

## **Appendix IX**

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*Visual Impact Assessment*



## **VISUAL IMPACT ASSESSMENT**

### **1. INTRODUCTION**

- 1.1 This report on Visual Impact Assessment ("VIA") is prepared in accordance with the "*Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board*" ("**TPB PG No. 41**"). It is intended to evaluate the possible visual effects may be generated by the proposed private residential development scheme-cum-wetland restoration proposal both in local- and district-wide contexts within a site of about 51,070m<sup>2</sup> (round-up figure) at various lots in D.D. 104 (hereinafter collectively called the "**Subject Site**") (**Plan 1**).
- 1.2 The Subject Site falls within an area zoned "Other Specified Uses for "Comprehensive Development to include Wetland Restoration Area" only" ("**OU(CDWRA)**") on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 ("**OZP**") (**Plan 1**). In the Notes of the OZP for "OU(CDWRA)" zone, the Subject Site is restricted to a maximum plot ratio of 0.4 and a maximum building height of 6 storeys including car park. Both 'House' and 'Wetland Habitat' are column 2 uses.

### **2. SURROUNDING SITE CONTEXT**

- 2.1 The Subject Site is located north of Kam Pok Road East, Pok Wai, Yuen Long, New Territories (**Plan 1** and **Plan 2**). It covers a total land area of about 51,070m<sup>2</sup> (round-up figure) and is presently occupied by abandoned ponds with some scattered temporary structures and paved areas.
- 2.2 The Subject Site is bounded by Kam Pok Road East to its south; Man Yuen Chuen, open storage yards and a vehicle depot to its west; existing ponds to its north and northeast; and vacant land currently zoned as "Village Type Development" ("**V**") to its southeast (**Plans 1** and **2**). Presently, the Subject Site is basically enclosed by low-rise (i.e. one to three storeys) building structures and open storage activities. High potential redevelopment/development sites to the north, west and south of the Subject Site within the same "OU(CDWRA)" zone are also available in the near future.

### **3. PROPOSED DEVELOPMENT SCHEME**

- 3.1 The proposed development scheme comprises two major components: private houses and a

wetland restoration area. The overall land-use proportion of these two development components is around 60:40, i.e. about 30,870m<sup>2</sup> (approximately 60%) being allocated for house development and about 20,200m<sup>2</sup> (approximately 40%) being planned for wetland habitat purposes.

- 3.2 The present proposed development is being formulated in a comprehensive development scheme approach. There is a total of 114 private housing units with building heights ranged from 2 storeys to 4 storeys (**Plans 3 - 7**). As shown in **Plan 3**, a row of six 4-storey (above ground level) housing blocks is planned to be centralised at the middle of the Subject Site surrounding by 2-storey houses with a view to keep away from the existing open storage activities to its west. All 3-storeys housing blocks will be located in the south-western and eastern sides of the Subject Site to allow adequate design flexibility for the proposed wetland area.
- 3.3 For provision of on-site carparking facilities, partly are planned in the form of carports for housing cluster at the southwestern side (**Plan 4**) and partly are proposed at the basement level (**Plan 7**). Two 2-storey ancillary clubhouses, one on each side of the southern vehicular ingress/egress point, are planned to serve the proposed development (**Plan 3**).
- 3.4 Compared to the maximum permissible building height of 6 storeys including basement level(s) stipulated in the Notes of the OZP, the overall development profile of the proposed scheme by adopting 2- to 3-storey (above ground) houses surrounding a short row of 4-storey (above ground) houses represents the most compatible arrangement with its surrounding development settings in the area, in terms of visual effect.

#### **4. SELECTION OF PUBLIC VIEWING POINTS**

- 4.1 To assess the possible visual impact of the proposed development at this piece of wide flat land area of the Nam Sang Wai area, a total of 11 initial visually sensitive public viewing points ("VPs") were selected at the early assessment stage (i.e. 10 of them represent the local context and 1 for the district context) (**Plan 8**). As the topography at this part of the Nam Sang Wai area is relatively flat and being surrounded by brownfield activities, it is rather difficult to locate any other meaningful public VPs in the local- or district-wide context.
- 4.2 However, after site inspections, only seven of them (i.e. VP2, VP4, VP5, VP6, VP9, VP10 and VP11) (**Plan 8**) are considered appropriate for this VIA as the others cannot view the

Subject Site mainly because they are being obstructed/screened off/filtered completely by existing vegetation, trees or structures (**Plan 9**). In these seven selected VPs, six are in the local-wide context (i.e. VP2, VP4, VP5, VP6, VP9 and VP10) and VP11 represents the district-wide context.

## **5. ASSESSMENT ON SELECTED VPS**

5.1 Photomontages of the proposed comprehensive development scheme at the seven selected VPs are being produced to facilitate this VIA exercise.

### **VP2 (Existing Footbridge across San Tin Highway) (Plan 10)**

5.2 VP2 was taken from an existing footbridge over San Tin Highway. The major visual sensitive receivers ("VSRs") are those occasional users/workers/local residents who use this footbridge to and from their nearby destinations. VP2 is about 500m southeast of the Subject Site (**Plan 10**). Separating the VP2 and the Subject Site are San Tin Highway, low-rise and low-density developments (i.e. Pok Wai village and Merry Garden), temporary storage activities and Kam Pok Road East (**Plans 8 and 10**). The visual backdrop of mountains and urban developments at the farther end can also be viewed at this VP. The visual sensitivity of the VSRs at this VP is low.

5.3 **Plan 10** compares the differences of visual effects between before (Photo 1) and after (Photo 2) the proposed development at this VP. Photo 2 in **Plan 10** is the photomontage of the proposed development scheme at the Subject Site.

5.4 The photomontage of the proposed development scheme has demonstrated that the overall effects of the visual changes due to the proposed development at this VP is negligible as the existing developments/structures to the southeast of the Subject Site almost filtered/blocked the proposed development. The overall visual backdrop at this VP will remain unaffected.

5.5 In light of the above, the overall resultant visual impact due to the proposed development at VP2 is **negligible**.

### **VP4 (Kam Pok Road near Pok Wai) (Plan 11)**

5.6 VP4 was taken at Kam Pok Road near Pok Wai and is about 90m to the south-western end of the Subject Site (**Plan 8**). VSRs along this section of Kam Pok Road are mainly road

users/workers/drivers/local residents travelling to and from the existing open storage/port-backup operations on two sides of Kam Pok Road (Photo 1 in **Plan 11**). The existing roadside trees/vegetations and open storage activities in front of and surrounding this VP have filtered many open views towards the Subject Site. In view of the above, the visual sensitivity of the potential public viewers at this VP is considered low to moderate.

