

## ***Appendix 2***

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# ***Visual Impact Assessment***

**S12A AMENDMENT OF PLAN APPLICATION  
APPROVED FANLING / SHEUNG SHUI OZP NO. S/FSS/28**

**Proposed EV Mobility City with Ancillary Staff Quarters and  
Talent Accommodation at Various Lots in D.D. 51 and  
Adjoining Government Land, Fanling**


## **VISUAL IMPACT ASSESSMENT**

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**August 2025**

**Applicant:**  
**Sime Darby Motor Services Limited**

**Prepared by:**  
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 S3165\_VIA\_V02



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**S.12A AMENDMENT OF PLAN APPLICATION**  
**Approved Fanling / Sheung Shui OZP No. S/FSS/28**

**Proposed EV Mobility City with Ancillary Staff Quarters and  
Talent Accommodation at Various Lots in D.D. 51 and  
Adjoining Government Land, Fanling**

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**Visual Impact Assessment**

**1. INTRODUCTION**

**1.1 Purpose**

1.1.1 This Visual Impact Assessment (“VIA”) report is prepared on behalf of Sime Darby Motor Services Limited (“the Applicant”) in support of the S12A Amendment of Plan Application for the Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation (“Proposed Development”) at various lots in D.D. 51 and adjoining Government Land, Fanling (“the Site”) (**Figure 1.1** refers). The Site falls entirely within an area zoned “Government, Institution or Community” (“G/IC”) on the Approved Fanling / Sheung Shui OZP (“Approved OZP”) No. S/FSS/28.

1.1.2 To capitalise on the rapidly growing trends of EV and green energy, and more recently, the emerging low-altitude economy, the Applicant proposes to establish a “EV Mobility City” at the Site. The Proposed Development comprises (i) a 7-storey podium (excluding 1-level of basement) accommodating R&D and I&T related to on EV, green energy and low-altitude aerial vehicle, and associated business activities; and (ii) 2 domestic towers atop for provision of ancillary accommodation, comprising staff quarters (6-storey) and residential institution (12-storey). The indicative development scheme yields a total Plot Ratio (“PR”) of 5.0 and Gross Floor Area (“GFA”) of about 27,400m<sup>2</sup>. The proposed building height will reach approx. +99.55mPD.

1.1.3 This VIA evaluates, in accordance with the “*Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to TPB*” (“TPB PG-No. 41”), the anticipated visual impact of the Proposed Development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

**1.2 Report Structure**

1.2.1 Following this introductory section, the methodology adopted in this assessment will be set out in **Section 2**. The baseline review of the assessment area is included in **Section 3**. **Section 4** includes the Indicative Development Scheme and discussion on the design considerations. Visual envelope, visually sensitive receivers and their representative viewpoints will be identified and analysed in **Section 5**, followed by assessment of the visual impacts, if any in **Section 6**. **Section 7** concludes this VIA.

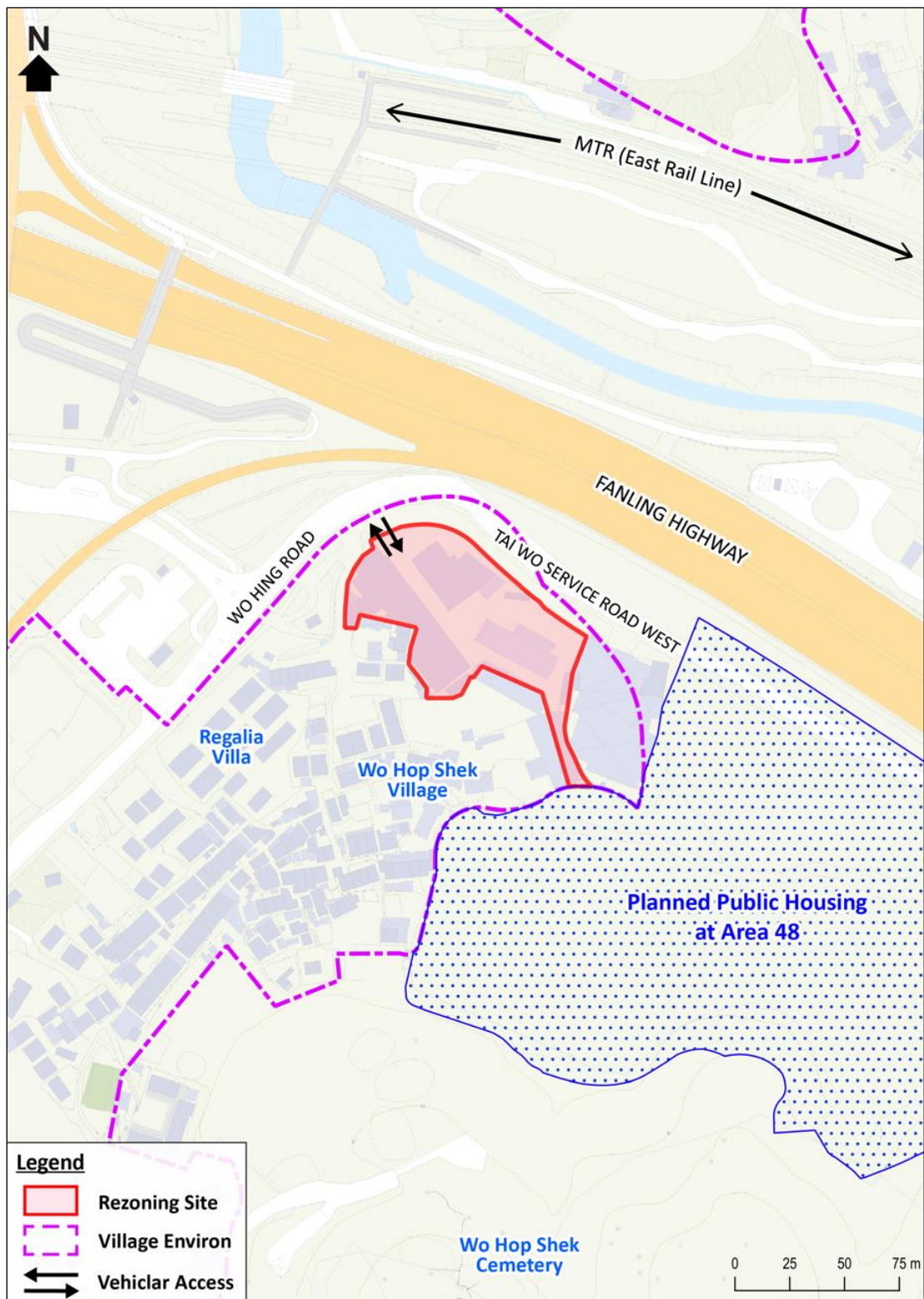


Figure 1.1: Site Location Plan

## 2. METHODOLOGY

### 2.1 Visual Impact Assessment Approach

- 2.1.1 This VIA aims at evaluating the potential visual impact of the Proposed Development on public visually sensitive receivers (“VSRs”) as compared with the existing and planned/committed developments.
- 2.1.2 According to TPB PG-No. 41, the overall visual impact shall be assessed based on i) the sensitivity of the key public viewers; ii) visual resources and visual amenities likely to be affected; iii) the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surrounding area; and iv) the planning intention and known planned developments of the area. Visual impacts could be either beneficial or adverse.
- 2.1.3 The visual sensitivity of public viewers/VSRs is determined taking into account the activity of the VSR, the duration and distance over which the proposed development would remain visual, and the public perception of the value attached to the view being assessed. Visual sensitivity is qualitatively graded from high to low.
- 2.1.4 Visual changes could be positive or negative and they are not necessarily mutually exclusive. In considering the effect of visual changes, it covers the following four aspects:
- the total effect on the **Visual Composition** of the surrounding context;
  - the degree of **Visual Obstruction** to key public viewing points;
  - the visual **Effect on Public Viewer/VSRs**; and
  - the **Effect on Visual Resources**.
- 2.1.5 The magnitude of visual changes will be qualitatively graded as Substantial, Moderate, Slight or Negligible.
- 2.1.6 The VIA will be undertaken in the following steps:
- A baseline review will be conducted to capture the existing visual elements in the surroundings and the planning context of the Site.
  - The Indicative Development Scheme for the Site will be briefly presented.
  - The Visual Envelope (“VE”) will be determined based on the size and distance of the Proposed Development; and appropriate public viewpoints (“VPs”) to represent the view from public VSRs will be identified.
  - Each VP and potential visual impacts of the Indicative Development Scheme on the VSRs will be analysed based on the photomontages prepared from the selected VPs.

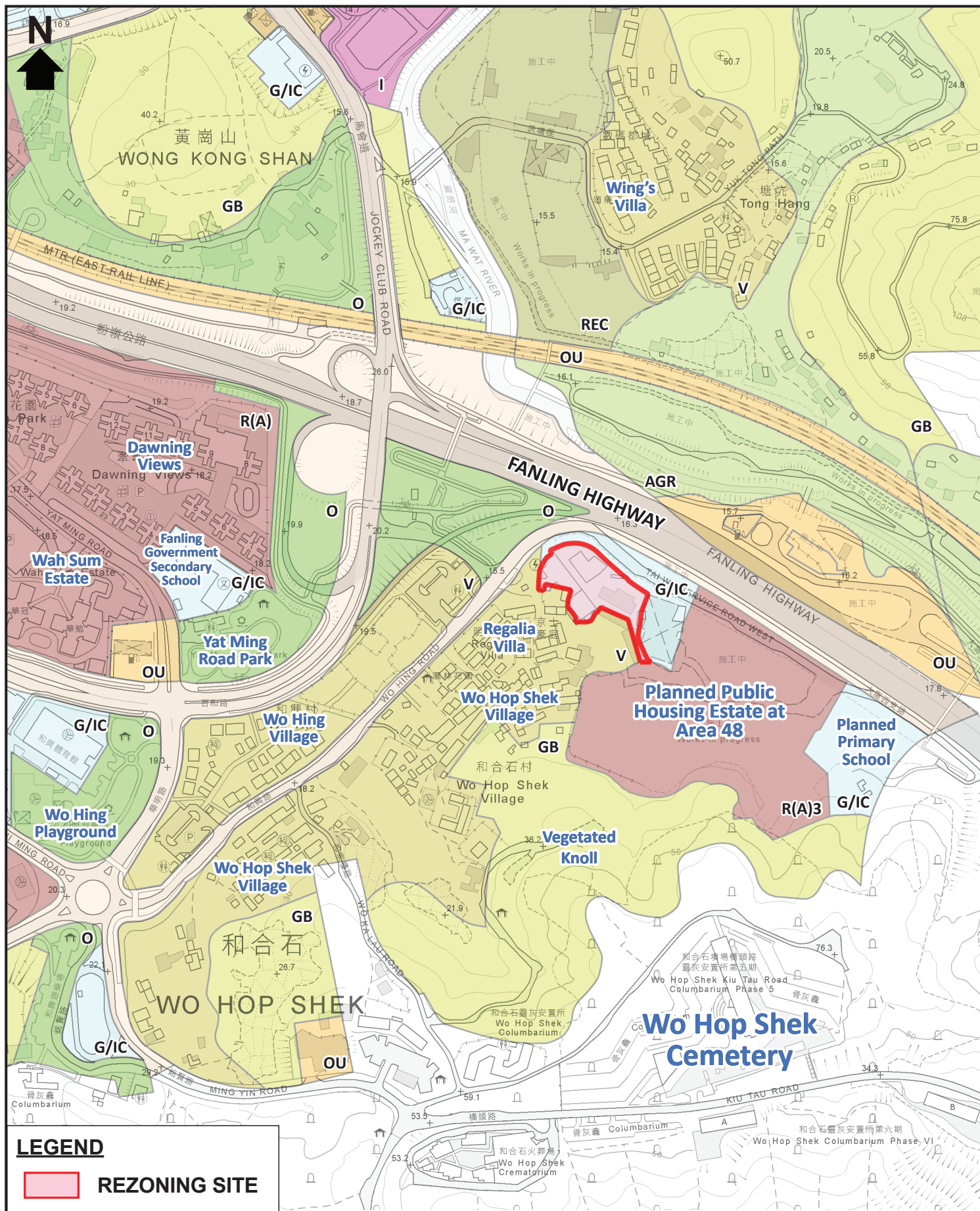
- The overall visual impact will be assessed and conclusion on the visual acceptability of the Proposed Development will be made.

