** View north west from To Yuen Wai (VP 02)
- Vantage Point 03:** View south east from San Hing Road (adjacent to San Hing Tsuen Children's Playground) (VP 03)
- Vantage Point 04:** View looking north east from the Tuen Mun Cycling Hub (VP04).

FIGURE TITLE
**Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
 in DD 130, Lam Tei, Tuen Mun**
Visual Envelope and Public Viewers




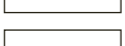
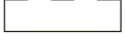


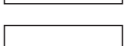

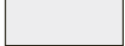




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LEGEND

-  Development Boundary
-  Zone of Visual Influence
-  Visual Envelope
-  Initial Assessment Boundary
-  Public Viewing Points (VPs) and Field of View towards the Proposed Development
-  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)

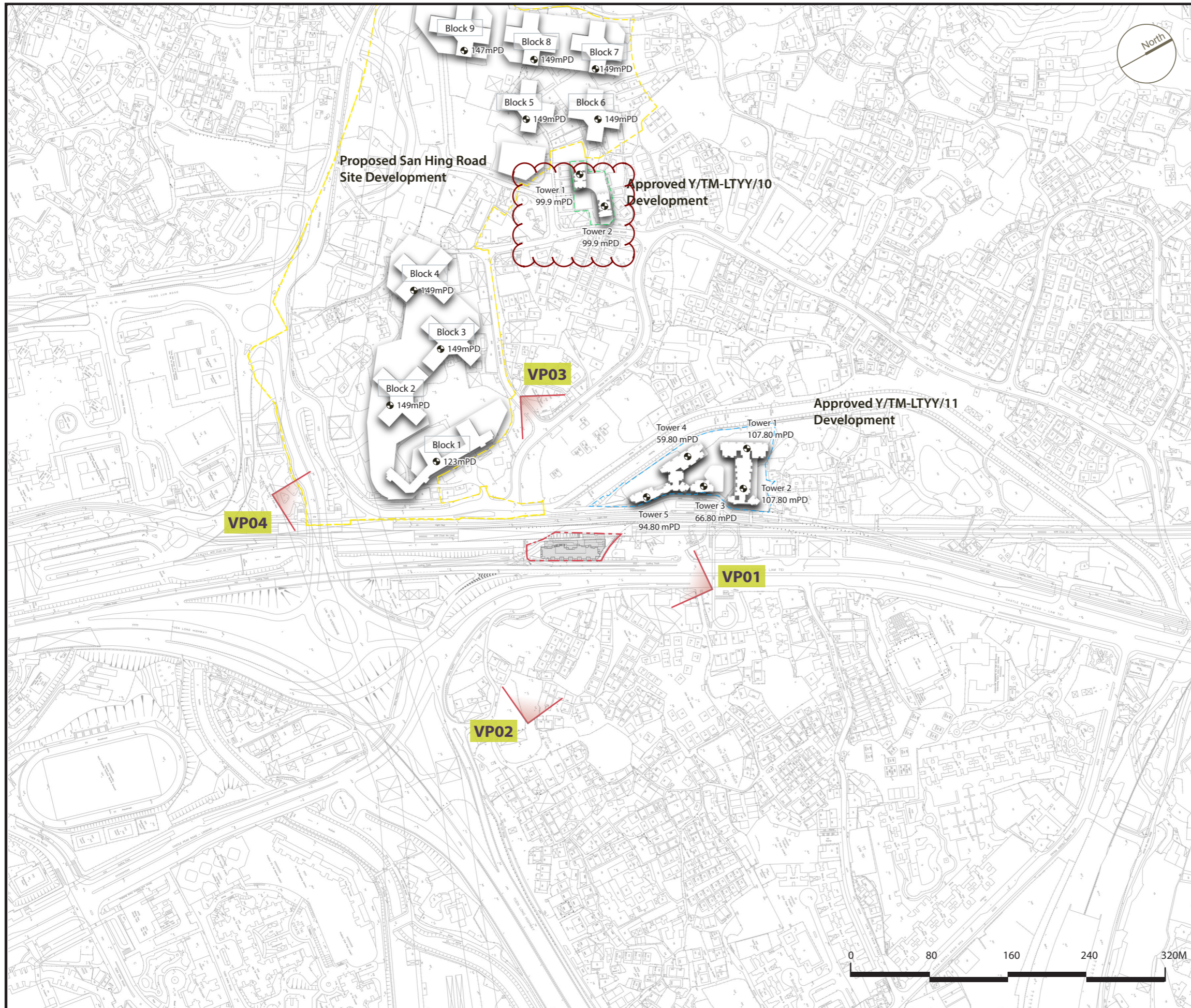
Vantage Point 04: View looking north east from the Tuen Mun Cycling Hub (VP04).

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




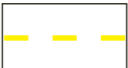

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LEGEND

-  Development Boundary
-  Representative vantage points (VPs) and angle of main view
-  Proposed Development
-  Location of Proposed San Hing Road Development Site for a Comprehensive Development
-  Location of Approved Y/TM-LTY/11 Development Site for a Comprehensive Development

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).

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

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