5.7 Photo 2 in **Plan 11** shows the likely effects of the visual changes due the proposed comprehensive development at this VP. As shown in the photomontage (Photo 2), substantial portion of the proposed development will be blocked/screened off by existing structures and vegetations. The proposed provision of ample peripheral tree plantings, which will also offer an effective softening or screening effect to enhance the visual amenity of the proposed development at this VP. This, together with the design intention to adopt 3-storey houses at the south-western side of the Subject Site and to provide only six 4-storey house blocks in the middle, helps to reduce the loss of visual openness at this VP. The resultant effects of visual changes due to the proposed development at this VP is moderate.

5.8 Having considered the following factors, it can be concluded that the overall resultant visual impact due to the proposed development at this particular VP is **slightly adverse**:

- i. the proposed building heights in the proposed development only ranged from 2 to 4 storey above ground level and the building heights of those peripheral houses are limited to 2 to 3-storey, despite the maximum permissible building height of the subject Site is 6 storeys including basement carpark;
- ii. in future, both Kam Pok Road and Kam Pok Road East would be improved as proper public road with provision of extensive roadside amenity trees/vegetations on their two sides;
- iii. upon approval of the present application, it is anticipated that more and more remaining sites within the same "OU(CDWRA)" zoning will become active for redevelopments and/or developments. All these new developments will subject to a maximum building height of 6-storey including basement level and more proper planting of new trees and landscaping treatments will also be applied. In future, with all such new developments, the overall resultant visual impact at this VP will definitely be reduced as the implementation of whole "OU(CDWRA)" zone will form an integrated development pattern in the area at the end.

### **VP5 (Kam Pok Road West) (Plan 12)**

- 5.9 VP5 was taken at Kam Pok Road West near Ngau Tam Mei Channel (**Plan 8**) and is about 200m southwest of the Subject Site. The major VSRs are road users/workers/drivers/local residents along this section of Kam Pok Road West and users of the surrounding open storage yards. Separating the VP5 and the Subject Site are those one to two storeys high open storage activities/car repair workshops (the maximum permissible building height in these areas is 6 storeys including carpark), nullah and Kam Pok Road (Photo 1 in **Plan 12**). The visual sensitivity of the potential public viewers at this VP is considered low.
- 5.10 Photo 2 in **Plan 12** shows the likely visual effects of the proposed development at this particular VP. Apart from the small part of the proposed development at the western end, the rest of the development are basically completely screened/filtered off by the existing vegetations and building structures (**Plan 12**). The visual change at this VP is slight. Having considered that the maximum permissible building height of the existing brownfield areas fronting the western side of the subject site is 6 storeys including carpark, upon full development of these areas, it is anticipated that the whole proposed development will be blocked totally by such future developments at this VP. The overall resultant visual impact due to the proposed development on the local area at this VP is **partly adverse to negligible**.

### **VP6 (Local Unpaved Track near Royal Camellia) (Plan 13)**

- 5.11 VP6 was taken at a local unpaved track near Royal Camellia about 140m north of the Subject Site. It is a secluded local 'pond side' unpaved walkway in the area (**Plan 8**). Located between this VP and the Subject Site are ponds and vegetations (Photo 1 in **Plan 13**). The visual backdrop at the VP contains a thin layer of mountain ridgelines and a group of electricity power lines and pylons. The main VSRs, if any, are the nearby local residents/visitors/ farmers. As such, the visual sensitivity of viewers at this VP is low.
- 5.12 Photo 2 in **Plan 13** shows the likely visual effects of the proposed development at this VP. Although a row of new peripheral trees is proposed to soften the hardlines of the building developments, the upper floors of the proposed development, particularly the 4-storey housing blocks, can still be viewed at this particular VP. Compared to maximum permissible building height of 6-storeys including basement level, the proposed 4-storey housing blocks at the middle are still one storey lower than the OZP stipulation. Therefore, the present proposed low-rise low-density housing development is not incompatible with it

surrounding rural setting. Indeed, the existing ponds in front of this VP will possibly be developed with a maximum permissible building height of 6 storeys including basement carpark. In the long-run, it is logical to deduce that most of the proposed development will be screened/filtered off completely by such future development at this remaining "OU(CDWRA)" site.

- 5.13 The overall visual change at the present proposed development is moderate, however given the low visual sensitivity and the possible future development at the ponds in front of this VP, overall resultant visual impact is considered **moderately adverse at the present moment** but will be **negligible in the future**.

#### **VP9 (KAM POK ROAD AND KAM POK ROAD EAST J/O) (PLAN 14)**

- 5.14 VP9 was taken at the junction of Kam Pok Road and Kam Pok Road East and is about 42m away from the Subject Site (**Plan 8**). VSRs at this VP are road users, cyclists and pedestrians. Separating this VP and the Subject Site are Kam Pok Road East, and its roadside trees, signages and railings (Photo 1 in **Plan 14**). Small parts of the mountain backdrop can be viewed at this VP. As this VP is located very close to the Subject Site and there are moving vehicular traffics on Kam Pok Road, and according to the TPB PG No. 41, normal field of vision at close-up VP is at 60° vertically and horizontally without straining the human eyes, the visual sensitivity at this VP is low.
- 5.15 Photo 2 in **Plan 14** shows the likely effects of visual changes due to the proposed development at this VP at normal horizontal human eye level. The existing roadside trees, signages and railings, together with the proposed peripheral planting, form an effective screening effect to soften the proposed development, in particular lower parts of the houses from this VP. The many upper floors of the 3-storey houses can be viewed at this VP and the mountain backdrop will be blocked. However, if a 60° vertical view line is taken place, these upper floors images could not be viewed very obviously in the field of vision when viewers are moving eastward on Kam Pok Road East. As such, the level of visual change due to the proposed development is slightly or moderately adverse.
- 5.16 However, taking into account of the future growth of the roadside plantings and those plantings within the site boundary, and upon full development (6 storeys) of other side of "OU(CDWRA)" site to the west and southwestern sides of the subject site, as well as the expected increase in the volume of moving road traffics on Kam Pok Road and Kam Pok

Road East, the overall resultant visual impact due to the proposed development at this VP is **moderately adverse** at the present but will become **slightly adverse in the long run**.

