

## **Visual Impact Assessment**

**For**

**Amendment of Plan to**

**Rezone from “Residential (Group D)” (“R(D)”), “Residential (Group E)”  
 (“R(E)”) and an area shown as ‘Road’  
 to “Residential (Group C)3) (“R(C)3”)**

**on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11  
 at Various Lots in Demarcation District 210 and Demarcation District 244  
 and Adjoining Government land  
 Ho Chung, Sai Kung, New Territories, Hong Kong**

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**Version: A**  
**Date: August 2023**

## **TABLE OF CONTENT**

1. Introduction / Background .....	4
2. Visual Context and Visual Element .....	4
2.1 The Site and its Surroundings .....	4
2.2 Visual Elements .....	4
3. Development Proposal .....	5
3.1 The Proposed Development .....	5
4. Assessment Area & Visual Envelope .....	6
4.1 Assessment Area .....	6
4.2 Visual Envelope .....	6
5. Viewing Points .....	6
6. Measure and Evaluation of Visual Impacts .....	8
6.1 Measure of Visual Changes .....	8
6.2 Evaluate the Visual Impacts .....	9
6.3 Mitigation Measures .....	10
7. Assessment of Visual Impacts .....	10
7.1 Assessment of the Viewing Points .....	10
7.2 Viewing Point 1- The Public Toilet on Luk Mei Lane .....	10
7.3 Viewing Point 2- Crossroad of Luk Mei Tsuen Road and Hiram’s Highway.....	11
7.4 Viewing Point 3- Car Park of Che Kung Temple.....	12
7.5 Viewing Point 4- Ho Chung North Road (Main Road).....	13
8. Conclusion .....	14

*List of Figures*

Figure 1.1	Location Plan
Figure 2.1	The Site and the Its Surroundings
Figure 3.1	Block Plan
Figure 4.1	Assessment Area, Visual Envelope and Viewing Points
Figure 7.1	Photomontage of Proposed Scheme of Viewpoint 1
Figure 7.2	Photomontage of Proposed Scheme of Viewpoint 2
Figure 7.3	Photomontage of Proposed Scheme of Viewpoint 3
Figure 7.4	Photomontage of Proposed Scheme of Viewpoint 4

*List of Tables*

Table 5.1	Details of the Selected Viewing Points
Table 8.1	Summary of Assessment of Visual Impact at the Viewing Points

## **1. Introduction / Background**

- 1.1.1 This Visual Impact Assessment (**VIA**) is prepared as part of the Section 12A Application for the amendment of plan to rezone to “Residential (Group C)3” (“R(C)3”) on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (**the Approved OZP**) at various lots in Demarcation District 210 (D.D.210) and Demarcation District 244 (D.D.244) and adjoining government land, at Ho Chung, Sai Kung, New Territories (the Site) with a Site area about 3,190 sq,m [refer to **Figure 1.1**].
- 1.1.2 The VIA is required as part of the Section 12A planning application for the Proposed Development for rezone the Subject Site from “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)” and an area shown as ‘Road’ to “Residential (Group C)3” (“R(C)3”) zoned with a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport PR of 0.75 on the Approved OZP.
- 1.1.3 This VIA is prepared with reference to the Town Planning Board Planning Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB-PG No. 41) published by the Board in July 2010. According to the Guidelines, a VIA is required if:
- e) the proposal involves modification of development parameters of a site to deviate from the statutory planning restrictions applicable to the site or the neighbourhood, and the modification will amount to pronounced increase in development scale and intensity and visual changes from key public viewing points;
- 1.1.4 This VIA evaluates the anticipated visual impacts of the Proposed Development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

## **2. Visual Context and Visual Element**

### **2.1 The Site and its Surroundings**

- 2.1.1 The Site is accessible with the newly completed Ho Chung North Road. To the north of the Site is some 2 and 3-storey dwellings; to the east of the Site is some vehicle repair workshops and other light industry uses in rural industrial setting, and Marine Cove and Hiram’s Highway to the further east; to the immediate south is an area zoned “Greenbelt” and further south is the former ATV Production Centre (abandoned) and Che Kung Temple; and to the west of the Site is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storeys New Territories Exempted Houses (NTEHs). [refer to **Figure 2.1**]
- 2.1.2 For the planned context, to the north east of the Site are 15 planned houses with valid planning permission until 16.04.2025. [refer to **Figure 2.1**]

### **2.2 Visual Elements**

- 2.2.1 The Visual Elements of a view comprise all the visual features of an area that shape its appearance and visual character from the perspective of prospective viewers. According to Para. 4.8 of the TPB-PG No. 41, visual elements that are currently existing or planned within the assessment area should be identified, as it may affect the overall visual outlook. The key visual elements include major physical structures, visual resources or

attractors (e.g. the harbour, natural coastline, ridgeline, mountain backdrop, woodland, streams, etc.), detractors or visual eyesores (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.). The visual elements may be enhanced, degraded or neutralised by the overall visual impact of the given development.

2.2.2 The visual outlook of an area is shaped by a combined composition of all visual elements, which come into sight of the viewers. Key visual elements in the surrounding context of the Site are included in **Figure 2.1** and summarised below:

- i. To the immediate east of the Site are warehouses and vehicle repair workshops, which are witnessed to have trucks coming in and out;
- ii. To the further east is Marina Cove and the harbour, which are the major visual resource and attractor of the area, attracting numerous local residents and visitors;
- iii. To the immediate north of the Site, there are some 2-3 storeys rural dwelling houses and there is a public toilet situated immediately outside the Site boundary to the north;
- iv. To the further north is the mountain backdrop of Ma On Shan Country Park, which is a visual resource of the area;
- v. To the immediate south of the Site is an area zoned “Greenbelt” (“GB”) under the OZP and there is a vacant land within the “GB” zone;
- vi. To the further south of the Site, there is the former ATV Production Centre (abandoned), which might be considered as an eyesore of the area, as it is abandoned and bulky;
- vii. To the immediate west of the Site is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storeys NTEHs; and
- viii. To the further West of the Site is the mountain backdrop of Ma On Shan Country Park, which is a visual resource of the area.