### **3. BASELINE REVIEW**

#### **3.1 Site Location and Existing Condition**

- 3.1.1 The Site is situated in the fringe of Fanling New Town at various lots in D.D. 51 and adjoining Government land. It is located within the Wo Hop Shek area and is bounded by a workshop and planned public housing estate to its east; Wo Hop Shek Village and Regalia Villa to its south; Wo Hing Road to its west; and Tai Wo Service Road West and Fanling Highway to its north (**Figures 1.1** and **3.1** refers). The Site is currently occupied by temporary rural warehouses and structures (**Figure 3.2** refers).





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### LAND USE CONTEXT PLAN

Proposed EV Mobility City with Ancillary Staff Quarters  
and Talent Accommodation at Various Lots in D.D. 51  
and Adjoining Government Land, Fanling

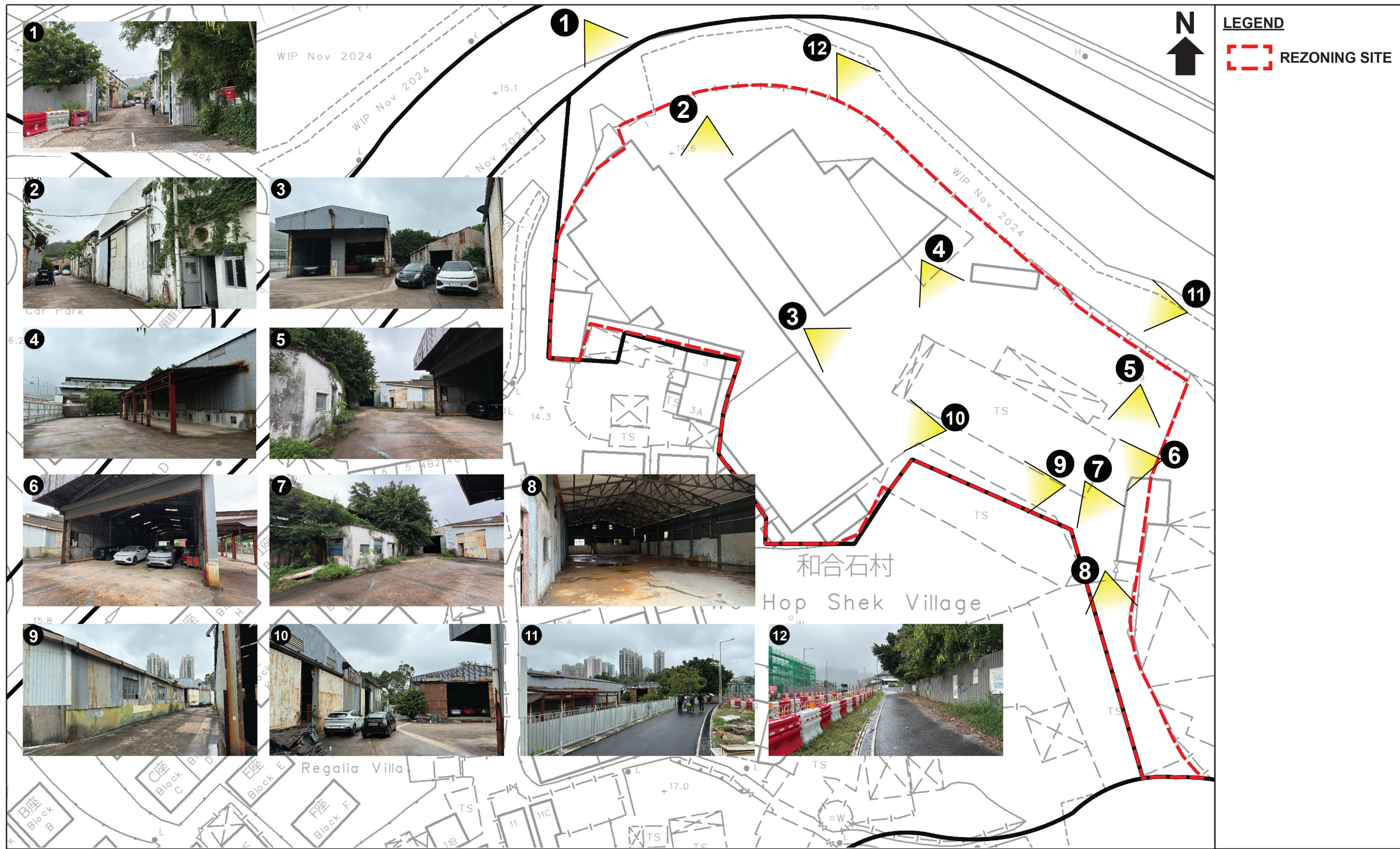
SCALE 1:5000

**FIGURE 3.1**

Extract plan based on the  
Survey Sheet Nos. 3-SW-13C & 18A

DATE: 12 July 2025





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## EXISTING USE AND SITE CONDITION PLAN

Proposed EV Mobility City with Ancillary  
Staff Quarters and Talent Accommodation  
at Various Lots in D.D. 51 and  
Adjoining Government Land, Fanling

Visual Impact Assessment

FIGURE 3.2

Scale: 1:500

Date: 12 July 2025



### **3.2 Existing Visual Elements in the Surrounding Context**

- 3.2.1 The Site is situated at the interface of urban / sub-urban setting intermixed with village-type houses, rural workshops and warehouses, vegetated vacant land and a planned high-rise public housing estate at Area 48. In a wider context, various high-rise residential housing estates can be found in the west, whereas the Wo Hop Shek Cemetery is located to the south of the Site beyond the vegetated knoll.
- 3.2.2 The visual outlook of an area is shaped by a combined composition of all the visual elements which come into sight of the viewers. Key visual elements in the surrounding context of the Site are included in **Figure 3.3** and summarised below:

#### Positive Attributes

- To the immediate south of the Site is a “Village Type Development” (“V”) zone of Wo Hop Shek Village, which is primarily occupied by low-rise village-type developments. The low-rise nature of the Wo Hop Shek Village contributes to the visual permeability and openness of the area, as well as the village-type character.
- The densely vegetated knoll zoned “Green Belt” (“GB”) is located to the further south of the Site. The lush greenery of the vegetated knoll are major visual resources, offering significant visual relief to the surrounding area. The vegetated knoll also serves as a landscape buffer, separating the Site and the Wo Hop Shek Cemetery in the further south.
- Various “Open Space” (“O”) zones with lush greenery (i.e. Yat Ming Road Park and Wo Hing Playground) are located to the west and south-west of the Site. The existing greenery and open-air nature contribute to the visual attractiveness and visual openness, as well as providing spatial relief for the surrounding area.
- To the north of the Site across Fanling Highway are some vegetated land and village-type developments in the Tong Hang Chuen and Tong Hang Tung Chuen. The low-rise nature contribute to the visual openness.
- Lung Shan is located to the further north and north-east of the Site, with a top height of about +356mPD. The natural landscape coupled with lush trees and vegetation form an extensive green backdrop for the area and provide significant visual relief.

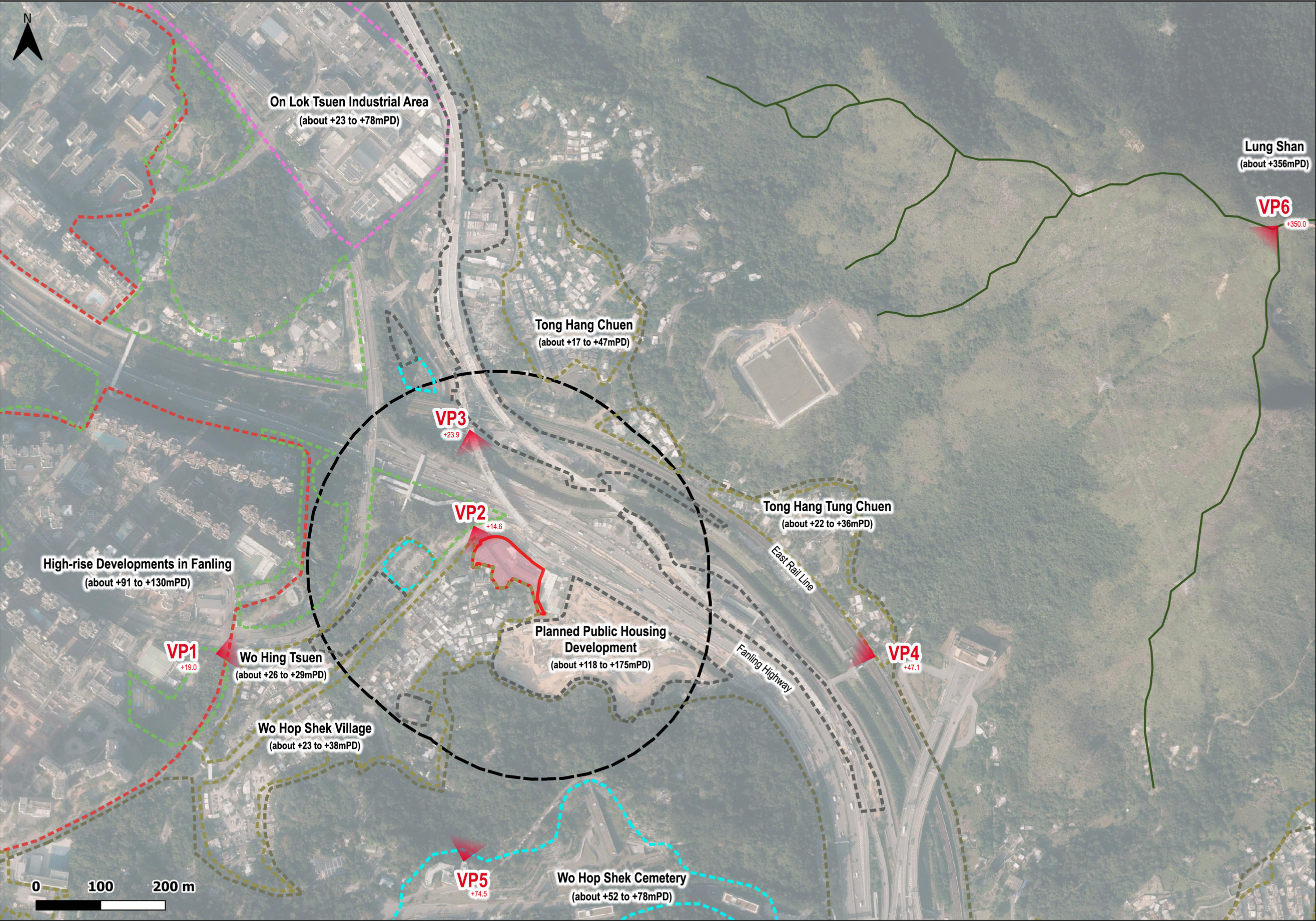
#### Negative Attributes

- The Fanling Highway and Fanling Bypass (under construction) are heavily trafficked road, offering limited visual interest to the Site.
- Several rural workshops and warehouses are situated to the immediate east and south of the Site. While these structures are low-rise in nature, their presence offer minimal visual interest and may be viewed as an unorganised eyesore;