#### **VP10 (CYCLE TRACK ALONG KAM POK ROAD EAST) (PLAN 15)**

5.17 VP10 was taken on the cycle track along Kam Pok Road East and is about 32m away from the Subject Site (**Plan 8**). VSRs at this VP are mainly moving viewers, including road users, cyclists and pedestrians (Photo1 in **Plan 15**). Separating this VP and the Subject Site are Kam Pok Road East and its roadside trees, cycle tracks, existing noise barriers, roadside plantings, planter boxes and signages. Very thin layer of mountain backdrop can be viewed. It is also a close-up view. The visual sensitivity at this VP is low.

5.18 Photo 2 in **Plan 15** shows the likely effects of the visual changes due to the proposed development at this VP. While most of the lower parts of the development are filtered off by the existing roadside plantings and those proposed ones with the site boundary, partials of upper parts of the proposed development can still be viewed at this VP at a normal horizontal human eye level. As such, the level of visual changes due to the proposed development under the present circumstance is moderate.

5.19 However, it is anticipated that the continued growth of the roadside plantings and those proposed ones within the Subject Site, and the increase in moving traffic volume on Kam Pok Road East in future will further reduce the level of visual sensitivity and the effects of visual changes at this VP in the near future. In view of the above, the overall resultant visual impact due to the proposed development at this VP in the short-term will be **moderately adverse**, but will become **slightly adverse in the long run**.

#### **VP11 (On Kai Kung Leng) (Plan 16)**

5.20 VP11 was taken on the hiking trail of Kai Kung Leng Peak at about +306.3mPD and is about 1.35km away from the Subject Site. It represents a district-wide visual context. VSRs at this VP have an unobstructed overall existing landscape view of the area including the Subject Site and its surrounding settings (**Plan 8** and Photo 1 in **Plan 16**). The visual sensitivity of viewers at this VP is medium.

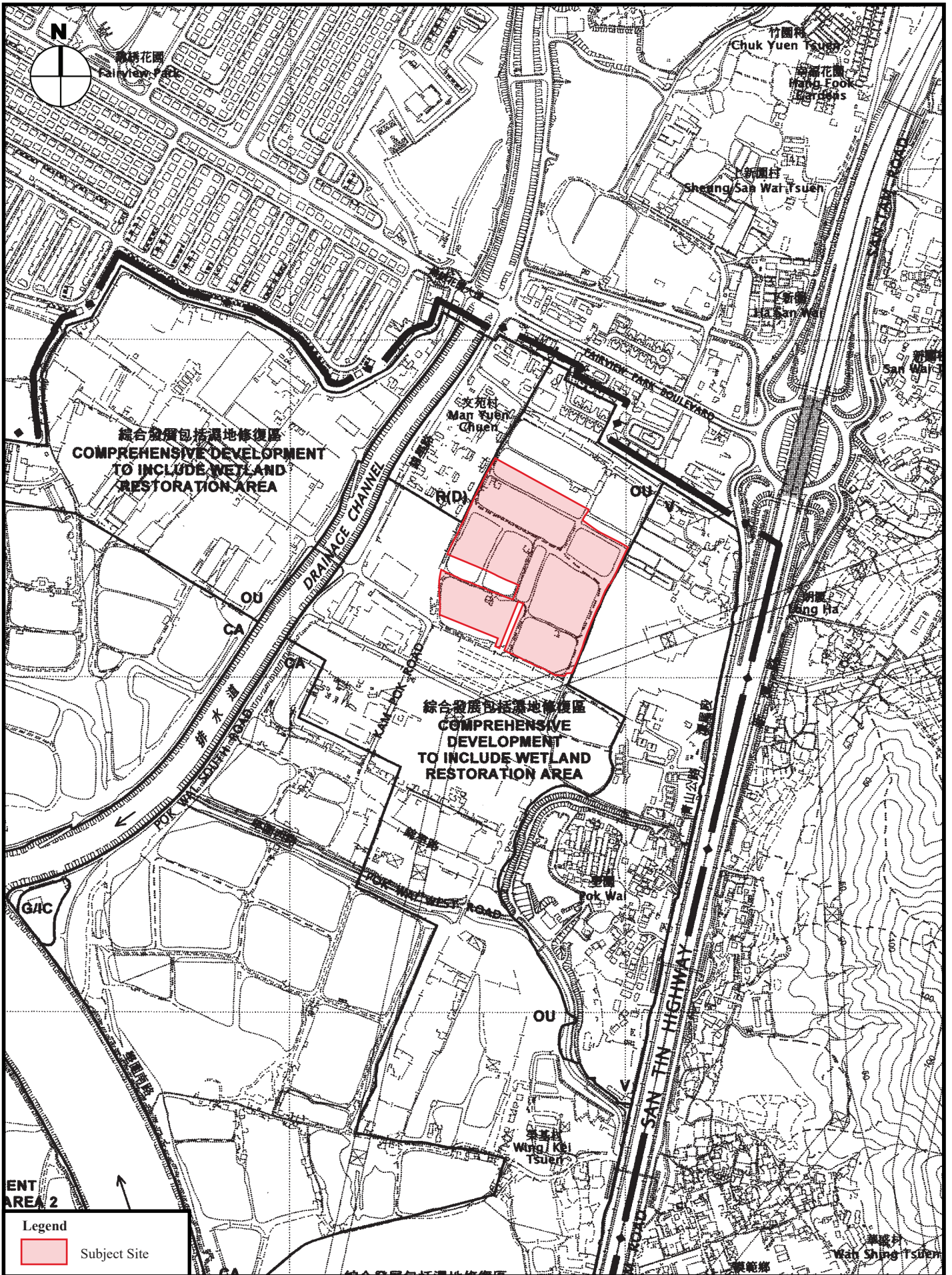
5.21 Photo 2 in **Plan 16** has demonstrated that the proposed development will result in very minor effects of the visual changes to the existing settings in the area. Indeed, the provision of sizeable wetland restoration area and the low-rise (largely 2- to 3-storey above ground),

together with an ample provision of on-site tree plantings/landscaping treatments, make the overall development profile blends in well with the surrounding the existing physical settings. The overall visual changes are slightly adverse. Having considered the medium visual sensitivity of viewers and slightly adverse visual changes, and the maximum permissible building height of 6 storeys in the remaining "OU(CDWRA)" areas to the northeast, southwest and south of the Subject Site, the overall resultant visual impact at this VP is **negligible to slightly adverse**.

