Annex F

Visual Impact Assessment

ARUP

S.12A Application for Amendment to the Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15, to rezone the Application Site from "Comprehensive Development Area" to "Residential (Group A)" in Lot 2160 RP (Part) in D.D. 106, and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long

Visual Impact Assessment

Issue 1 | October 2026

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Contents

1.	**Introduction**	**2**
1.1	Background	2
1.2	Surrounding Land Uses	2
1.3	Scope of this Report	3
2.	**Visual Context of the Application Site and its Surrounding Area**	**5**
2.1	Site Context and Existing Land Use	5
2.2	Planning Context	5
3.	**The Indicative Scheme**	**8**
3.1	Introduction	8
3.2	Proposed Key Development Parameters	8
4.	**Assessment Area and Selection of Viewing Points**	**10**
4.1	Assessment Area	10
4.2	Selection of Viewing Points	10
5.	**Assessment of Visual Impact**	**12**
6.	**Conclusion**	**19**

Figures

Figure 1.1 Assessment Area & Location of Viewing Points

Figure 1.2 Viewing Point 1: Pedestrian Crossing near MTR Kam Sheung Road Station

Figure 1.3 Viewing Point 2: Footbridge at Kam Po Road crossing Kam Tin River

Figure 1.4 Viewing Point 3: Cycling Track and Sha Tin Hang Tsuen bus stop at Tung Wui Road

Figure 1.5 Viewing Point 4: Ho Hok Shan

Figure 1.6 Viewing Point 5: Tai Lam Chung Country Trail in Tai Lam Country Park

Figure 1.7 Viewing Point 6: Tai Lam Country Park (Ho Pui Section) facing Pat Heung Road

Figure 1.8 Viewing Point 7: Kam Tin Post Office bus stop along Kam Tin Road

1. Introduction

1.1 Background

1.1.1 This Visual Impact Assessment ("VIA") is prepared in support of the Planning Application under Section 12A of the Town Planning Ordinance (Cap. 131) for the Amendment of Plan for Proposed Residential Development at Lot 2160 RP (Part) in D.D. 106, and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long, New Territories.

1.1.2 The Applicant proposes amendment to the Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 (the OZP), i.e. to rezone the Kam Sheung Road Site from "Comprehensive Development Area" ("CDA") zone to "Residential (Group A)" ("R(A)"), with a maximum PR of 3, a maximum BH of 69mPD to facilitate the proposed residential development at the Kam Sheung Road Site.

1.1.3 The Kam Sheung Road Site, with an area of about 7,166m^2, is located to the northwest of Tung Wui Road and to the west of the Kam Wui Road. Currently, the Kam Sheung Road Site is occupied by a temporary transitional housing development, referred to as "The NAScenT".

1.1.4 Another concurrent application for Proposed Amendment to the OZP was under preparation at the Kong Ha Wai Site, i.e. to rezone the Kong Ha Wai Site from "Residential (Group D)" ("R(D)") and "Agriculture" ("AGR") zones to "Residential (Group A)1" ("R(A)"1), with a maximum PR of not more than 2.41 and a maximum BH of 69mPD.

1.2 Surrounding Land Uses

1.2.1 The Kam Sheung Road Site is located next to the existing MTR Tuen Ma Line (TML) Kam Sheung Road Station and the planned MTR Northern Link Line (NOL) Kam Sheung Road Station (KSRS), and the Pat Heung Maintenance Centre (PHMC), which is planned for rail-based development with residential and commercial uses with a BHR of +69-109mPD. Residential developments such as Grand Mayfair with a BH of +66.3mPD, planned public housing sites and KSRS Phase 2 Site with a BHR of +69mPD are located in the vicinity of the KSRS focal point. In a wider context, the sites are surrounded by "Village Type Development" ("V") zone and "Residential (Group D)" ("R(D)") zone. Remaining existing developments in the surroundings mainly comprise temporary structures used for rural industries, warehouses and open storage. A continuous patch of land under "Agriculture" ("AGR") zone is situated at the south. Three channels, i.e. Kam Tin River, Ho Pui Channel and a nullah (addressed as "Channel KT15" in the LUR), bound the Kam Sheung Road Site in various directions.