- The planned high-rise public housing estate to the east (about +118 to +175mPD) and other existing high-rise residential developments in the wider area (e.g. Dawning Views (about +115mPD), Wah Sum Estate (about +130mPD), Wah Ming Estate (about +120mPD) and Flora Plaza (about +130mPD)) would affect the visual openness and permeability of the area and create visual obstruction.
- The Wo Hop Shek Cemetery is located to the further south of the Site beyond the vegetated knoll. Although the cemetery will provide visual openness for the area, the nature of use and the presence of crematorium and tomb may cause eyesore to the viewers in the surrounding area.

3.2.2 The existing visual quality of the Site can be regarded as fair in general. The Site is located at interface of urban / sub-urban setting intermixed with village-type houses, rural workshops and warehouses, vegetated vacant land and a planned high-rise public housing estate. Existing greenery of the vegetated knoll and green backdrop of Lung Shan provide visual relief to the area.





**Legend**

Site Boundary

3H zone

VP1 Crossing outside Wo Hing Playground

VP2 Bus Stop along Wo Hing Road

VP3 Footbridge near Tong Hang Chuen

VP4 Footbridge near Tong Hang Tung Chuen

VP5 Wo Hop Shek Cemetery

VP6 Lung Shan Hiking Trail

+00.0 Existing Levels (about)

VP Viewing Points

**Visual Element/ Resources/Detractors**

Ridgelines

High-rise Developments

Low-rise Developments

Open Spaces

G/IC

Industrial

Mountain Backdrop

Vacant / WIP



Key Visual Elements

Proposed EV Mobiltiy City with Ancillary Staff Quarters and Talent Accommodations at Various Lots in D.D. 51 and adjoining Government Land, Fanling

Visual Impact Assessment

Figure 3.3

Scale: 1:12,500

Date: 28 July 2025



### 3.3 Statutory Zoning Context

- 3.3.1 The Site falls entirely within an area zoned “G/IC” on the Approved OZP (**Figure 3.4** refers). According to the Statutory Notes of the Approved OZP, the planning intention of the “G/IC” zone is as follows:

*“The zone is intended primarily for “the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory.” It is also intended “to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.”*

- 3.3.2 Under the Explanatory Statement of the Approved OZP, the subject “G/IC” zone is reserved for a planned primary school in support of the wider FSS area.

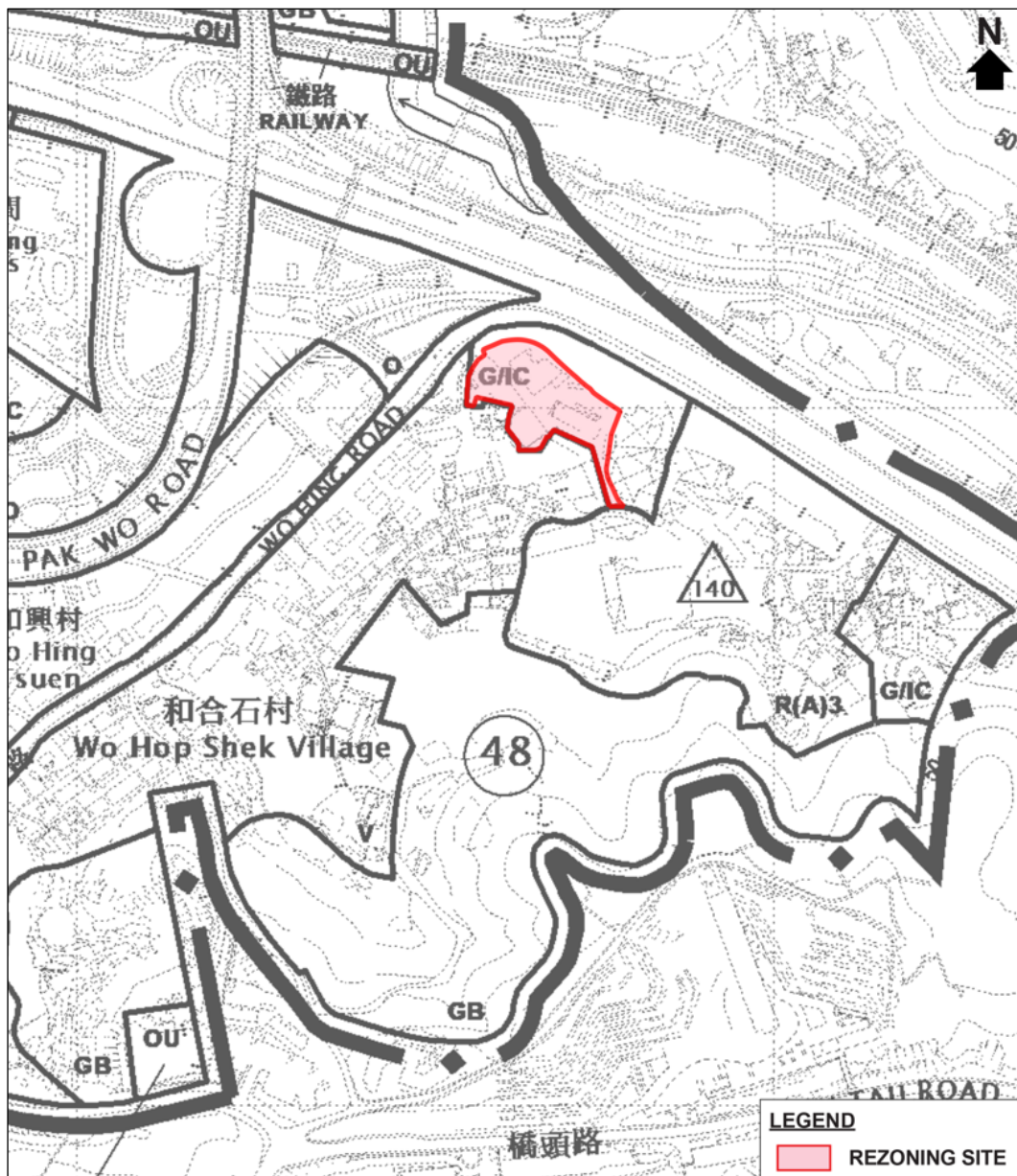


Figure 3.4: Zoning Context Plan (Extracted from Approved OZP)

## **4. THE PROPOSED DEVELOPMENT**

### **4.1 The Indicative Development Scheme**

- 4.1.1 The Indicative Development Scheme for the Proposed Development has been devised and is presented in **Appendix 1** of this Supporting Planning Statement. The set of architectural drawings, including Indicative Layout Plan, Diagrammatical Sections and Floor Plans, is devised for reference only and subject to detailed design at later stage.
- 4.1.2 Based on a site area of about 5,480m<sup>2</sup> and a total plot ratio of 5.0, the attainable total GFA is about 27,400m<sup>2</sup>. **Table 4.1** below summarises the major development parameters of the Proposed Development while the proposed floor uses is presented in **Table 4.2**.
- 4.1.3 The Proposed Development consists of (i) 7-storey podium (excluding 1-level of basement) accommodating R&D and innovation & technology (“I&T”) uses related to on EV, green energy and low-altitude aerial vehicle, and associated business activities ; and (ii) 2 domestic towers atop for provision of ancillary accommodation, comprising staff quarters (6-storey) and residential institution (12-storey). The PR and GFA of the podium and domestic towers are approx. 3.5 (19,180m<sup>2</sup>) and 1.5 (8,220m<sup>2</sup>) respectively.

#### Proposed Regional Hub for the EV Mobility City

- 4.1.4 As the core of the EV Mobility City, the 7-storey podium (atop 1-level of basement) has a PR of about 3.5 (equivalent to GFA of about 19,180m<sup>2</sup>), comprising (i) 6-storey dedicated to R&D and I&T related uses and business, (ii) 1-storey of ancillary and supporting business and training facilities (i.e. conference, seminars, training course, and administration & accounting office), and (iii) 1-level of basement for ancillary carparking. A vehicular ramp is proposed in the southern part of the podium to provide vehicular access to and from B/F to 5/F.
- 4.1.5 To accommodate the showroom for commercial vehicles on G/F, where a higher headroom is required, a headroom of 8m is proposed, whereas a 5.5m floor-to-floor height for the remaining floors is proposed to facilitate the hoisting of new EV deliveries for undercarriage inspections, testing or battery swapping etc, ensuring they are in merchantable condition and suitable for registration and sale, as well as supporting the operational needs of the training centre, research laboratory, and conferencing facilities. The podium will have a building height of approx. +55.75mPD.

#### Proposed Ancillary Staff Quarters and Residential Institution for Talent Accommodation

- 4.1.6 To provide ancillary accommodation for the resident and local staffs, other employees of the Applicant and its parent company, as well as talents and affiliated personnel working/visiting the EV Mobility City, two domestic towers atop the podium are proposed for staff quarters and residential institution uses. These towers have a total GFA of about 8,220m<sup>2</sup> (equivalent to PR of 1.5). The building height of staff quarters

and residential institution are 6-storey (approx. +80.65mPD) and 12-storey (approx. +99.55mPD) respectively.

- 4.1.7 The nature of the ancillary accommodation is similar to the emerging concept of “InnoCell/Talent Accommodation” (人才公寓). Based on the assumed average room size, it is anticipated that the 2 domestic towers will provide about 138 rooms, with an estimated population of about 414 persons.