## **6. CONCLUSION**

- 6.2 In view of the above, it can be concluded that the present proposed compliant scheme under application for a proposed comprehensive private house (2 to 4 storeys above ground) development-cum-wetland restoration area generally blends in well with its surrounding area which now comprises predominantly of brownfield uses, ponds and low-rise low-density residential developments.
- 6.3 The results of the VIA have demonstrated that with the adoption of the special spatial design and architectural arrangements by using 2- to 3-storey tall houses enclosing a short row of 4-storey houses intertwined with ample tree planting and landscaping treatments, four out of 7 selected VPs are negligible to slightly adverse and other three are moderately adverse. The photomontage of VP11 in **Plan 16** has clearly shown that the proposed development scheme blends in well totally with its surrounding developments/settings. In the long run, upon full development of the remaining "OU(CDWRA)" sites surrounding the Subject Site, the three VPs with moderately adverse visual impact will become negligible to slightly adverse thereafter.
- 6.4 In light of the above, the overall resultant visual impacts due to the proposed development at the seven selected VPs in this particular part of the Nam Sang Wai area are acceptable from the visual impact standpoint.





**Location of the Subject Site**  
 (Extracted from the Approved  
 Nam Sang Wai Outline Zoning Plan  
 No. S/YL-NSW/8))

**Plan 1**  
 1 : 7 500

**VISION**  
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Tai Long Kei

Palm Springs

Fairview Park

Tai Sang Wai

Chuk Yuen Chuen

Tai Sang Wai

San Wai Tsuen

NGAU TAM MEI CHANNEL

KAM PO ROAD

FAIRVIEW PARK BOULEVARD


KAM PO ROAD EAST

SAN TIN HIGHWAY

Pok Wai

**Legend**

 "OU(CDWRA)" Zone Boundary

 Subject Site Boundary

**Aerial Photo of the Subject Site and Surroundings taken on 2022**  
(Aerial Photo No. E146407C taken on 19 January 2022)

Plan 2

N.T.S.

**VISION**

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



SITE AREA : 51,073 sqm  
 PLOT RATIO : 0.4  
 GFA : RESIDENTIAL: 20,427 sqm  
 CLUBHOUSE: 1021 sqm  
 (5% of total GFA and to be exempted)

TYPE OF UNIT	GFA / UNIT (sqm)	GFA / UNIT (sqft)	NUMBER OF UNITS	GFA (sqm)
A-UPPER	229	2,465	6	1,374
A-LOWER	246	2,648	6	1,476
B	213	2,293	7	1,491
C	196	2,110	25	4,900
D	179	1,927	6	1,074
E	158	1,701	64	10,112
			<b>TOTAL : 114</b>	<b>20,427</b>

WETLAND AREA : 20,202 sqm (39.55% OF SITE AREA)

COMMON GREENERY AREA BREAKDOWN

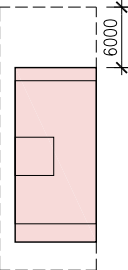
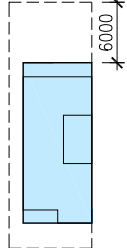
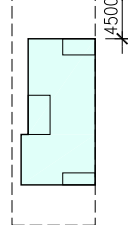
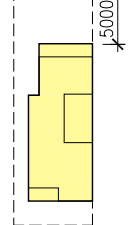
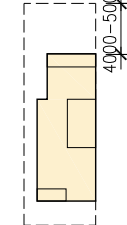
	• UNCOVERED HORIZONTAL PA	: 3,444 sqm
	• REED ZONE	: 5,875 sqm
	• GRASS PAVER	: 6,723 x 0.5 = 3,362 sqm
	• VERTICAL GREENERY (ASSUME HEIGHT OF 2.5M)	: 976m x 2.5m = 2,440 sqm
<b>TOTAL :</b>		<b>15,121 sqm (29.61% OF SITE AREA)</b>

----- 2.5M TALL WOODEN TRELLIS ABOVE 2.5 M TALL FENCE WALL

..... 2.5M TALL WOODEN TRELLIS

 TREE PIT AT PRIVATE GARDEN

LIST OF HOUSING UNITS

A# (DUPLEX)	B	C	D	E & Ea*
Includes A-UPPER & A-LOWER 				*Units with fixed clear glazing for bird-hide purpose 
4 STOREYS + BASEMENT (BLDG HEIGHT: 18M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)	3 STOREYS (BLDG HEIGHT: 12.5 M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)
PHASE II DEVELOPMENT	PHASE II DEVELOPMENT	PHASE I DEVELOPMENT	PHASE II DEVELOPMENT	PHASE II DEVELOPMENT



SITE AREA : 51,073 sqm  
 PLOT RATIO : 0.4  
 GFA : RESIDENTIAL: 20,427 sqm  
 CLUBHOUSE: 1021 sqm  
 (5% of total GFA and to be exempted)

TYPE OF UNIT	GFA / UNIT (sqm)	GFA / UNIT (sqft)	NUMBER OF UNITS	GFA (sqm)
A-UPPER	229	2,465	6	1,374
A-LOWER	246	2,648	6	1,476
B	213	2,293	7	1,491
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			<b>TOTAL : 114</b>	<b>20,427</b>

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UNCOVERED HORIZONTAL PA	: 3,444 sqm
REED ZONE	: 5,875 sqm
GRASS PAVER	: 6,723 x 0.5 = 3,362 sqm
VERTICAL GREENERY (ASSUME HEIGHT OF 2.5M)	: 976m x 2.5m = 2,440 sqm
<b>TOTAL :</b>	<b>15,121 sqm (29.61% OF SITE AREA)</b>

--- 2.5M TALL WOODEN TRELLIS ABOVE 2.5 M TALL FENCE WALL

..... 2.5M TALL WOODEN TRELLIS

○ TREE PIT AT PRIVATE GARDEN

LIST OF HOUSING UNITS

A# (DUPLEX)	B	C	D	E & Ea*
Includes A-UPPER & A-LOWER 				*Units with fixed clear glazing for bird-hide purpose 
4 STOREYS + BASEMENT (BLDG HEIGHT: 18M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)	3 STOREYS (BLDG HEIGHT: 12.5 M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)
PHASE II DEVELOPMENT	PHASE II DEVELOPMENT	PHASE I DEVELOPMENT	PHASE II DEVELOPMENT	PHASE II DEVELOPMENT