## **3. Development Proposal**

### **3.1 The Proposed Development**

3.1.1 The Proposed Development is a low-density and low-rise residential development including 8 no. of 3 storeys over one storey of carport. The proposed PRs is 0.75. The building height are about 12m. Green noise barriers are proposed along Ho Chung North Road for Parcel B and Parcel C of the Site to reduce noise pollution might be caused as well as strengthening the privacy of the proposed development [refer to **Figure 3.1**]

3.1.2 The intent of the Proposed Development is to better utilise the land resource, facilitating upgrading the surrounding areas and phasing out existing industrial uses with high-quality residential development. The Proposed Development aims to provide the much-needed housings while bringing public gains to the locality through provision of vehicular access with newly constructed footpath.

## 4. Assessment Area & Visual Envelope

### 4.1 Assessment Area

- 4.1.1 In accordance with Para 4.3 of TPB-PG No.41, *“the assessment area is expected to cover the area of visual influence within which the proposed development is pronouncedly visible from key sensitive viewers. The extent of the assessment area varies case by case depending on the size of development, the site context and the distance and location of sensitive viewers”*.
- 4.1.2 In this connection, a radius of three times the height of the proposed development is used as an extent of this initial assessment area. Since the maximum actual building height of the proposed development is 12m absolute height, the assessment area covers a radial area of 36m (i.e. 3H) from the façade of the proposed development.

### 4.2 Visual Envelope

- 4.2.1 The visual envelope is the actual assessment area defined by the TPG PG-No. 41 as, *“determined having regard to the size of the proposed development, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions by ground inspection.”* The visual envelope *“is expected to cover the fields of view from all sensitive viewers in direct sight of the proposed development.”*
- 4.2.2 Due to the topography of the Site, the visual envelope covers only the immediate surroundings of the Site: a few rural dwelling houses and the public toilet to the north, the warehouse and car repair workshops to the east, the vacant land within “GB” zone to the south-east, a few temporary structures to the east, part of Ho Chung North Road to the south-west and part of Luk Mei Tsuen Road to the south-east.
- 4.2.3 An initial assessment boundary and a visual envelope is delineated for the VIA in accordance with TPB-PG No. 41 based on ground inspection as shown in **Figure 4.1**.

## 5. Viewing Points

- 5.1.1 With reference to Para. 4.5 of TPG PG-No. 41, visual impact should take into account views from key strategic and popular local vantage points. In the interest of the public, it is important to protect public views, particularly those easily accessible and popular to the public or tourists. According to the TPG PG-No. 41, these points include *“key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers’ visual attention may be caught by the proposed development.”* The Visually Sensitive Receivers (VSRs) will also assess the impact on sensitive public viewers from the most influenced viewing points.
- 5.1.2 Assessment of the visual impact of the proposed development on the VSRs is determined in part by the sensitivity to change. This sensitivity can be graded as High, Medium or Low, taking into account the duration and distance over which the proposed development would remain visible and the public perception of value attached to the views being assessed.
- 5.1.3 The visual sensitivity of the public viewers from the viewing points are qualitatively graded as high, medium or low, taking into account the activity of the viewers, the

duration and distance over which the proposed development would remain visible, and the public perception of value attached to the views being assessed. The public viewers and their sensitivity can be broadly categorised as follows:

**High:** The viewers are highly sensitive to any changes in the viewing experience - e.g. formalised public viewpoints or designed landscape vistas where the principle view is of the development site.

**Medium:** The viewers are moderately sensitive to any changes in the viewing experience - e.g. outdoor workers, office workers, recreational users, where the secondary view is of the development.

**Low:** The viewers are slightly sensitive to any changes in the viewing experience - e.g. people travelling through the landscape (by private / public motorised transport), people engaged in active recreational activities (e.g. sporting activities).

5.1.4 A total of 4 Viewing Points (VPs) have been selected. The VPs selected include the popular congregation points at vicinity or point along prominent travel route near the Site, which are easily accessible by the public. [refer to **Figure 4.1**]

Viewing Point 1 – The Public Toilet on Luk Mei Lane

5.1.5 This short-range VP is located outside the newly constructed public toilet on Luk Mei Lane, which is approximate 30m to the north of the Site. The VSRs of this VP are mainly users of the public toilet, pedestrian passers-by, vehicle drivers and local residents of transient nature. It is observed that though this VP is located close to the Site, only limited no. of users, pedestrians, vehicle drivers and local residents were witnessed at this VP, as Luk Mei Lane is a dead-end road serving limited no. of houses and population. In this connection, the visual sensitivity of VP-1 is regarded as **Medium**.

Viewing Point 2- Crossroad of Luk Mei Tsuen Road and Hiram’s Highway

5.1.6 This long-range VP is located at the intersection of Luk Mei Tsuen Road and Hiram’s Highway, which is approximate 160m southeast of the Site. This VP represents pedestrian passers-by, local residents, vehicle drivers and users of public transport of transient nature. The VSRs of this VP are mainly local residents, visitors, students the Woodland Sai Kung Pre-School, and visitors to Marina Cove Shopping Centre. Though this VP represents the most popular congregation point at the vicinity, the visual sensitivity is regarded as **Low** due to the topography and visual obstruction by existing structures along Luk Mei Tsuen and roadside vegetation in the foreground Road.

Viewing Point 3 – Car Park of Che Kung Temple

5.1.7 This long-range VP is located at the Car Park of Che Kung Temple, adjacent to the abandoned ATV Production Centre, approximate 160m (direct-line distance) south of the Site. This VP is witnessed to be one of the main attractions to both visitors and local residents at the vicinity. The VSRs of this VP are visitors and local residents visiting the temple. In consideration of the far distance to the Site, the topography, and the visual obstruction by the rich vegetation within the area zoned “GB” in the foreground, the visual sensitivity of this VP is regarded as **Low**.

Viewing Point 4 – Ho Chung North Road (Main Road)

5.1.8 This medium-range VP is located approximately 60m west of the Site, which is located on the pedestrian walkway of Ho Chung North Road (main road), the prominent travel route of the Site. The VSRs of this VP are mainly vehicle drivers, pedestrian passers-by and local residents of transient nature. Though this VP captures Parcel A, B and C of the Site, this VP is situated at a higher level than the Site as Ho Chung North Road is elevated. In this connection, the visual sensitivity is regarded as **Low** due to the topography and visual obstruction by existing structures and vegetations in the foreground.

