

**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. 4

Appendix II

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)**

6th May 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
E	20260506	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client

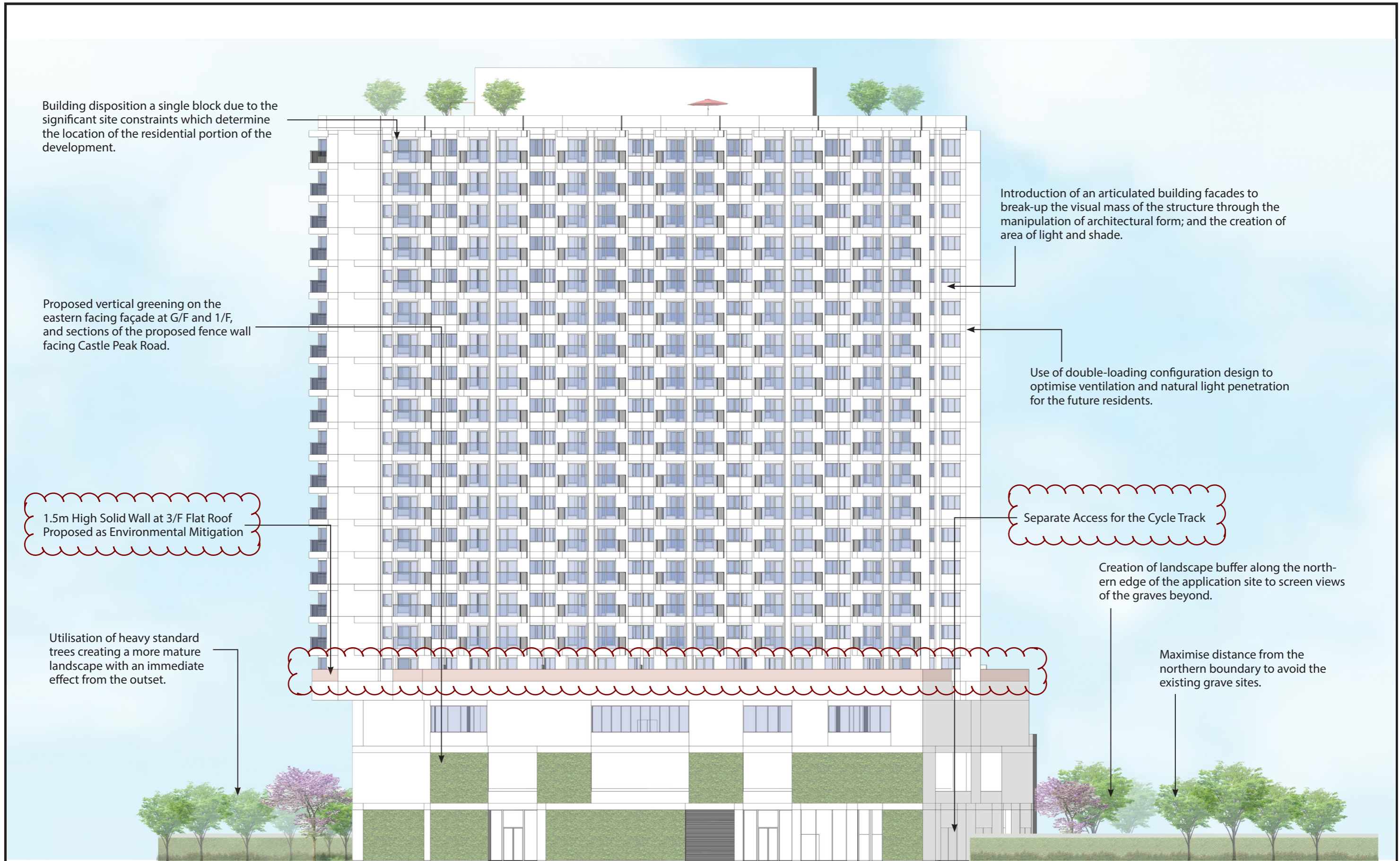
Table 3.1: Comparison of Approved and Proposed Scheme

Parameters	Approved Scheme	Proposed Scheme
Maximum Building Height	19 storey residential block with a maximum building height of +64.45 mPD.	20 storey residential block with a maximum building height of +74.425 mPD.
Podium	<u>2 Storey Podium</u> (Parking in basement level, loading / unloading etc in landscape at G/F)	<u>3 Storey Podium</u> (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 <u>Development Boundary</u> (1/F).	Approximately 6.8 – 10 m from the north west (1/F) and 0.4 m for the south eastern <u>Development Boundary</u> (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**.

Visual Impact Assessment Figures



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

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 3.3		REV B

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