SITE AREA : 51,073 sqm  
 PLOT RATIO : 0.4  
 GFA : RESIDENTIAL: 20,427 sqm  
 CLUBHOUSE: 1021 sqm  
 (5% of total GFA and to be exempted)

TYPE OF UNIT	GFA / UNIT (sqm)	GFA / UNIT (sqft)	NUMBER OF UNITS	GFA (sqm)
A-UPPER	229	2,465	6	1,374
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WETLAND AREA : 20,202 sqm (39.55% OF SITE AREA)

COMMON GREENERY AREA BREAKDOWN

	UNCOVERED HORIZONTAL PA	: 3,444 sqm
	REED ZONE	: 5,875 sqm
	GRASS PAVER	: 6,723 x 0.5 = 3,362 sqm
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2.5M TALL WOODEN TRELLIS ABOVE 2.5 M TALL FENCE WALL

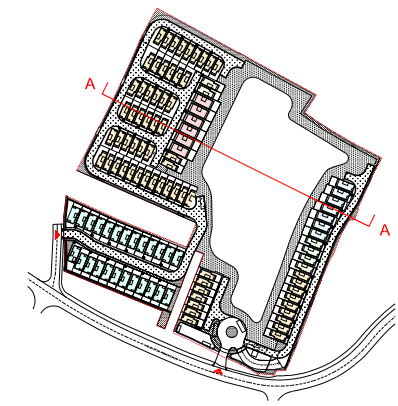
2.5M TALL WOODEN TRELLIS

TREE PIT AT PRIVATE GARDEN

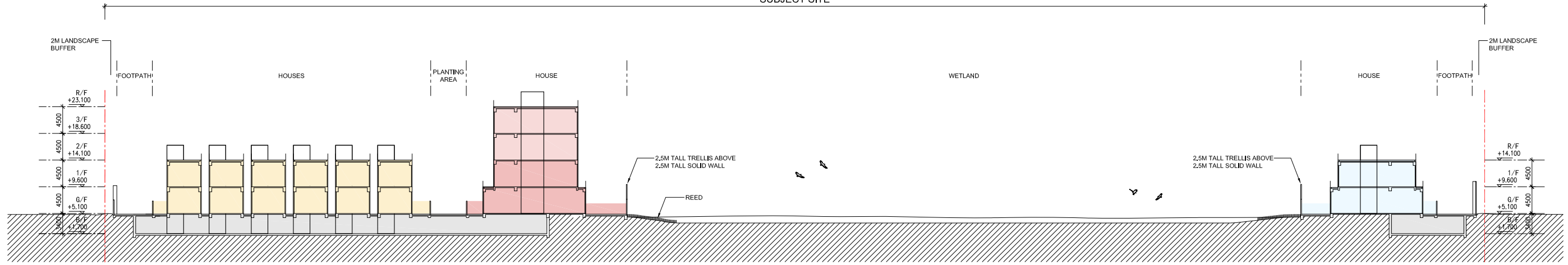
LIST OF HOUSING UNITS

A# (DUPLEX)	B	C	D	E & Ea*
Includes A-UPPER & A-LOWER 				*Units with fixed clear glazing for bird-hide purpose 
4 STOREYS + BASEMENT (BLDG HEIGHT: 18M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)	3 STOREYS (BLDG HEIGHT: 12.5 M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)	2 STOREYS + BASEMENT (BLDG HEIGHT: 9M ABOVE GROUND)
PHASE II DEVELOPMENT	PHASE II DEVELOPMENT	PHASE I DEVELOPMENT	PHASE II DEVELOPMENT	PHASE II DEVELOPMENT





SUBJECT SITE



3 ACCESSIBLE CAR PARKING SPACES

2 MOTORCYCLE PARKING SPACES

UNEXCAVATED AREA

WETLAND OUTLINE ABOVE

RSMRC

SPS 250 m<sup>2</sup>

NUMBER OF PRIVATE CAR PARKING SPACES = 176 + 3 (ACCESSIBLE PARKING)