Viewing Points	Direct Line Distance from the Site	Visual Sensitive Receivers	Visual Sensitivity
<b>VP-1 The Public Toilet on Luk Mei Lane</b>	About 30m	Users of the Public Toilet, pedestrian passers-by, local residents, and vehicle drivers	Medium
<b>VP-2 Crossroad of Luk Mei Tsuen Road and Hiram’s Highway</b>	About 160m	Pedestrian passers-by, local residents, vehicle drivers, visitors and users of public transport	Low
<b>VP-3 Car Park of Che Kung Temple</b>	About 160m	Visitors, and local residents visiting Che Kong Temple	Low
<b>VP-4 Ho Chung North Road (Main Road)</b>	About 60m	Vehicle drivers, pedestrian passers-by and local residents	Low

Table 5.1- Details of the selected Viewing Points

## 6. Measure and Evaluation of Visual Impacts

### 6.1 Measure of Visual Changes

6.1.1 With reference to Para 4.10 of TPB PG-No. 41, to appraise the effects of visual changes on the assessment area and sensitive public viewers, the following aspects should be considered:

a) Visual Composition

*“Visual composition is the total visual effects of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and characters vis-a-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts”.*

b) Visual Obstruction

*“A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area. Blockage or partial blockage of views which substantially reduce visual permeability, existing panorama, vistas, visual resources or visual amenities should be avoided or minimized as far as possible. In particular with regard to impact on prominent ridgelines, the harbour, natural coastlines, open sea horizon, skyline, scenic areas, valued landscape, special landmark, heritage features are to be preserved”.*

c) Effect on Public Viewers

*“The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The cumulative impact with any known planned developments as permitted by the statutory plans should be taken into account where possible. The appraisal should take into account the public perception of value attached to the views currently enjoyed, and any likely visual concerns from the general public. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible”.*

d) Effect on Visual Resources

*“The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, visual quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development”.*

## 6.2 Evaluate the Visual Impacts

6.2.1 With reference to Para 4.11 TPB PG-No. 41, the overall visual impacts are concluded and classified within a range of threshold:

a) Enhanced

*“if the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points”;*

b) Partly Enhanced/Partly Adverse

*“if the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points”;*

c) Negligible

*“if the proposed development will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area”;*

d) Slightly Adverse

*“if the proposed development will, with or without mitigation measures, result in overall term some negative visual effects to most of the identified key public viewing points”;*

e) Moderately Adverse

*“if the proposed development will, with or without mitigation measures, result in overall term negative visual effects to most of the identified key public viewing points”;* and

f) Significantly Adverse

*“if the proposed development will in overall term cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.”*

## 6.3 Mitigation Measures

- 6.3.1 To address or minimise possible visual impact, the sources of impact need to be identified and suitable mitigation measures are proposed as appropriate so that the significance of impacts is reduced. Mitigation measures could relate to the building design itself (e.g. location, design, colour and façade features) or could involve the overall project design (e.g. landscaping, such as tree planting to screen a development and enhance views).

## 7. Assessment of Visual Impacts

### 7.1 Assessment of the Viewing Points

- 7.1.1 This section assesses the visual changes in visual quality for each viewing point comparing the existing situation with the situation that includes the Proposed Development.
- 7.1.2 Photomontages of viewing points are used to assess the visual impact of the Proposed Development. For easy comparison, the existing condition without the proposed development and with the proposed development is shown. Please refer to **Figures 7.1-7.4** for the photomontages of the assessments.

### 7.2 Viewing Point 1- The Public Toilet on Luk Mei Lane

#### Visual Composition

- 7.2.1 VP-1 is located to the immediate north of the Site and it represents the view from the users of the public toilet, pedestrian passers-by, local residents, and vehicle drivers reaching the main roads through Luk Mei Lane. This VP captures the view of the existing refuse collection point, temporary structures, roadside vegetation, and car repair workshops in the foreground, and a 3-storey dwelling house, ATV Production Centre and

the mountain backdrop in the background. As illustrated in **Figure 7.1**, a portion of the Proposed Development will be screened off by the existing trees and vegetation. In this connection, the Proposed Development will merge into the existing visual composition with minimal negative effect on the visual balance, compatibility, harmony, unity or contrast. Therefore the visual composition would be **low**.

#### Visual Obstruction

- 7.2.2 From this VP, VSRs are currently enjoying an open view towards the Site with the mountain backdrop in the background. As demonstrated in **Figure 7.1**, comparing to the OZP compliant scheme affecting the openness of VSR’s views, the Proposed Development with a low building height would not form visual obstruction and therefore the current openness of the sky view and most of the view of the mountain backdrop at this VP will be minimally affected. With proposed landscape and trees, the Proposed Development will alternatively provide positive visual resources to VSRs at this VP. Therefore the visual obstruction would be **low**.

#### Effect on Public Viewers

- 7.2.3 Due to the close proximity to the Site, VSRs at VP-1 will be inevitably affected, yet in a good way. The existing view of the public viewers from VP-1 consists of a refuse collection point, unorganised space occupied by temporary structures and vehicles, and the abandoned ATV Production Centre. With well-designed layout of buildings, landscape elements, the visual effect on public viewers at this VP brought by the Proposed Development at VP-1 will be **enhanced**.

#### Effect of Visual Resources

- 7.2.4 The existing refuse collection point, roadside vegetation, and temporary structures in the foreground, the abandoned ATV Production Centre, sky view and mountain backdrop in the background are the major visual resources for VSRs at VP-1. The Proposed Development will inevitably impact the existing visual resources, as temporary structures will be removed. However, the Proposed Development **will not degrade** the condition, visual quality and character of the assessment area, as it would not block the sky view and mountain backdrop. Alternatively, the Proposed Development will remove and partly screen off some of the existing undesirable visual resources. Therefore the visual resources would be **enhanced**.
- 7.2.5 In summary, with varied design merits, the resultant visual impact of the Proposed Development viewed from VP-1 is assessed to be **enhanced**.