**Table 5.1: Major Development Parameters**

Development Parameters	Proposed Development
<b>Site Area</b> (about)	5,480 m <sup>2</sup>
<b>Total PR</b> (about)	5.0
- Domestic	1.5
- Non-domestic	3.5
<b>Total GFA</b> (about)	27,400 m <sup>2</sup>
- Domestic	8,220 m <sup>2</sup>
- Non-domestic	19,180 m <sup>2</sup>
<b>Total No. of Blocks</b>	3
- Domestic Towers	2
- Podium	1
<b>Total No. of Storeys</b>	6-12
- Domestic Towers	7 (basement excluded)
- Podium	
<b>Building Height</b> (mPD at Main Roof) (about)	
- Domestic Towers	+80.65 to +99.55 mPD
- Podium	+55.75 mPD
<b>No. of Rooms (Average Room Size)</b>	
- Staff Quarters	48 (40m <sup>2</sup> )
- Residential Institution	90 (70m <sup>2</sup> )
<b>No. of internal Transport Facilities</b>	
- Parking Space (excl. bicycle)	164
- Loading/unloading bay	23
<b>Private Open Space</b> (about)	Not less than 414m <sup>2</sup>
<b>Estimated Population</b> <sup>(1)</sup> (about)	414

**Note**

- (1) The estimated population is based on an assumed household size of 3.0, which is considered as a prudent approach for technical assessment purpose only.

**Table 5.2: Proposed Floors Uses**

<b>Floor</b>	<b>Proposed Uses</b>
<b>7/F - 18/F</b>	Residential Institution (Talent Accommodation)
<b>7/F - 12/F</b>	Staff Quarters
<b>P/F</b>	Podium Garden
<b>6/F</b>	Conference / Seminars / Training Course / Administration & Accounting Office
<b>5/F</b>	Research Laboratory
<b>3/F &amp; 4/F</b>	Pre-delivery Inspection / Research Laboratory
<b>2/F</b>	Training Space/Testing Centre, Battery Charging/ Swapping Station
<b>1/F</b>	EV Showroom, Workbay, Main Office, Storage/Warehouse
<b>G/F</b>	EV (commercial vehicle) showroom, Utility, Workshop
<b>B/F</b>	Ancillary Carpark



## **4.2 Key Design Features**

- 4.2.1 In formulating the Indicative Development Proposal, the schematic design has taken into account the following considerations (**Figure 4.1** refers):

### Stepped Building Height

- 4.2.2 To create a harmonious urban setting and ensure compatibility with surrounding developments, the building height of the Proposed Development has been carefully devised. The building height (“BH”) of proposed towers ranges from +80.65mPD to +99.55mPD, which is compatible with the adjacent public housing development at Area 48 (about +118 to +175mPD) and other high-rise developments in the wider area, including Dawning Views (about +115mPD), Wah Sum Estate (about +130mPD), Wah Ming Estate (about +120mPD) and Flora Plaza (about +130mPD).
- 4.2.3 In addition, the adjacent public housing development at Area 48 has established a stepped height concept for the area with BH descending from southeast to northwest towards Wo Hop Shek Village and Fanling Highway. The indicative development scheme, with a descending building height profile of the towers towards Fanling Highway, will adhere to the established stepped building height profile (i.e. descending from southeast to northwest), ensuring a visually cohesive transition.

### Building Layout and Disposition

- 4.2.4 With an aim to minimise and mitigate the potential traffic noise impact arising from the adjacent carriageway/highway, the proposed layout of the towers are carefully designed. A single-aspect design is adopted to avoid direct frontage onto the Fanling Highway and reduce direct noise exposure. Additionally, minimum setback of approx. 10m and 30m between the proposed towers and road kerb of Tai Wo Service Road West and Fanling Highway respectively have been incorporated to provide adequate buffer, further minimising noise disturbance.

### Building Separation

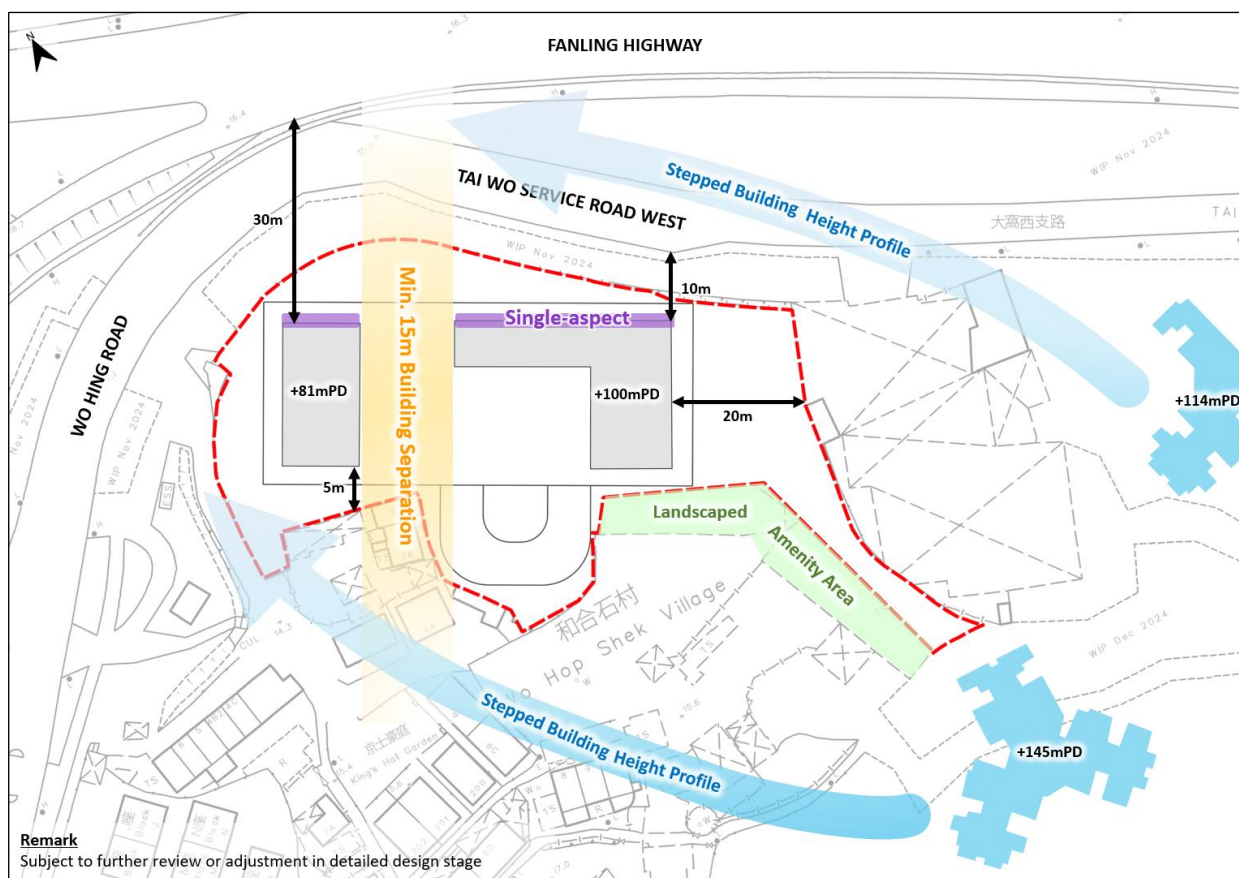
- 4.2.5 To promote air ventilation and visual permeability, the Indicative Development Scheme has incorporated a minimum of approx. 15m building separation between the two towers. This design feature would help reducing the building mass of the development, fostering a quality-built environment, as well as maintaining the wind flow and visual corridors.

### Appropriate Setback from Nearby Developments

- 4.2.6 The Site is bordered by village houses of Wo Hop Shek Village to its immediate south and rural-type workshop to its east. To ensure compatibility with these developments, minimum setbacks of about 5m from the southern boundary and about 20m from the eastern boundary have been adopted under the Indicative Development Scheme. These setbacks would provide sufficient spatial and visual buffers, thereby minimising the potential impacts on adjacent low-rise developments and enhancing the integration of the Proposed Development with its surroundings.

Provision of Amenity Area with Landscaping on the Private Lots Owned by the Applicant Falling within the “V” Zone

- 4.2.7 The private lots owned by the Applicant also include a strip of land in the south-east falling within the adjoining “V” zone. The strip of land in question does not form part of the Rezoning Site nor development site so as to avoid unnecessary implication. To achieve a better planning outcome and make better use of the land resources, the strip of land is proposed to be used as amenity area with enhanced landscaping. This area will serve as a green buffer, enhancing visual interest and improving the aesthetic appeal of the Site, while also providing a transitional space between the Proposed Development and adjoining village-type developments.



**Figure 4.1: Key Design Features**

## **5 IDENTIFICATION OF VISUAL SENSITIVE RECEIVERS AND SELECTION OF VIEWPOINTS**

### **5.1 Identifying Visual Envelope and Visual Sensitive Receivers**

- 5.1.1 The VE or the zone of visual influence of the Proposed Development is determined by the existing topography and buildings in the vicinity of the Site. As prescribed in 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 equals to three times the height of the building from the Site (i.e. the 3H zone). Therefore, the 3H zone could be used as a starting reference in determining the assessment area. Since the actual maximum building height of the Proposed Development will be about 84.8m (or +99.55mPD), the assessment area covers a radial area of about 254.4m (i.e. 3H) from the building footprint (**Figure 5.1** refers).
- 5.1.2 Existing and planned development may block most of the view from close-up visual sensitive receivers (“VSRs”) while buildings of similar height may hide the development even from distant. Therefore, the identification of VSRs in local scale is largely constrained by the existing built environment and terrain. Visually sensitive viewpoints on the east, and south-east are mainly defined by the existing built environment and terrain as existing/planned buildings may have totally blocked or partially hid the Proposed Development in distant scale. Only VSRs to the north, south and west of the Site may have exposed view to the Proposed Development in a close-up distance.
- 5.1.3 The VE covers the area where direct sight towards the Proposed Development is available and the identified VSRs within the assessment area is presented in **Figure 5.1**. Since protecting private view is not the purview of the TPB, this VIA focuses primarily on public VSR only and no private VSR, such as residents of private development and users of developments with restricted/exclusive accesses, will be identified.

### **5.2 Selection of Visual Sensitive Viewpoints**

- 5.2.1 Representative VPs within the VE were selected for assessing the visual impact to the VSRs. Selected VPs shall cover public views from easily accessible and popular area from different directions. When selecting VPs, priority shall be given to major public open space, public focal points, open spaces, existing/planned pedestrian node, key pedestrian/vehicular corridor, and existing major vistas will be considered as major visual sensitive viewpoints.
- 5.2.2 In this VIA, a total of six VPs are selected for further assessment on the visual impact of the Proposed Development, which are summarised in **Table 5.1** and shown in **Figure 5.1**. The VPs included both close-up and distant views which cover the views from different directions.