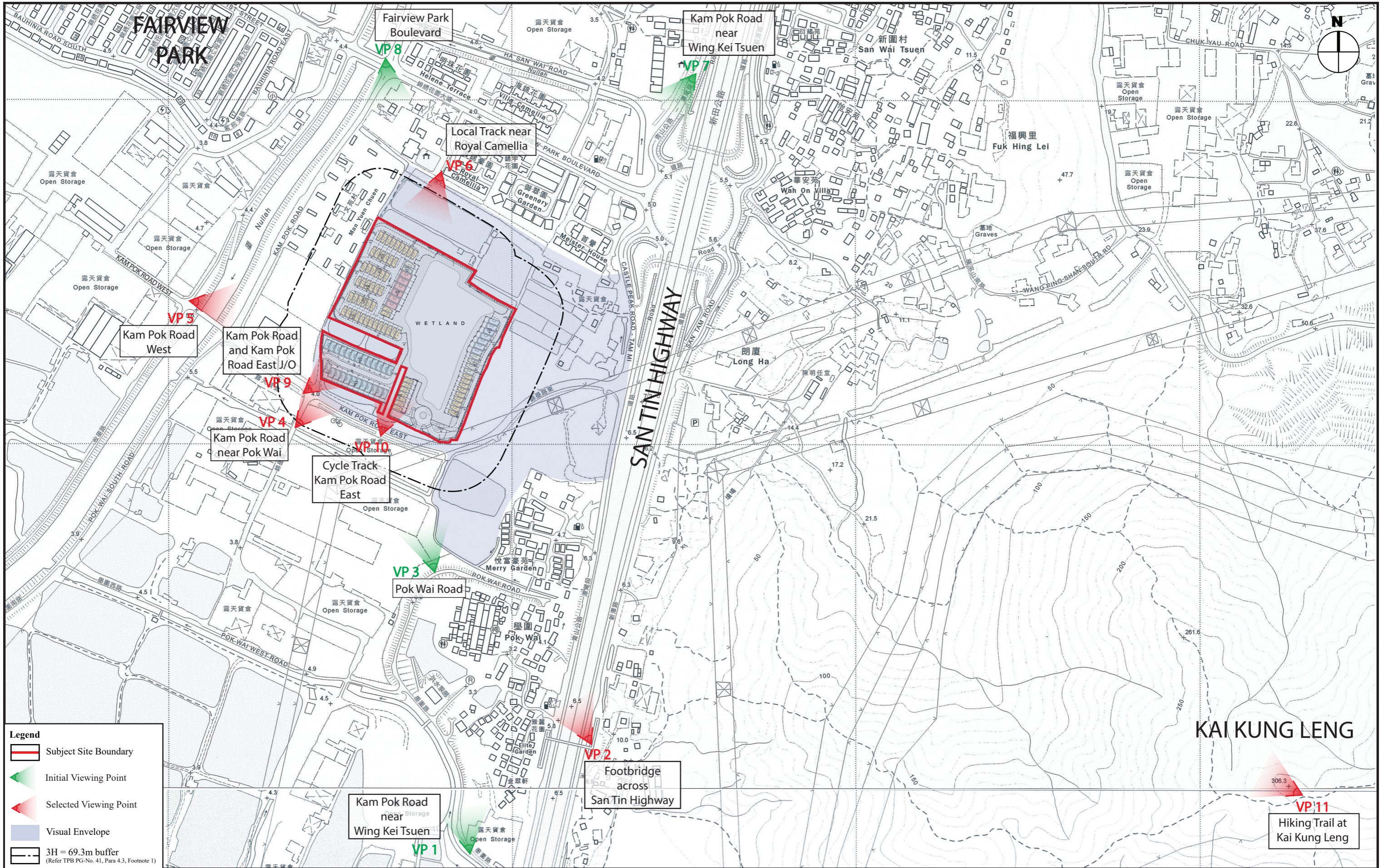
DEVELOPMENT SCHEDULE	INTERNAL TRANSPORT FACILITIES	USE	HKPSG / LEASE REQUIREMENT	
			MIN.	MAX.
<b>RESIDENTIAL</b> - TOTAL GFA : 51,397 M <sup>2</sup> - ACTUAL PLOT RATIO : 0.40 - TOTAL NO. OF UNITS : 114 (i) FLAT SIZE BETWEEN 130 □ 160 M <sup>2</sup> : 64 NOS. (ii) FLAT SIZE OVER 160 M <sup>2</sup> : 50 NOS. - NO. OF HOUSES : 114 ASSUMING ONE HOUSE FOR EVERY FLAT	PRIVATE CAR PARKING SPACES	<b>PRIVATE HOUSING</b>		
		(i) RESIDENTIAL UNITS FLAT SIZE BETWEEN 130-160 M <sup>2</sup>	66	115
		(ii) RESIDENTIAL UNITS FLAT SIZE OVER 160 M <sup>2</sup>	65	114
		SUB-TOTAL	131	229
		REQUIRED ACCESSIBLE CAR PARKING SPACES	2	3
		<b>VISITOR</b>		
		(i) HOUSES	0	0
		SUB-TOTAL	0	0
		TOTAL	131	229
	MOTORCYCLE PARKING SPACES	TOTAL	1	2
	LOADING / UNLOADING BAY	TOTAL		2

NUMBER OF PRIVATE CAR PARKING SPACES ON G/F: 50

WETLAND AREA ABOVE

UNEXCAVATED AREA





**Legend**

- Subject Site Boundary
- ▶ Initial Viewing Point
- ▶ Selected Viewing Point
- Visual Envelope
- 3H = 69.3m buffer  
(Refer TPB PG-No. 41, Para 4.3, Footnote 1)

**Key Plan of Selected Public Viewing Points**  
 (Extracted from the Government Survey Sheets Nos. 2-SE-C and 6-NE-A)

**VISION**  
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**Plan 8**

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**1 : 5 000**





VP1 Kam Pok Road near Wing Kei Tsuen



VP3 Pok Wai Road near Pok Wai



VP7 Bus stop near Har Sai Wai



VP8 Junction of Kam Pok Road and Fairview Park Boulevard

Unselected Viewing Points  
(VP1, VP3, VP7 and VP8) for VIA

Plan 9

N.T.S



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VISION PLANNING CONSULTANTS LTD.

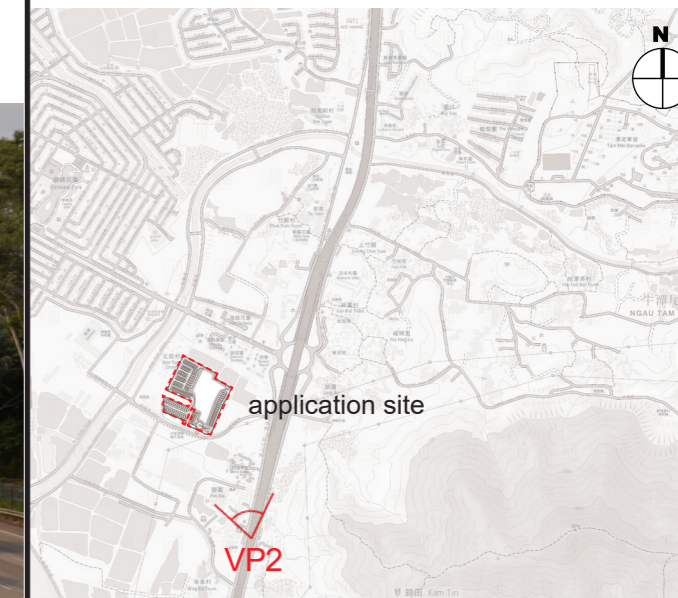
香港北角觀龍街 9-23 號秀明中心 20 樓 C 室  
Unit C, 20/F., Seabright Plaza, 9-23 Shell Street, North Point, Hong Kong.  
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①



VP2: View looking towards the Subject Site from footbridge across San Tin Highway (Existing Situation)