### **7.3 Viewing Point 2- Crossroad of Luk Mei Tsuen Road and Hiram’s Highway**

#### Visual Composition

- 7.3.1 The existing view comprises the junction of Luk Mei Tsuen Road and Hiram’s Highway, the retaining wall along Hiram’s Highway, a big warehouse of the Kin Hing Group, Limited, the area zoned “GB” with rich vegetation and roadside trees along Luk Mei Tsuen Road in the foreground and, mountain backdrop in the background. It is observed that the Proposed Development is located at a ground level higher than VP-2, and the view towards the Proposed Development is mostly blocked by retaining wall along Hiram’s Highway and the roadside vegetation. The Proposed Development would

therefore have **no impact to the visual composition** at this VP.

#### Visual Obstruction

- 7.3.2 From VP-2, the view is dominated by junction of Luk Mei Tsuen Road and Hiram’s Highway, the retaining wall along Hiram’s Highway, area zoned “GB” with rich vegetation and roadside vegetation. The Photomontage **Figure 7.2** illustrates that the Proposed Development cannot be seen at this VP, in this connection, the Proposed Development **will not cause** visual obstruction or block the openness of this VP, resulting in **no impact**.

#### Effect on Public Viewers

- 7.3.3 The Proposed Development with a maximum building height of 12m (+23.70 mPD (Parcel A and B) and +25.97mPD (Parcel C) is located at a ground level higher than this VP, however due to the rich roadside vegetation and existing structures, the Proposed Development will be shielded in a great extent. In this connection, the views of public viewers at this VP will not be affected. Moreover, given the transient nature of this VP, the visual sensitivity of VSRs at this VP would be **low**. The visual change brought about by the Proposed Development therefore would be **negligible**.

#### Effect of Visual Resources

- 7.3.4 The existing visual resources, such as the sky view, streetscape, and mountain backdrop would not be affected and no change to the quality and character of the assessment area will be caused by the Proposed Development, due to the proposed building heights and topography. This would result in **no impact** to the visual resources.
- 7.3.5 In summary, the visual impact of the Proposed Development viewed from VP-2 is assessed to be **Negligible**.

### **7.4 Viewing Point 3- Car Park of Che Kung Temple**

#### Visual Composition

- 7.4.1 The existing view of VP-3 comprises the rich vegetation within the area zoned “GB” and open sky view. The proposed maximum building height is 12m (+23.70 mPD (Parcel A and B) and +25.97mPD (Parcel C)), which will be entirely screened off by the existing trees. In this connection, the Proposed Development will not form any new visual element or cause any impact on the existing visual composition as shown in **Figure 7.3**, resulting in **no impact** to the visual composition from this VP.

#### Visual Obstruction

- 7.4.2 The only visual resources viewing from this VP are the mature trees within the area zoned “GB” and the open sky view. As the Proposed Development is situated to the north of the area zoned “GB”, the presence of the Proposed Development will not result in any visual obstruction to the existing visual resources with no loss of views or visual openness, resulting in **no impact** on the visual obstruction

#### Effect on Public Viewers

- 7.4.3 The public viewers of this VP are mostly visitors to Che Kung Temple. These public viewers will continue to enjoy the open sky and rich vegetation as the Proposed

Development cannot be seen at this VP. Hence, the visual sensitivity would be low and the visual change caused by the Proposed Development at this VP would be **negligible**.

#### Effect of Visual Resources

- 7.4.4 The major visual resources for VSRs at this VP are the mature trees within the area zoned “GB” and the open sky view. As stated above, the Proposed Development cannot be seen at this VP. In this connection, the Proposed Development will neither bring any adverse impact to the condition, visual quality and character of the assessment area nor any on-site and off-site visual impact. There will be **no impact** on the visual resources from this VP
- 7.4.5 In summary, the visual impact of the Proposed Development viewed from VP-3 is assessed to be **Negligible**.

### 7.5 Viewing Point 4- Ho Chung North Road (Main Road)

#### Visual Composition

- 7.5.1 VP-4 is located to the west of the Site, capturing the partial view of the Site with Ho Chung North Road, some temporary structures, the open-air vehicle park and roadside vegetation in the foreground, and the open sky view as backdrop. The existing visual composition is messy and unpleasant, having all the undermaintained temporary structures and cars weltered together. The Proposed Development however would **enhance** the visual composition by replacing the temporary structures on Site with well-designed permanent housings as well as additional landscape elements. Therefore the visual composition would **be enhanced**. [refer to **Figure 7.4**].

#### Visual Obstruction

- 7.5.2 From this VP, VSRs are currently facing Ho Chung North Road with some temporary structures, open-air vehicle park and roadside vegetation along both sides of the road in the foreground, and the open sky view as backdrop. No significant visual feature is available at this VP, in particularly in terms of coastline, open sea horizon, scenic areas, valued landscape, special landmark and heritage. As illustrated in **Figure 7.4**, the Proposed Development, **would form no visual obstruction** and **no loss of visual openness of VSRs** due to its compatible building heights and mass. This would result in **no impact** to the visual obstruction.

#### Effect on Public Viewers

- 7.5.3 The effect of the Proposed Development on the public viewers would be **partly enhanced** when viewing from this VP, since the Proposed Development would replace the temporary structures and open-air vehicle park at the Parcel C with well-designed permanent house with landscape. The Proposed Development within the Parcel A and B of the Site would be partly shielded off by the existing and proposed roadside trees and structures. Additionally, with consideration of the transient nature of this VP, where VSRs are mainly pedestrian passers-by and vehicle drivers, the visual sensitivity at this VP will be **low**. The visual change caused by the Proposed Development will be **partly enhanced**.

#### Effect of Visual Resources

- 7.5.4 The existing visual resources at VP-4 are Luk Mei Tsuen Road, temporary structures,

open-air vehicle park, roadside vegetation and sky view at backdrop. The Proposed Development will replace the existing undesirable visual resources with permanent houses with landscapes which would be more visually appealing. Overall, the condition, quality and character of the assessment area would be **enhanced** as a result of the Proposed Development, as the streetscape would be improved through provision of well-designed buildings, more trees and landscapes.

7.5.5 In summary, the resultant visual impact of the Proposed Development viewed from VP-4 is assessed to be **enhanced**.