**Table 5.1: Selected Visually Sensitive Viewpoints**

Viewpoint No.	Location
VP1	Pedestrian Crossing Outside Wo Hing Playground
VP2	Bus Stop along Wo Hing Road
VP3	Footbridge near Tong Hang Chuen
VP4	Footbridge near Tong Hang Tung Chuen
VP5	Wo Hop Shek Cemetery
VP6	Lung Shan Hiking Trail

VP1 – Pedestrian Crossing Outside Wo Hing Playground

- 5.2.3 This VP is taken at the pedestrian crossing outside Wo Hing Playground to the south-west of the Site with a distance of about 390m. It is a major junction among the Fanling South area, linking up various major developments in the locality such as Wo Hing Playground and Wo Hing Sports Centre, Wah Sum Estate, Wo Hing Tsuen, Yat Ming Road Park etc. With a level of approx. +19.0mPD, this VP captures the view of village-type houses of Wo Hing Tsuen, roadside greenery and mountain backdrop of Lung Shan. The VSRs of this VP will mainly be pedestrian at the crossing facility.

VP2 – Bus Stop along Wo Hing Road

- 5.2.4 VP2 is taken at a local bus stop located just about 20m to the immediate west of the Site. Wo Hing Road is a major road in the area with multiple bus and minibus stops running along this local carriageway, serving the local residents of Wo Ho Shek Village and Wo Hing Tsuen. With the level at about +14.6mPD, this VP mainly captures the view of the Site, roadside greenery, as well as the Fanling Bypass under construction. This VP is selected as a close-up viewpoint to assess the possible impact of the VSRs, viz. passengers waiting for the public transportation services at the bus stop.

VP3 – Footbridge near Tong Hang Chuen

- 5.2.5 This VP is taken at the footbridge across East Rail Line track near the Tong Hang Chuen with a distance of about 170m to the north-west of the Site. This footbridge is frequently used by the residents of Tong Hang Chuen, Wing's Villa and Cyber Domaine for crossing southward across the East Rail Line track to Wo Hop Shek Village and Wo Hing Tsuen. At the level of about +23.9mPD, the VP captures the view of lush greenery and the elevated Fanling Bypass under construction. The VSRs of this VP will mainly be pedestrians and cyclists using the footbridge.

VP4 – Footbridge near Tong Hang Tung Chuen

- 5.2.6 Similar to VP3, this VP is also located at a footbridge across East Rail Line track near the Tong Hang Tung Chuen with a viewing distance of about 535m. At the level of about +47.1mPD to the north-east of the Site, this VP mainly captures the view of East Rail Line track, Fanling Bypass under construction and lush greenery, with various high-rise developments clusters of Fanling South (e.g. Dawning View, Wah Sum

Estate and Flora Plaza) in the background. The VSRs of this VP will mainly be pedestrians and cyclists using the footbridge.

#### VP5 – Wo Hop Shek Cemetery

- 5.2.7 Established in 1950s, Wo Hop Shek Cemetery is the largest public cemetery in Hong Kong, spanning over 222.4ha of land. VP5 is taken near the Wo Hop Shek Columbarium Phase III, about 410m to the south-east of the Site. At the level of about +74.5mPD, this VP captures the panoramic view of Fanling South, comprising lush greenery and village-type developments in Wo Hop Shek Village, high-rise housing estates in Fanling South (e.g. Dawning View, Wah Sum Estate and Flora Plaza), as well as the mountain backdrop and ridgeline Lung Shan. This VP is selected to assess the impact of the VSRs, i.e. visitors to the cemetery.

#### VP6 – Lung Shan Hiking Trail

- 5.2.8 VP6 is taken at the hiking trail of Lung Shan with a viewing distance of about 1,250m to the north-east of the Site. The hiking trail at Lung Shan is known for its natural landscape and great scenery. With a level of about +350mPD, this VP offer a panoramic view of Fanling South, capturing the Wo Hop Skek Village and the Site, the high-rise residential cluster in Fanling South, and the vegetated knoll of Wo Hop Shek, as well as the ridgelines of Pak Tai To Yan and Wu Tip Shan. The potential VSRs will be mainly hikers engaging in active and passive recreational activities.

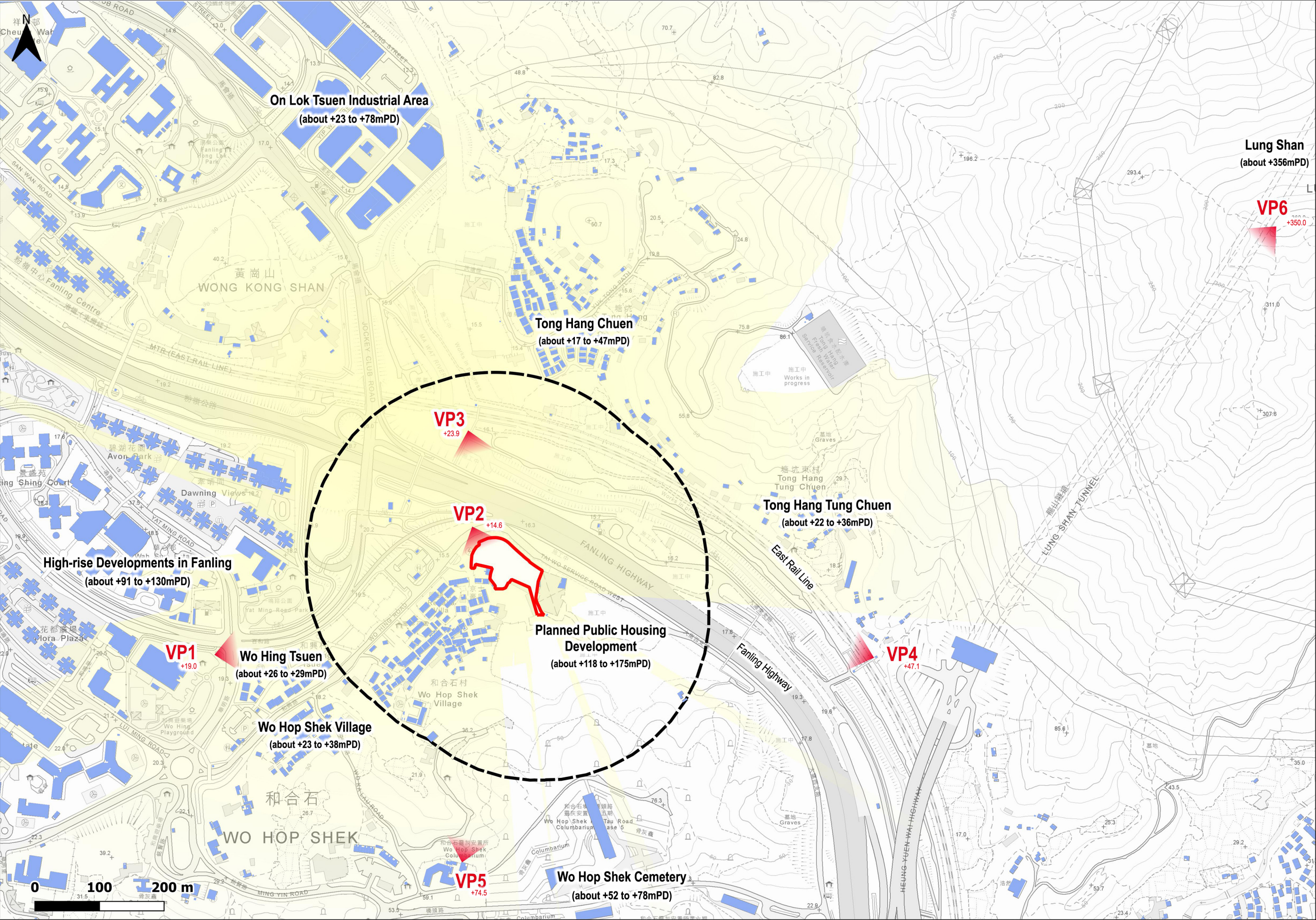
**Table 5.2: Identified Visually Sensitive Viewpoints with Preliminary Analysis**

Viewpoints	Distance / Direction (Approx.)	Height in mPD (Approx.)	Nature of VP	Popularity by Public	Visual Sensitivity <sup>1</sup>	Visual Quality <sup>2</sup>
<u>VP1</u> Pedestrian Crossing outside Wo Hing Playground	390m / South-west	+19.0	Transient	Transient	Low	Fair
<u>VP2</u> Bus Stop along Wo Hing Road	20m / west	+14.6	Transient	Frequent	Medium	Fair
<u>VP3</u> Footbridge near Tong Hang Chuen	170m / North-west	+23.9	Transient	Transient	Low to medium	Fair
<u>VP4</u> Footbridge near Tong Hang Tung Chuen	535m / North-east	+47.1	Transient	Transient	Low to medium	Good
<u>VP5</u> Wo Hop Shek Cemetery	410m / South-east	+74.5	Transient	Transient / Frequent in Festival Periods	Medium	Good
<u>VP6</u> Lung Shan Hiking Trail	1,250m / North-east	+350.0	Active / Passive Recreation	Occasional	High	Good

<sup>1</sup> Visual sensitivity is determined by the types of activities the VSRs are engaging in and the duration and distance over which the proposed development would remain visible. For example, people engaging in active recreational activities such as playing basketball or football at the VP are less sensitive to visual change than passive recreational activities.

<sup>2</sup> Visual quality is assessed based on the openness and permeability of the view as well as the visibility of visual resources including prominent ridgelines, the harbour, natural coastlines, open sea horizon, skyline, scenic areas, valued landscape, special landmark, heritage features to be preserved.





**Legend**

Site Boundary

Visual Envelope

VP1

Crossing outside Wo Hing Playground

VP2

Bus Stop along Wo Hing Road

VP3

Footbridge near Tong Hang Chuen

VP4

Footbridge near Tong Hang Tung Chuen

VP5

Wo Hop Shek Cemetery

VP6

Lung Shan Hiking Trail

VP

Viewing Points

3H zone

Existing Buildings

Planned Developments



Visual Envelope and Location of Viewpoints

Proposed EV Mobiltiy City with Ancillary Staff Quarters and Talent Accommodations at Various Lots in D.D. 51 and adjoining Government Land, Fanling

Visual Impact Assessment

Figure 5.1

Scale: 1:12,500

Date: 28 July 2025



## **6 ASSESSMENT OF VISUAL IMPACTS**

### **6.1 General**

- 6.1.1 The primary objective of this VIA is for evaluating the visual impact of the Proposed Development in support of the current S12A Amendment of Plan Application. This VIA is conducted by comparing the existing condition and the Proposed Development with major planned and committed developments to assess the cumulative visual impacts. The assessment will focus on the visual composition, visual obstruction, effects on public views and effects on visual resources are focused on the changes to be brought about by the Proposed Development.

### **6.2 VP1 – Pedestrian Crossing Outside Wo Hing Playground**

#### Visual Composition

- 6.2.1 This VP is taken at the pedestrian crossing outside Wo Hing Playground to the south-west of the Site with a distance of about 390m. As shown in the photomontage at **Figure 6.1**, it captures an rather open view, with the existing roadside greenery and village-type dwellings of Wo Hing Tsuen in the foreground, and the open sky-view and mountain backdrop of Lung Shan forming the background. While the Proposed Development will be partly shielded off by the existing roadside greenery in the foreground, the planned public housing development at Area 48 will be visible and become a major visual element dominating the views of this VP. The Proposed Development will not cause significant change to the visual composition as the view will be dominated by the planned public housing.