Location Plan

## Viewing Point 2 (VP2)

Plan 10

②



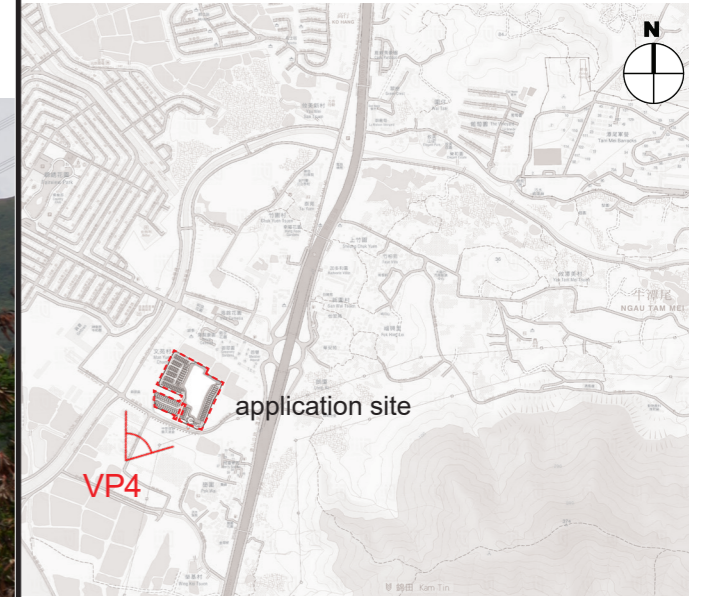
VP2: View looking towards the subject site from footbridge across San Tin Highway (with Proposed Scheme)



①



VP4: View looking towards the Subject Site from Kam Pok Road (Existing Situation)



Location Plan

### Viewing Point 4 (VP4)

### Plan 11

②



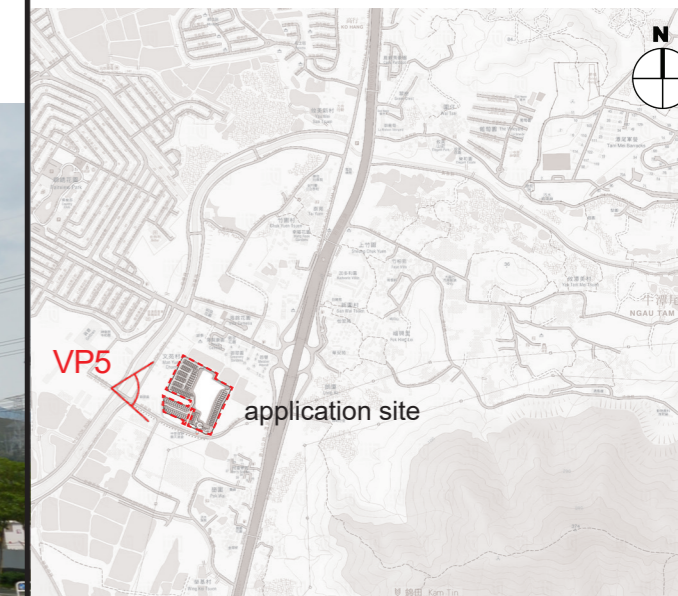
VP4: View looking towards the Subject Site from Kam Pok Road (with Proposed Scheme)



①



VP5: View looking towards the Subject Site from Kam Pok Road West (Existing Situation)



Location Plan

## Viewing Point 5 (VP5)

### Plan 12

②



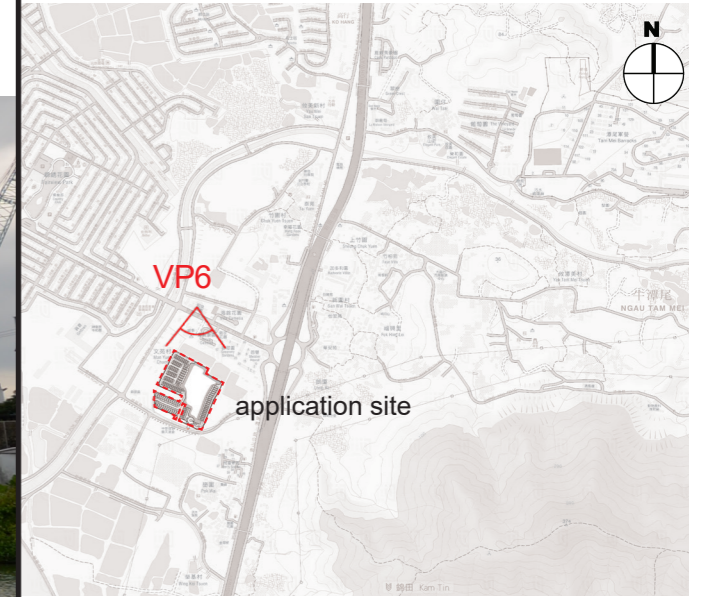
VP5: View looking towards the Subject Site from Kam Pok Road West (with Proposed Scheme)



①



VP6: View looking south from Lake Park beside Royal Camellia (Existing Situation)