## 8. Conclusion

8.1.1 The Proposed Development for a low-density and low-rise residential development with a rezone of the Subject Site from “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)”) and an area shown as ‘Road’ to “Residential (Group C)3” (“R(C)3”) Considering that low building height and its surrounding building height profile, the proposed rezone of site is considered reasonable.

8.1.2 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 8.1 below presents the overall visual impact caused by the Proposed Development to the VSRs of each VP.

Viewing Point	Distance from the site	Visual Sensitive Receivers	Visual Sensitivity	Visual Impact of the Proposed Development
VP1 The Public Toilet on Luk Mei Lane	Short-range	Users of the Public Toilet, pedestrian passers-by, local residents, and vehicle drivers	Medium	Enhanced
VP2 Crossroad of Luk Mei Tsuen Road and Hiram’s Highway	Long-range	Pedestrian passers-by, local residents, vehicle drivers, visitors and users of public transport	Low	Negligible
VP3 Car Park of Che Kung Temple	Long-range	Visitors, and local residents visiting Che Kong Temple	Low	Negligible
VP4 Ho Chung North Road (Main Road)	Medium-range	Vehicle drivers, pedestrian passers-by and local residents	Low	Enhanced

Table 8.1 Summary of Assessment of Visual Impact at the Viewing Points

8.1.3 While the visual change to VSRs at VP-2 and VP-3 are negligible, the visual impact at VP-1 and VP-4 would be enhanced by the Proposed Development. This VIA therefore concludes that overall visual impact of the Proposed Development at the Site to its surroundings would be **enhanced**. The Proposed Development will have minimal visual

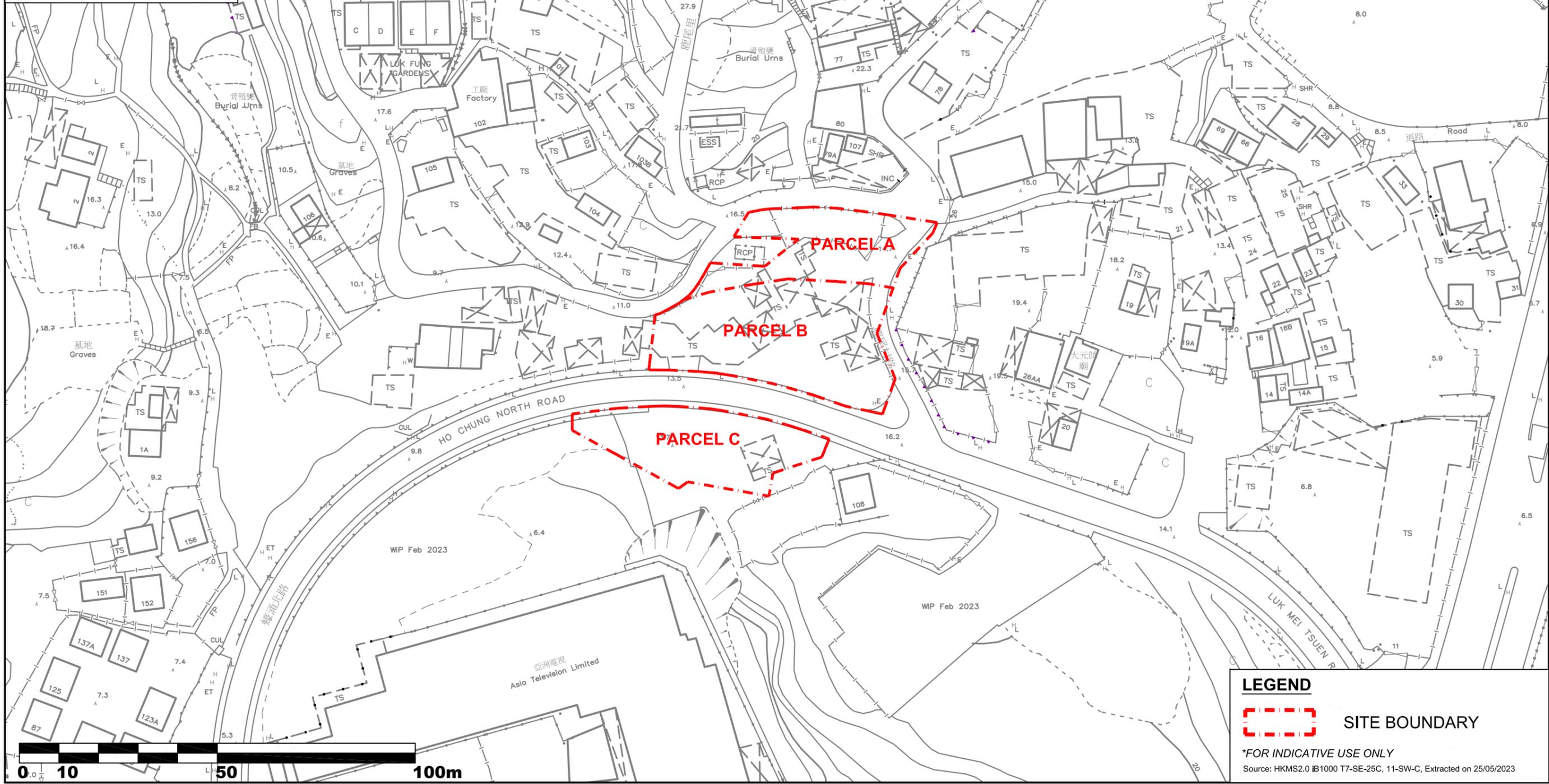
effects to VSRs at a few identified key public viewing points in a positive way, as the Proposed Development will remove some of the existing visual obstructions and provide new visual resources through provision of greenery elements.