#### Visual Obstruction

- 6.2.2 While the Proposed Development will inevitably lead to partial visual obstruction to the mountain backdrop of Lung Shan, the existing open sky-view and ridgeline of Lung Shan will be preserved. In addition, the proposed buildings will form part of the sub-urban fabric for this VP, and that visual access towards existing greenery in the foreground will also not be affected. Therefore, it is concluded that the visual obstruction caused by the Proposed Development would be slight.

#### Effect on Public Viewers

- 6.2.3 The VSRs of this VP will mainly be pedestrian at the crossing facility, which is transient in nature with a short duration. Given the transient nature of the VSRs and the distance between the VP and the Site, the sensitivity will be low in general. While the Proposed Development will be partially visible from this VP, it will form part of the sub-urban context following the implementation of planned public housing in the background. Hence, the effect on the visual experience will be slightly adverse.

#### Effect of Visual Resources

- 6.2.4 The roadside trees and vegetation, open sky-view, and Lung Shan are the key visual resources of this VP. The Proposed Development will inevitably obstruct the view



towards the mountain backdrop of Lung Shan. Yet, the open sky-view and ridgeline of Lung Shan, as well as the visual access towards the existing greenery in the foreground will not be affected. The visual openness of this VP will also be largely preserved. Thus, the Proposed Development would only slightly affect the visual resources of the area.

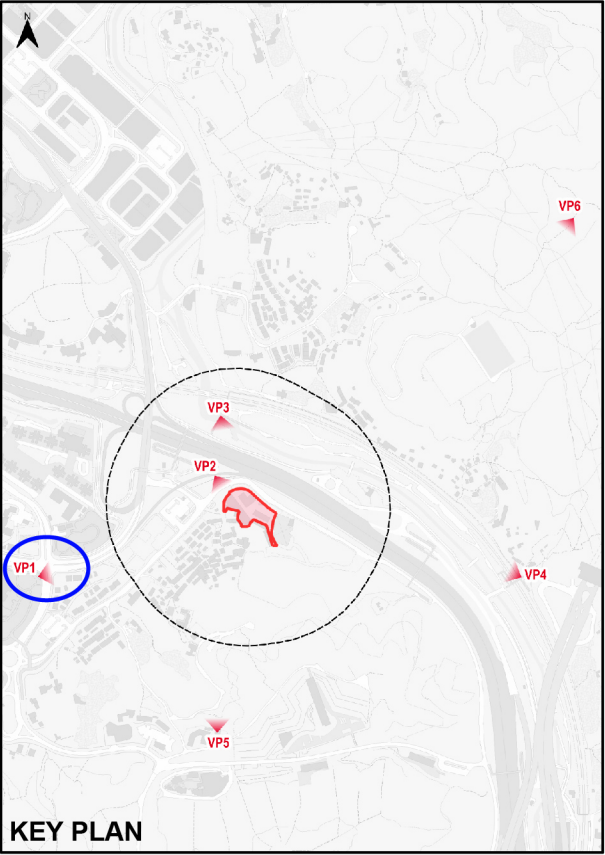




EXISTING CONDITION



PROPOSED DEVELOPMENT



KEY PLAN



Viewpoint 1 - Pedestrian Crossing Outside Wo Hing Playground

Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling

Visual Impact Assessment

Figure 6.1

Date: 31 July 2025



### 6.3 VP2 – Bus Stop along Wo Hing Road

#### Visual Composition

- 6.3.1 VP2 is a close-up VP taken just about 20m to the immediate west of the Site. It captures the roadside trees & shrubs and Fanling Bypass (under construction) in the foreground, with a glimpse of Lung Shan and the open sky-view forming the natural backdrop. While the Proposed Development will be visible from this VP, it will be seen mostly in front of the planned public housing development as part of the high-rise townscape. With the implementation of planned public housing, the visual composition of this VP will be altered, and that the Proposed Development being formed or becoming part of the adjoining built environment is considered visually compatible with the high-rise residential towers in the vicinity.

#### Visual Obstruction

- 6.3.2 From **Figure 6.2**, while the Proposed Development will lead to loss of visual openness by obstructing the view to the sky, it should be noted that the existing open sky-view will nonetheless be obstructed, with or without the Proposed Development. In addition, the view towards the existing roadside greenery and Lung Shan will not be affected.

#### Effect on Public Viewers

- 6.3.3 Key VSRs of this VP will be passengers waiting for the public transportation services at this bus stop. The visual sensitivity of these VSRs will be medium since it is transient in nature but in close distance. While a sub-urban townscape will be resulted by the planned public housing for this VP, the Proposed Development will further bring the townscape view forward. The overall effect on the visual experience of these viewers would be slightly to moderately adverse.

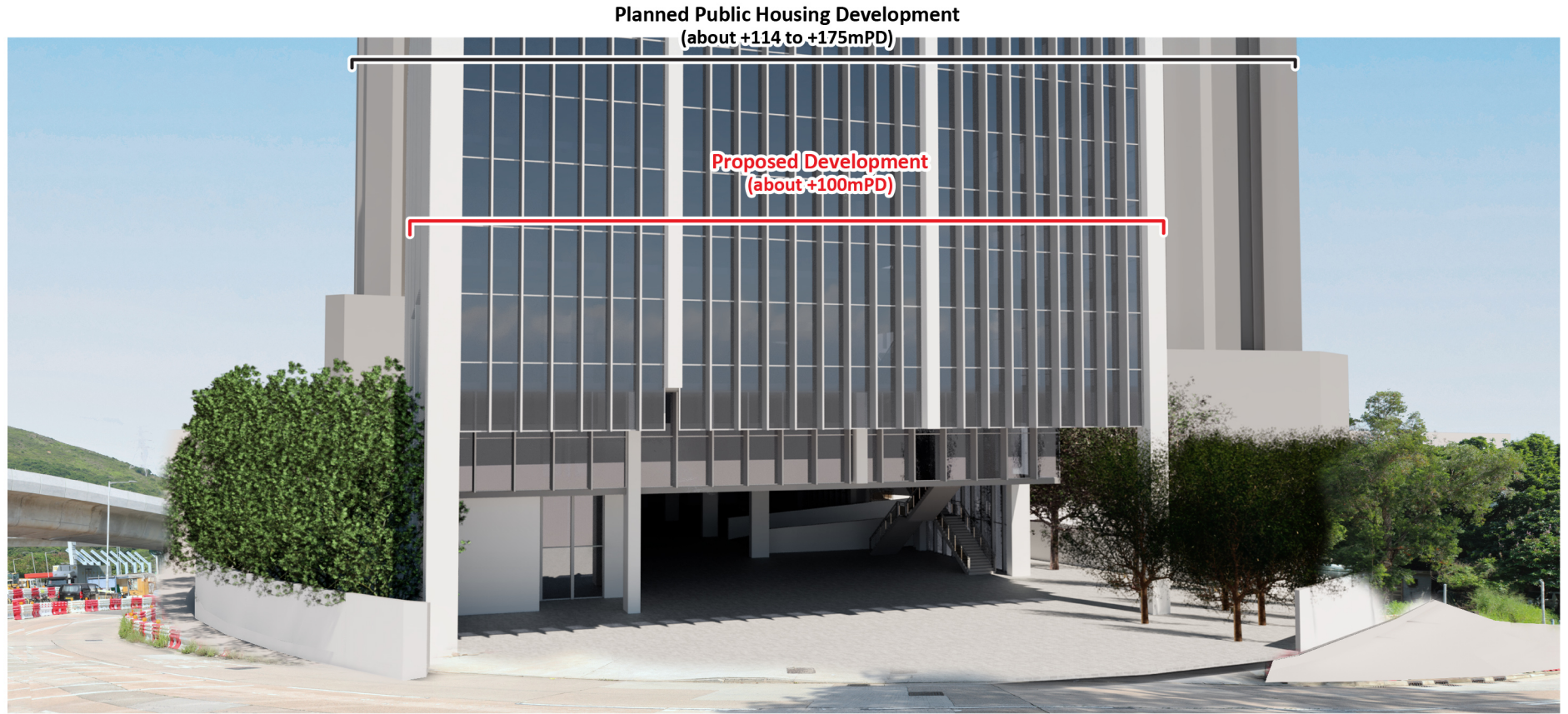
#### Effect of Visual Resources

- 6.3.4 The key visual resources of this VP include roadside greenery in the foreground, and mountain backdrop of Lung Shan and open sky-view at the back. With the implementation of planned public housing, the visual access towards latter two will be affected with or without the Proposed Development.

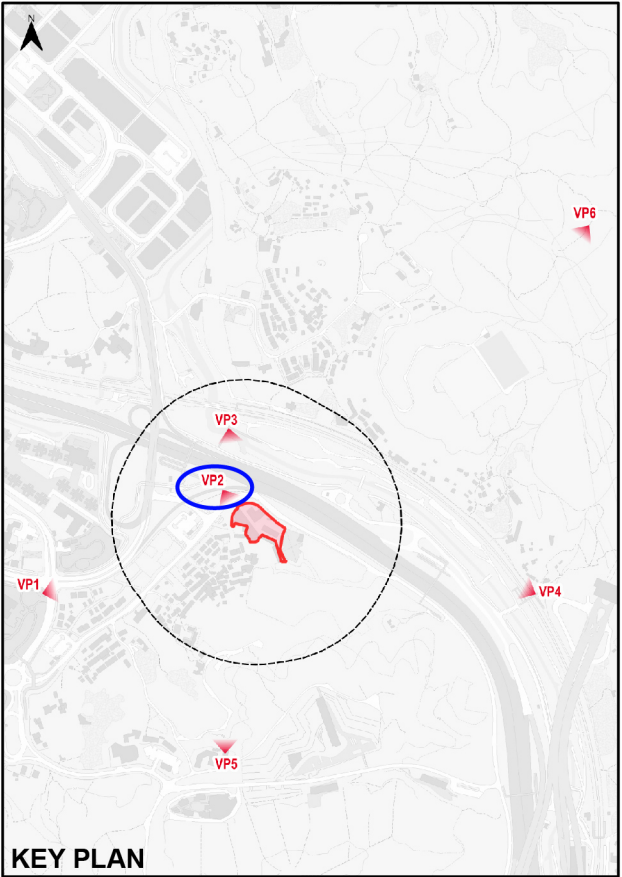




EXISTING CONDITION



PROPOSED DEVELOPMENT



KEY PLAN



PLANNING LIMITED  
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## Viewpoint 2 - Bus Stop along Wo Hing Road

Proposed EV Mobility City with Ancillary Staff Quarters  
and Talent Accommodation at Various Lots in D.D. 51  
and Adjoining Government Land, Fanling

Visual Impact Assessment

Figure 6.2

Date: 31 July 2025



## 6.4 VP3 – Footbridge Near Tong Hang Chuen

### Visual Composition

- 6.4.1 This VP is taken at the footbridge across East Rail Line track near the Tong Hang Chuen with a distance of about 170m to the north-west of the Site. As illustrated in the photomontage at **Figure 6.3**, the visual composition mainly comprises existing lush greenery and the elevated Fanling Bypass under construction in the foreground, and open sky-view at the back. While the lower portion of Proposed Development will be concealed by the existing greenery in the foreground, the upper part will be visible from this VP. With the implementation of planned public housing, the Proposed Development will be seen mostly in front of the high-rise towers of planned public housing (about +118 to +175mPD) as part of the high-rise townscape, and thus the visual composition of this VP will only be slightly altered.