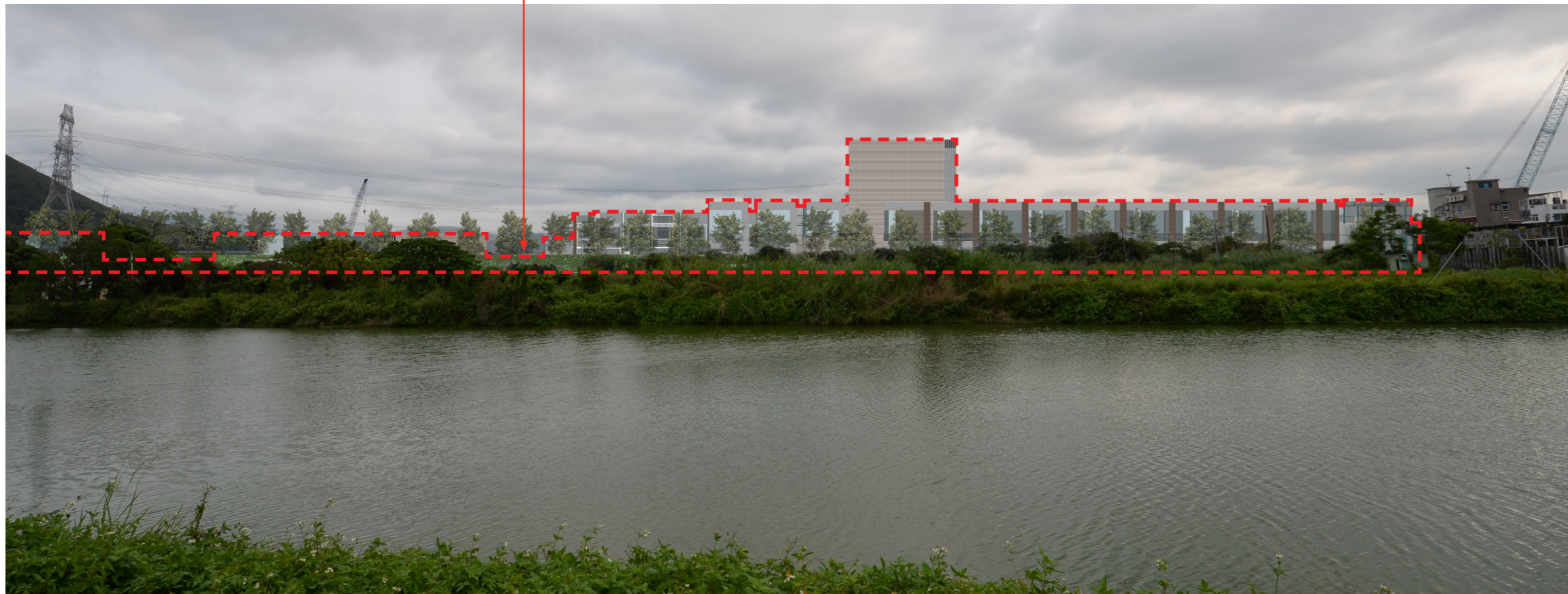
Location Plan

## Viewing Point 6 (VP6)

### Plan 13

②

Approximate location of Proposed Scheme



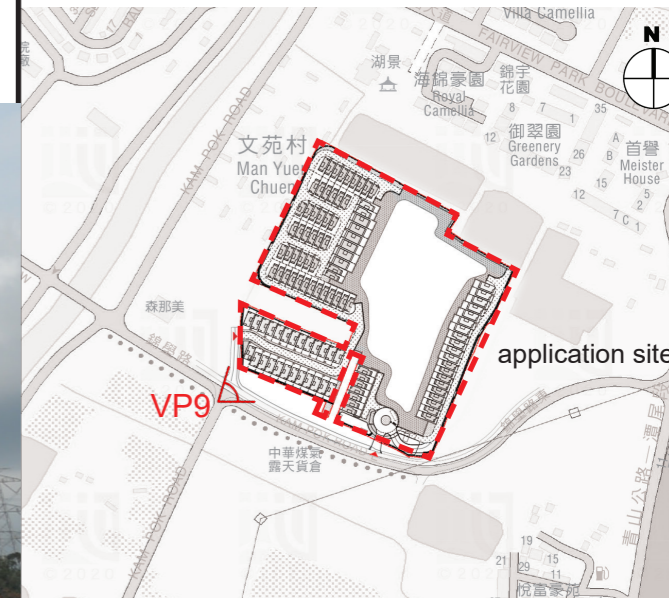
VP6: View looking south from Lake Park beside Royal Camellia (with Proposed Scheme)



①



View looking at the western entrance from the T-junction of Kam Pok Road and Kam Pok Road East (Existing Situation)



Location Plan

### Viewing Point 9 (VP9)

### Plan 14

②

Approximate location of Proposed Scheme



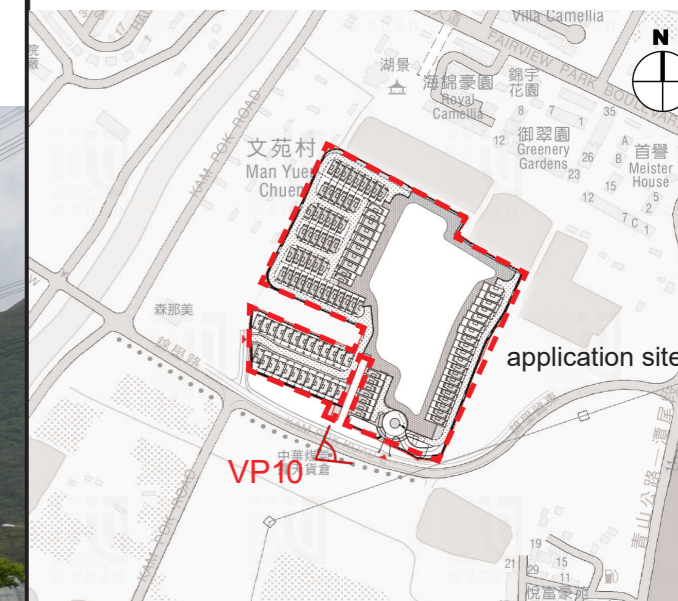
View looking at the western entrance from the T-junction of Kam Pok Road and Kam Pok Road East (with Proposed Scheme)



①



View looking at the southern entrance from cycle track along Kam Pok Road East (Existing Situation)



Location Plan

## Viewing Point 10 (VP10)

### Plan 15

②

Existing Noise Barrier

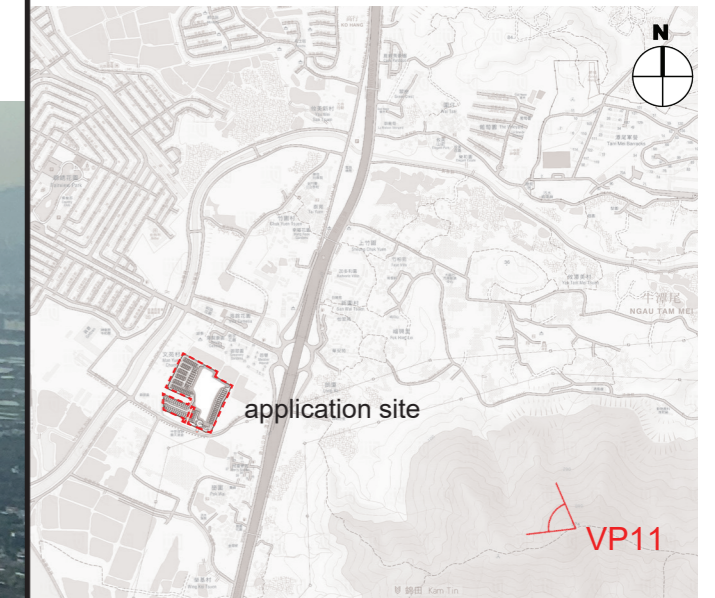
Approximate location of Proposed Scheme



View looking at the southern entrance from cycle track along Kam Pok Road East (with Proposed Scheme)



①



Location Plan

VP11: View looking towards the Subject Site from Kai Kung Leng (Existing Situation)

San Wai Tsuen

# Viewing Point (VP11)

## Plan 16

②



VP11: View looking towards the Subject Site from Kai Kung Leng (with Proposed Scheme)

San Wai Tsuen