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## Figures

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**LEGEND**

 SITE BOUNDARY

*\*FOR INDICATIVE USE ONLY*

Source: HKMS2.0 IB1000 T7-SE-25C, 11-SW-C, Extracted on 25/05/2023

File Name :  
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**PRUDENTIAL** 利達行  
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FAX: 2598 6576

JOB TITLE:  
Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)", "Residential (Group E)" ("R(E)") and an area shown as "Road" to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

Drawing Title  
**LOCATION PLAN**

Rev	Description	Date

Drawn	CN	Date	19/07/2023
Checked	RT	Approved	RT
Scale	1:1000 @ A3		

Drawing No.	Figure 1.1
Rev.	-



File Name :  
Source :

*\*For Indicative Use Only*

**PRUDENTIAL** 滙豐  
SURVEYING · LAND ADVISORY · VALUATION 行

ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING  
244 DES VOEUX ROAD CENTRAL HONG KONG  
TEL: 2507 8333  
FAX: 2598 6576

JOB TITLE:  
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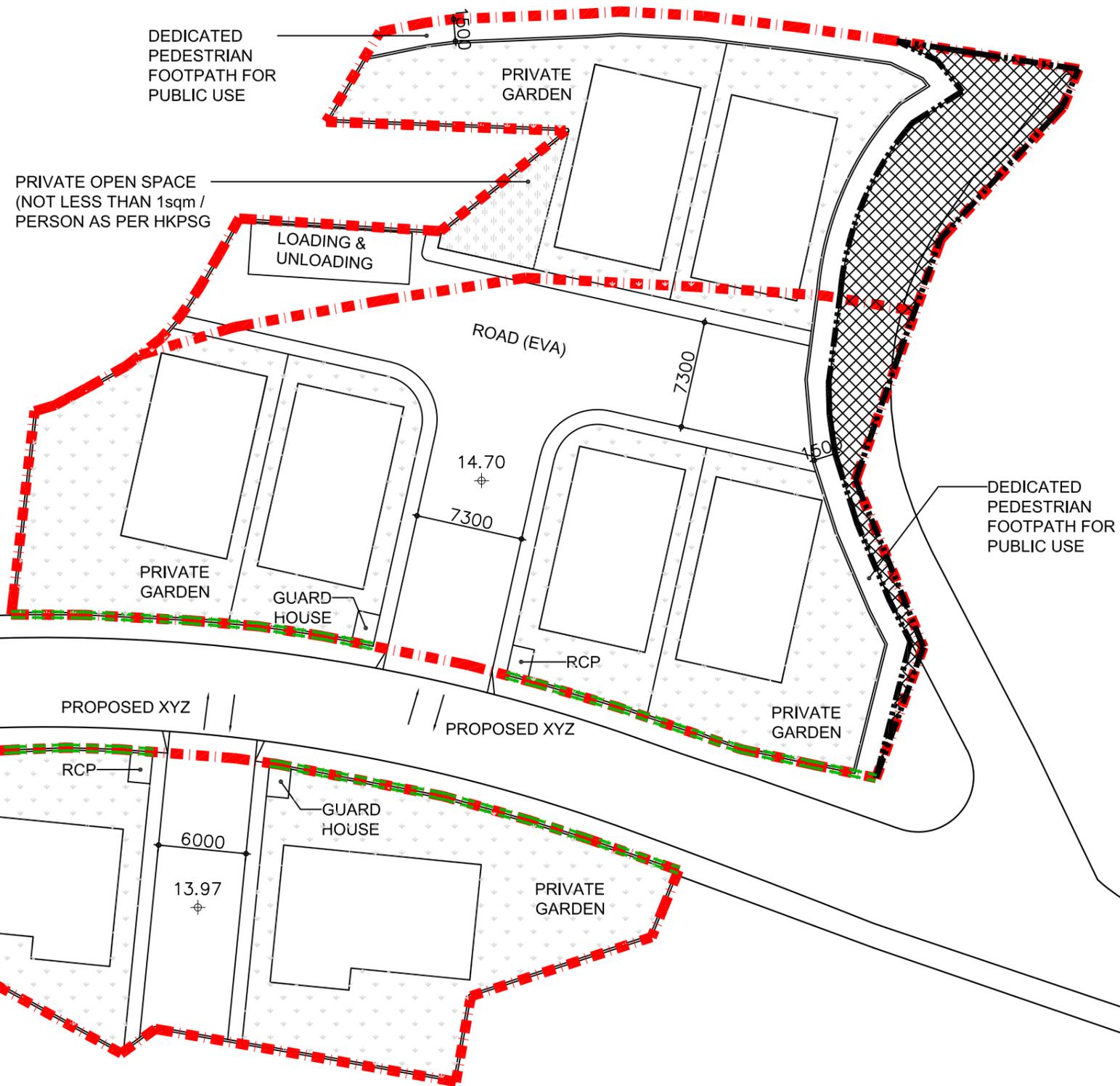
Drawing Title  
**THE SITE AND ITS SURROUNDINGS**

Drawn	CN	Date	08/08/2023	Drawing No.	FIGURE 2.1
Checked	RT	Approved	RT		
Rev	Description	Date	Scale	N.T.S.	Rev.