### Visual Obstruction

- 6.4.2 From **Figure 6.3**, with the implementation of planned public housing behind the Site, only a small portion of the existing sky-view will be obstructed by the Proposed Development. The view towards the lush greenery in the foreground will not be affected. Thus, the impact brought by the Proposed Development to the visual openness at this VP will be slight.

### Effect on Public Viewers

- 6.4.3 The VSRs of this VP will be the pedestrians and cyclists using the footbridge which are transient in nature and their visual sensitivity is therefore low to medium. Although the upper part of Proposed Development will be visible from this VP, it would visually blend in with the adjoining high-rise public housing development, forming part of the sub-urban townscape. Hence, the effect on the visual experience will be slightly adverse.

### Effect on Visual Resources

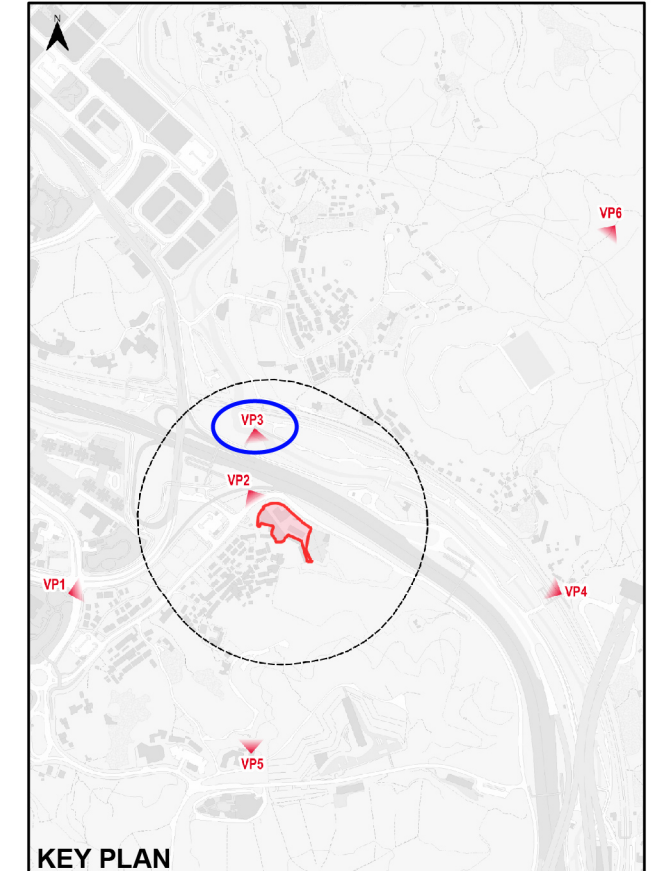
- 6.4.4 The key visual resources at this VP include existing lush greenery in the front and open sky-view at the back. With the implementation of planned public housing, only minimal obstruction towards the open sky-view will be resulted, while the lush greenery in the foreground will remain intact. The visual condition, quality and character will remain largely unchanged.





EXISTING CONDITION

Planned Public Housing Development  
(about +114 to +175mPD)



KEY PLAN



PROPOSED DEVELOPMENT



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## Viewpoint 3 - Footbridge Near Tong Hang Chuen

Proposed EV Mobility City with Ancillary Staff Quarters  
and Talent Accommodation at Various Lots in D.D. 51  
and Adjoining Government Land, Fanling

Visual Impact Assessment

Figure 6.3

Date: 31 July 2025



## **6.5 VP4 – Footbridge near Tong Hang Tung Chuen**

### Visual Composition

- 6.5.1 Similar to VP3, this VP is also located at a footbridge across East Rail Line track near the Tong Hang Tung Chuen. It is a mid-range VP capturing an rather open view, with the rail track and footbridge ramp in the foreground, lush greenery, elevated Fanling Bypass under construction and hillslopes of Wo Hop Shek and Lung Shan taking up the middle-ground, and the high-rise residential cluster in Fanling South (e.g. Dawning View, Wah Sum Estate and Flora Plaza) and open sky-view forming the background. The Proposed Development will be partially concealed by the Fanling Bypass (under construction) and adjoining planned public housing. Only the upper portion of the Proposed Development will be visible from this VP, forming an extension to the planned public housing development. The Proposed Development would blend in with the high-rise urban townscape in the background, with minimal change to the overall visual composition to this VP.

### Visual Obstruction

- 6.5.2 As illustrated in **Figure 6.3**, the Proposed Development will be seen next to the planned public housing development and only a negligible-level of sky-view will be affected. Upon completion, the Proposed Development will form part of the sub-urban fabric for this VP. Not least, visual access towards the lush greenery and hillslopes of Wo Hop Shek and Lung Shan in the middle-ground will remain unobstructed.

### Effect on Public Viewers

- 6.5.3 The Key VSRs identified at this VP are mainly pedestrians and cyclists using the footbridge. Given the transient nature, their visual sensitivity will be low to medium. While the Proposed Development is partially visible from this VP, it will only be seen as part of the building group with the adjacent public housing development, which has a higher development intensity. Therefore, the effect on the visual experience brought by the Proposed Development to the VSRs will be slightly adverse.

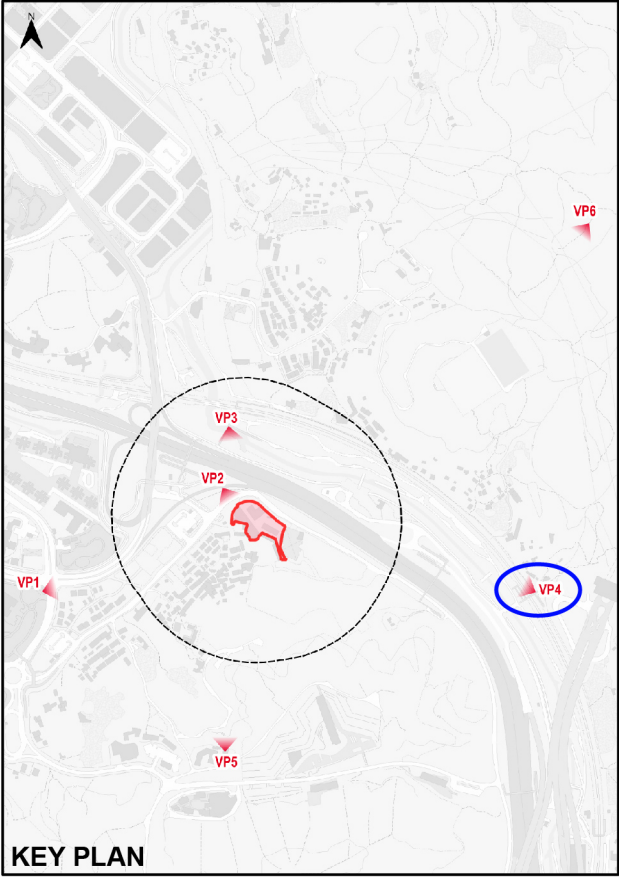
### Effect on Visual Resources

- 6.5.4 The Proposed Development will not affect the access to visual resources from this VP (i.e. lush greenery and hillslopes of Wo Hop Shek and Lung Shan in the middle-ground), with only a minimal portion of the sky-view will be affected. The visual openness of this VP will be largely preserved. As such, the visual condition, quality and character will not be degraded by the Proposed Development.

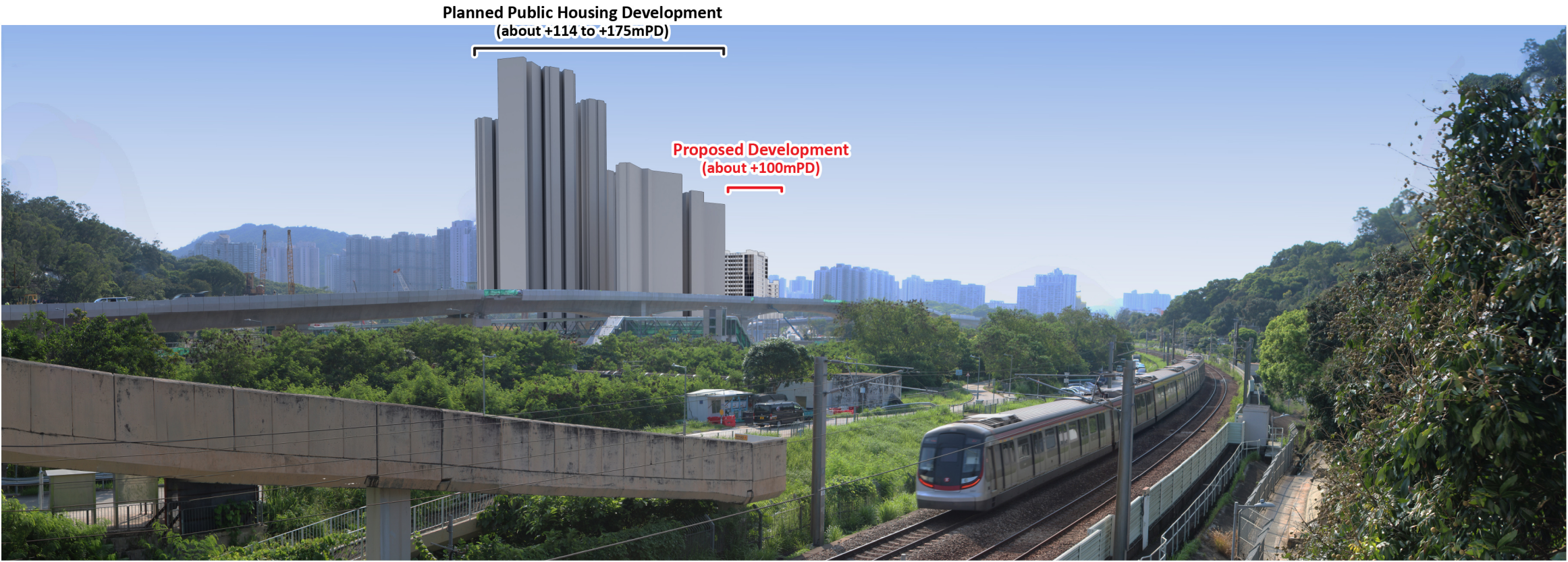




EXISTING CONDITION



KEY PLAN



PROPOSED DEVELOPMENT



Viewpoint 4 - Footbridge Near Tong Hang Tung Chuen

Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling

Visual Impact Assessment

Figure 6.4

Date: 31 July 2025



## **6.6 VP5 – Wo Hop Shek Cemetery**

### Visual Composition

- 6.6.1 This VP is taken at the Wo Hop Shek Columbarium Phase III, about 410m to the south-east of the Site. At the elevated level of about +74.5mPD, this VP captures a panoramic view of Fanling South. While the foreground is dominated by the lush greenery in Wo Hop Shek area, the high-rise housing estates in Fanling South (e.g. Dawning View, Wah Sum Estate and Flora Plaza) take up the middle-ground, with a natural blend of Lung Shan and open sky-view forming the natural backdrop. As depicted in the photomontage at **Figure 6.5**, the Proposed Development will be partially shielded off by the existing greenery. Not least, the visible portion of the Proposed Development will be seen as the extension to the adjacent planned public housing, which has a larger building mass. With the implementation of planned public housing, the Proposed Development would not result in significant change to the overall visual composition to this VP, as it would blend in seamlessly and form part of the existing sub-urban townscape of Fanling.

### Visual Obstruction

- 6.6.2 While the Proposed Development will inevitably lead to minimal degree of visual obstruction towards the mountain backdrop, the existing open sky-view and ridgeline in the background will not be intercepted at all. The views towards the existing lush greenery in the foreground will also remain unobstructed. Therefore, the disruption to the visual openness would be very negligible from this VP.

### Effect on Public Viewers

- 6.6.3 As the VSRs identified at this VP would be mainly visitors to the cemetery, their visual sensitivity would be medium in general. Although the Proposed Development will be partially visible from this VP, a typical sub-urban townscape view with lush greenery dominating the foreground, would remain largely unchanged with minimal impact on the visual openness. Nonetheless, the Proposed Development will also blend in harmoniously with the planned high-rise public housing. Therefore, the effect on the visual experience of the VSRs will be slightly adverse.

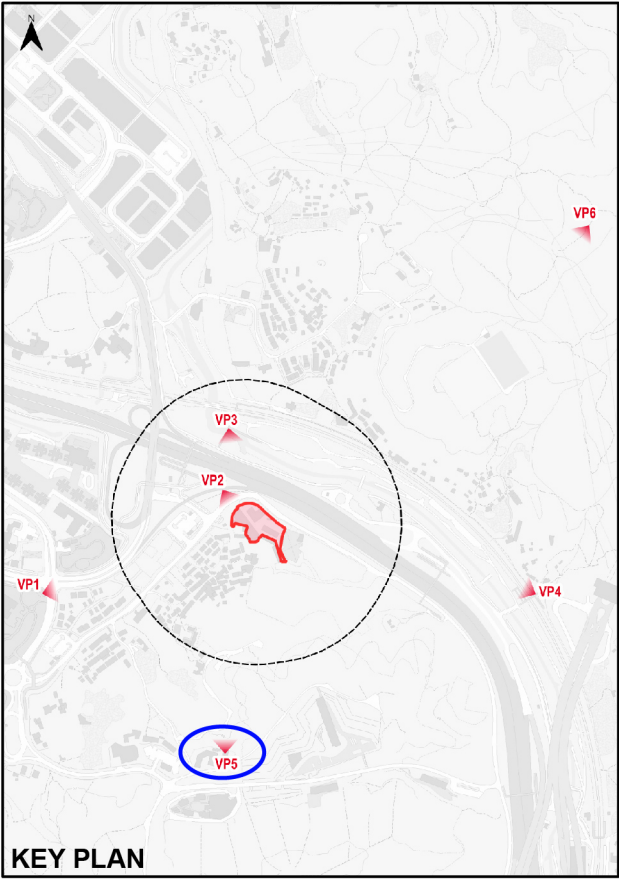
### Effect of Visual Resources

- 6.6.4 Key visual resources of this VP include lush greenery in the foreground and the natural blend of Lung Shan and open sky-view at the background. Given the Proposed Development will blend in harmoniously with sub-urban townscape with only minimal obstruction to the mountain backdrop without intruding the ridgeline, and that the lush greenery in the foreground will not be affected, the impact of Proposed Development on the visual condition, quality and character would be slight.





EXISTING CONDITION



PROPOSED DEVELOPMENT



## 6.7 VP6 – Lung Shan Hiking Trail

### Visual Composition

- 6.7.1 This VP is a distant VP taken at the hiking trail of Lung Shan with a viewing distance of about 1,250m to the north-east of the Site. At the elevated level of about +350mPD, this VP captures an panoramic view over Fanling South, with natural landscape in the foreground, and the high-rise residential cluster and vegetated knoll of Wo Hop Shek taking up the middle-ground. The continuous ridgelines of Pak Tai To Yan and Wu Tip Shan and open sky-line form a natural backdrop. As illustrated in the photomontage in **Figure 6.6**, the Proposed Development will be visible from this VP. With a maximum building height of +100mPD, it will blend in well with the adjacent high-rise public housing development and form part of the existing sub-urban townscape in the background.

### Visual Obstruction

- 6.7.2 As illustrated in **Figure 6.6**, while the Proposed Development would be visible from this VP, the visual access to the existing greenery, mountain backdrop and open sky line will be preserved. No obstruction to the continuous ridgelines in the background will be resulted and thus the disruption on visual openness of this VP will be negligible.

### Effect on Public Viewers

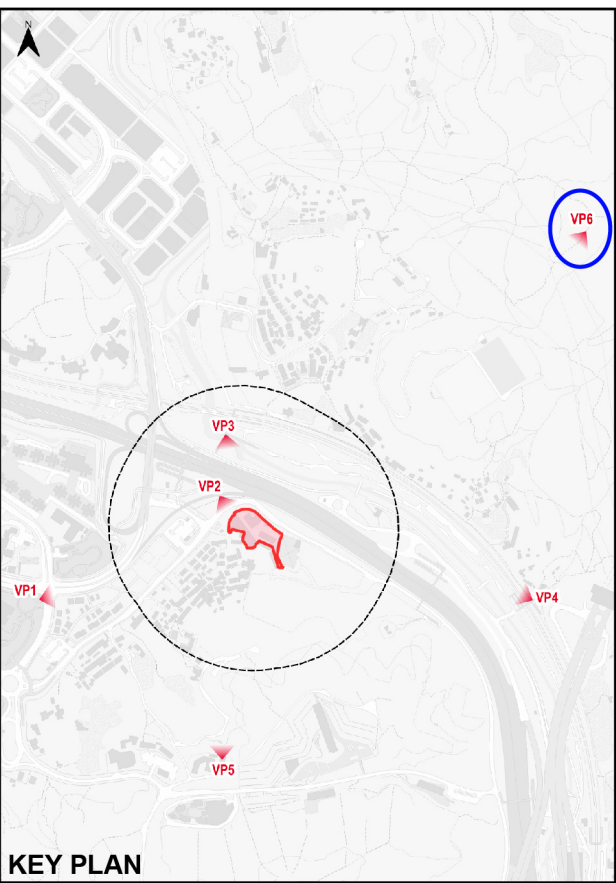
- 6.7.3 The potential VSRs will mainly be hikers along the Lung Shan trail engaging in active and passive recreational activities. The VSRs might stop during their hiking activities to seek for high quality panoramic view of Fanling and thus their visual sensitivity will be high. Considering the Proposed Development will blend in well with the existing sub-urban townscape of Fanling South without obstructing the existing greenery and landscape, the effect on the visual experience of the VSRs will be slight.

### Effect on Visual Resources

- 6.7.4 The Proposed Development will not affect access to the key visual resources at this VP (i.e. the natural landscape in the foreground and the continuous ridgelines and open sky-line at the backdrop). In this regard, there would not be any effect on the condition, quality, sky view and character of the assessment area.



EXISTING CONDITION



PROPOSED DEVELOPMENT



Viewpoint 6 - Lung Shan Hiking Trail

Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling

Visual Impact Assessment

Figure 6.6

Date: 31 July 2025



## 7 CONCLUSION

- 7.1.1 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, **Table 7.1** below presents the overall visual impact caused by the Proposed Development to the identified VSRs represented in each VP. The visual impact associated with the Proposed Development is considered negligible to slightly adverse (at VPs 4 & 6), slightly adverse (at VPs 1, 3 & 5), and slightly to moderately adverse (at VP 2).

**Table 7.1: Summary of Assessment of Visual Impact at the Viewpoints**

Viewpoint	Location	Visual Impact due to Proposed Development
VP1	Pedestrian Crossing outside Wo Hing Playground	Slightly adverse
VP2	Bus Stop along Wo Hing Road	Slightly to moderately adverse
VP3	Footbridge near Tong Hang Chuen	Slightly adverse
VP4	Footbridge near Tong Hang Tung Chuen	Negligible to slightly adverse
VP5	Wo Hop Shek Cemetery	Slightly adverse
VP6	Lung Shan Hiking Trail	Negligible to slightly adverse

- 7.1.2 In light of the scale and existing height profiles of the adjacent planned high-rise public housing (about +118 to +175mPD) and the existing high-rise residential cluster in Fanling South (about +91 to +130mPD), the Proposed Development (about +100mPD) would only bring insignificant change to the visual character and composition of the area. It would mostly be seen in front of / as an extension to the adjoining planning public housing and blend in well with the existing sub-urban townscape of Fanling.
- 7.1.3 As shown in **Figures 6.4** and **6.6**, the Proposed Development would incur negligible to slightly adverse visual impact at VP4 and VP6, as it would be partially screened off by the planned developments and seamlessly form part of the sub-urban townscape of Fanling in the background. At VP4, major portions of the Proposed Development would be screened off by the planned public housing and Fanling Bypass under construction, without obstructing the visual access to lush greenery and hillslopes of Wo Hop Shek and Lung Shan. For VP6, the Proposed Development would completely blend in with the background without changing the visual composition, and that there will be no visual obstruction to the existing greenery, mountain backdrop and open sky-view.
- 7.1.4 For VPs 1, 3 and 5, the Proposed Development would result in slightly adverse impact as illustrated in **Figures 6.1**, **6.3** and **6.5** respectively. While the Proposed Development would be visually compatible with the adjacent planned high-rise public housing, it would inevitably lead to some level of visual obstruction towards the

mountain backdrop and existing open sky-view, and slightly affect the visual openness from these VPs. That being said, the Proposed Development would mostly be seen in front of / as an extension to the planning public housing and blend in well with the existing sub-urban townscape of Fanling.

- 7.1.5 As a close-up viewpoint, the visual impact of VP6 is envisaged to be slightly to moderately adverse (**Figure 6.6** refers). With the implementation of the planned public housing, the existing open sky-view will be inevitably changed and the visual openness will be affected, with or without the Proposed Development. However, considering the close distance between the Site and this VP, and that the Proposed Development will bring the sub-urban townscape forward, the overall effect on the VSRs of this VP will be slight to moderate. However, the Proposed Development would be visually compatible with the high-rise residential developments in local and wider context.
- 7.1.6 In view of the above, it is considered that the Proposed Development would be compatible to the surrounding and wider context, and is acceptable in visual terms.