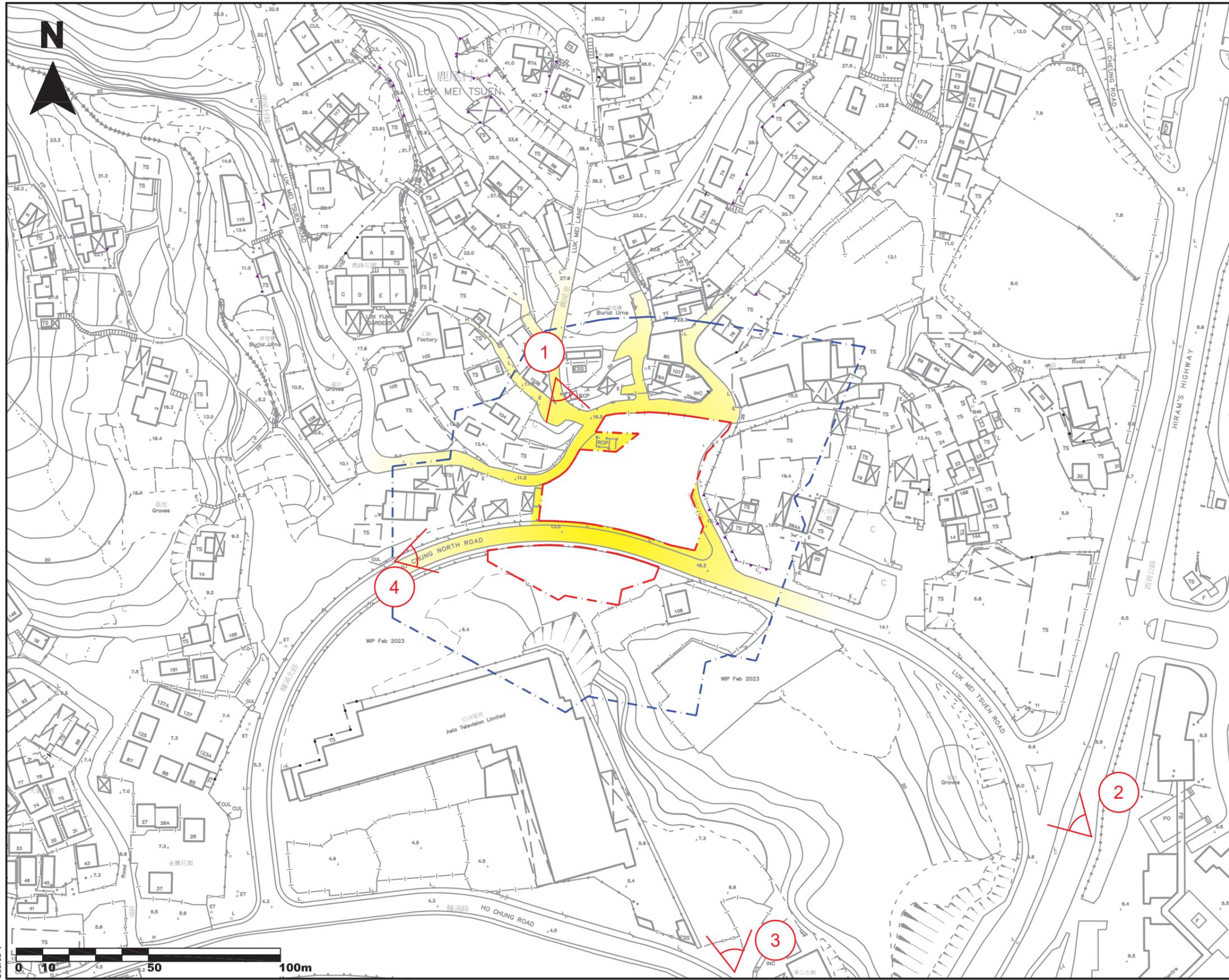
**LEGEND**

- SITE BOUNDARY
- AREA TO BE DEDICATED AS RIGHT OF WAY
- GREEN NOISE BARRIER
- PRIVATE GARDEN
- BUILDING FOOTPRINT
- PRIVATE OPEN SPACE



File Name :  
Source :

	ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG TEL: 2507 8333 FAX: 2598 6576	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)", "Residential (Group E)" ("R(E)") and an area shown as "Road" to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	Drawing Title BLOCK PLAN		Drawn CN	Date 20/07/2023	Drawing No. Figure 3.1
				Checked RT	Approved RT	Scale 1:350 @ A3	
				Rev.	Description	Date	-



**LEGEND**

- SITE BOUNDARY
- ASSESSMENT AREA BOUNDARY
- VISUAL ENVELOPE
- △ VIEWING POINTS
- 1 THE PUBLIC TOILET ON LUK MEI LANE
- 2 CROSS ROAD OF LUK MEI TSUEN ROAD AND HIRAM'S HIGHWAY
- 3 CAR PARK OF CHE KUNG TEMPLE
- 4 HO CHUNG NORTH ROAD (MAIN ROAD)

File Name :  
Source :



\*FOR INDICATIVE USE ONLY  
Source: HKMS2.0 IB1000 T7-SE-25C, 11-SW-C, Extracted on 25/05/2023

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Amendment of Plan to Rezone "Residential (Group D)" ("R(D)", "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

Drawing Title  
**ASSESSMENT AREA, VISUAL ENVELOPE AND VIEWING POINTS**

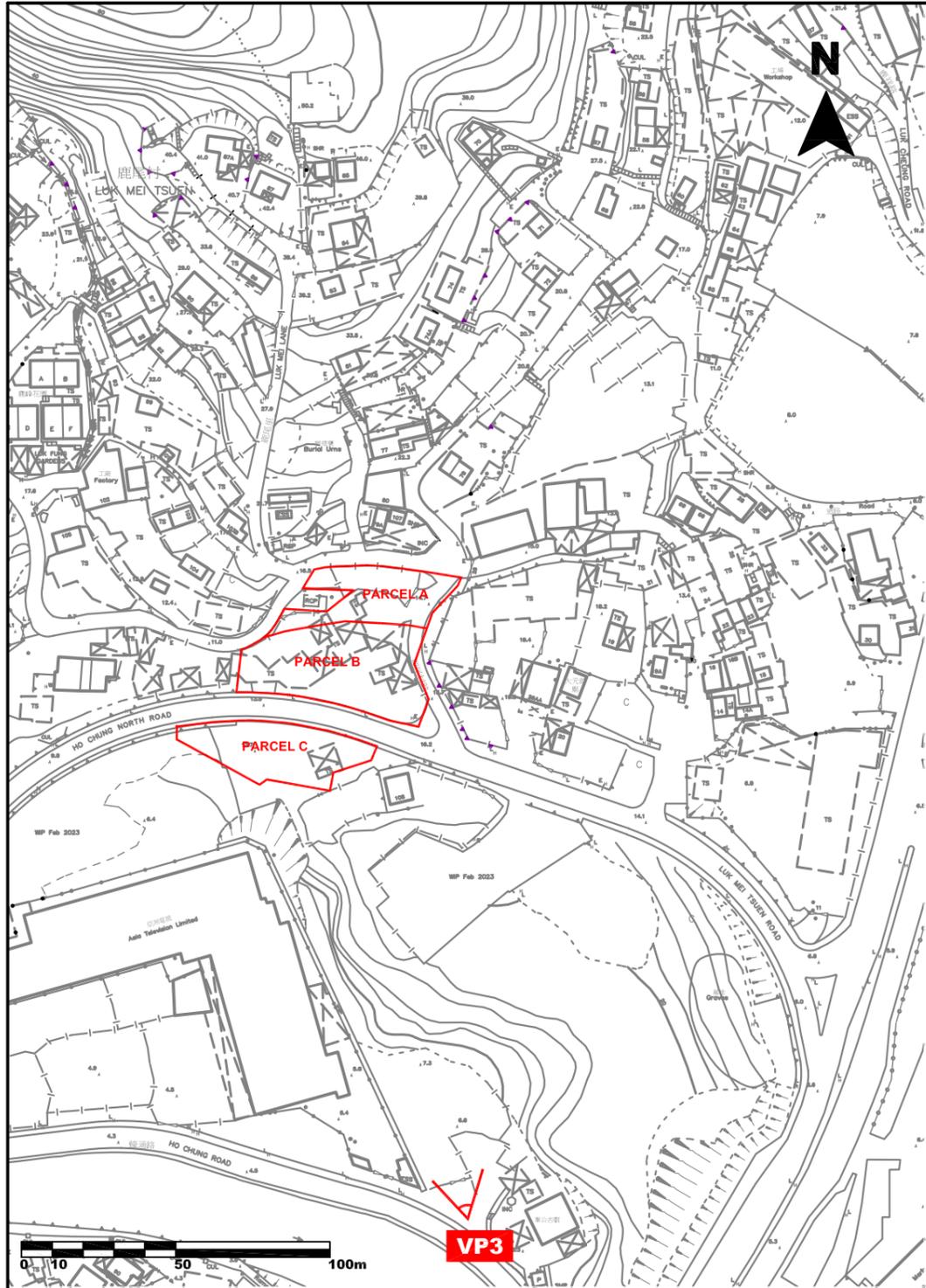
Rev	Description	Date

Drawn	CN	Date	26/07/2023
Checked	RT	Approved	RT
Scale	1:1500 @ A3		

Drawing No.	Figure 4.1
Rev.	-



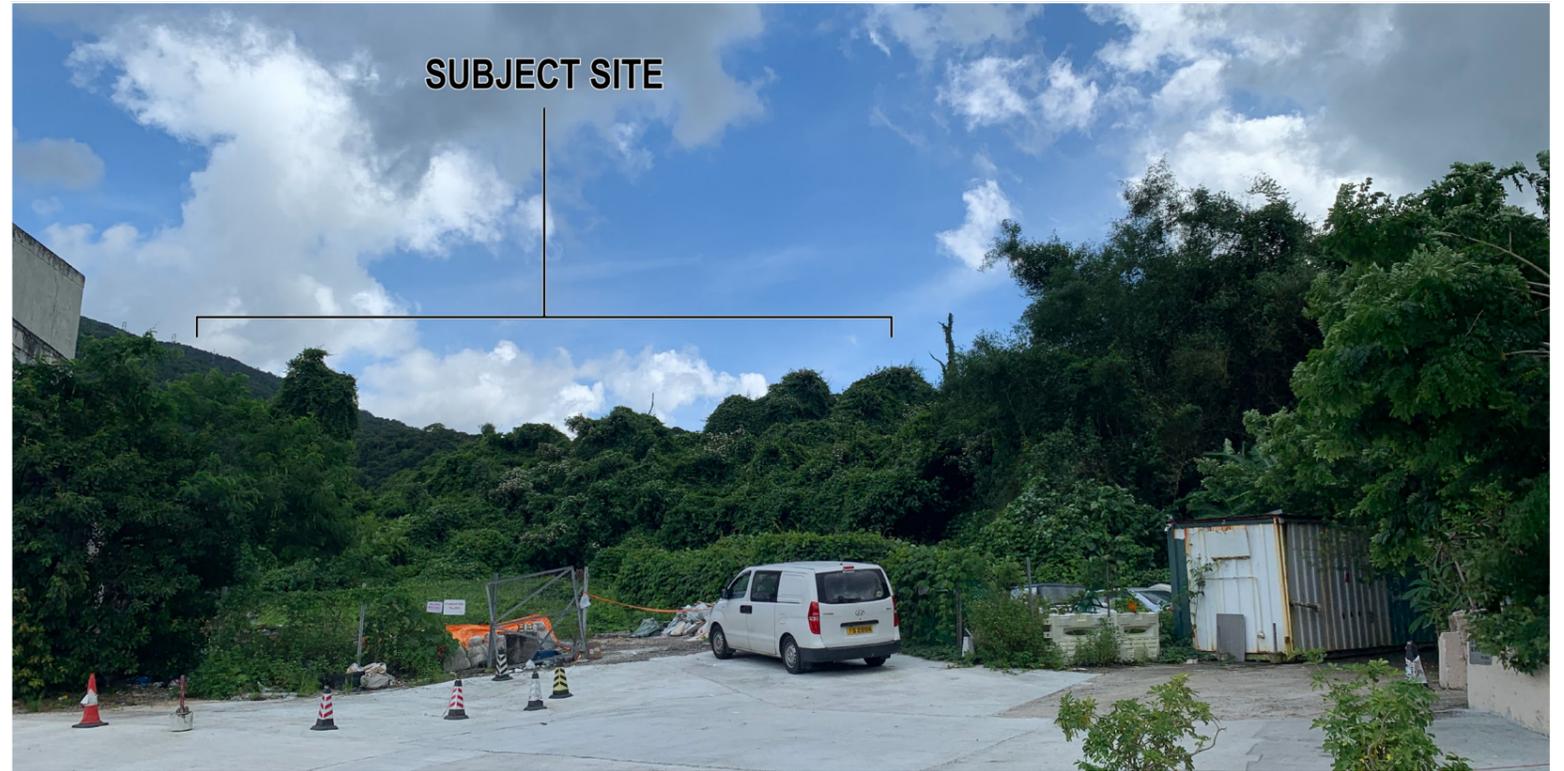




**A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT**



**B. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT**



**LEGEND**

- SITE BOUNDARY
- < VIEWPOINT (VP)

File Name :  
Source :

	ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG TEL: 2507 8333 FAX: 2598 6576	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)", "Residential (Group E)" ("R(E)") and an area shown as "Road" to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	Drawing Title PHOTOMONTAGE OF PROPOSED SCHEME OF VIEWPOINT 3			Drawn CN	Date 26/07/2023	Drawing No. Figure 7.3							
			Checked RT	Approved RT	Scale N.T.S.	Rev.	-								
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Rev	Description	Date													