1.2.2 To the **north** bounded by Tung Wui Road and Kam Sheung Road are low-rise village houses of Ng Ka Tsuen mixed with temporary structures for car workshops, parking and other brownfield operations, with strips of agricultural land all within the "R(D)" zones. Ng Ka Tsuen contains three Grade 3 historic buildings. Across Kam Sheung Road are the Elchk Kam Sheung Life Lutheran Church in "G/IC" zone and low-rise residential development such as Royal Gem mixed with temporary structures for open storage within the same "OU" zone. To the **further north** across Kam Tin River in parallel with the Kam

Po Road and Kam Shek Road are areas of low-rise residential development mixed with temporary structures for car workshops, such as Genuine Court, Goodview Court, Super King Court, Hermitage Garden, Fantasy Garden, Hyde Park, and Tsz Tong Tsuen with strips of agricultural land within the "V" zones, as well as 翠怡花園 and a shopping mall namely The Richfield within the "R(C)" zone.

1.2.3 To the **west** around Ho Pui Channel are the KSRS Sites, which is a rail-based development that features residential and retail development clusters, including the existing mid-rise Grand Mayfair in the same "OU (Railway Station and Public Transport Interchange with Commercial/Residential Development)" zone with a PR of 3.0 and BHR of +69mPD. Across Tung Wui Road are the PHMC Site in "OU (Railway Depot with Commercial/Residential Development)" zone (PR of 3.0 and BHR of +69-109mPD), three Public Housing Sites (Site 6, Site 1 and Site 4a) with retail facilities in "R(A)" zones (PR of 3.0 and BHR of +69mPD), and three "G/IC" zones of planned clinic, sports centre and primary schools, which formulate the KSRS focal point. Abutting Kam Sheung Road is a "OU (Rural Use)" zone consisting of existing temporary structures for open storage, which adjoins a "G/IC" zone currently of SKH St. Joseph's Church Kindergarten.

1.2.4 To the **south** abutting Kam Sheung Road is a "OU (Rural Use)" zone consisting of existing temporary structures for open storage. Bounded by the Kam Shui South Road is a "AGR" zone currently occupied by strips of agricultural land and temporary structures for greenhouse and open storage uses. The Channel KT15 nullah intersects the "OU (Rural Use)" and "AGR" zones. **Further south** is the "V" zone consisting of Tin Sam San Tsuen, a Grade 3 historic building namely Tai Kei Study Hall, and Shek Wu Tong, etc.

1.2.5 To the **east** across Kam Shui South Road and Kam Tin River are Kam Tsin Wai in "V" zone and two "R(D)" zones. **Further northeast** is a larger "R(D)" zone consisting of existing temporary structures for domestic, open storage, car workshops and other brownfield operation uses.

1.3 Scope of this Report

1.3.1 Point (g) of paragraph 2.3 of the Town Planning Board Guidelines No. 41A ("TPB PG-No. 41A") states that a VIA is required when "*the proposal may affect existing visually sensitive areas, visual amenities and visual resources on-site or off-site enjoyed by the public due to its nature, scale, location, visual prominence, design, relationship to the site context, etc.*" Accordingly, this VIA is prepared to evaluate the visual compatibility and degree of anticipated visual impacts of the **Indicative Scheme** on key public viewing points ("VPs") relevant to the Kam Sheung Road Site according to the requirements listed under TPB PG-No. 41A.

1.3.2 The approach of this VIA takes into account the maximum development restrictions as currently listed in the prevailing OZP and other approved planned and committed developments with reference to the Land Use Review of Kam Tin South and Pat Heung ("the LUR") completed in 2014 (TPB Paper No.9590), to which visual impacts of the Indicative Schemes will be evaluated against.

1.3.3 The outline for the VIA is set out below:

- **Section 2** outlines the visual context of the Kam Sheung Road Site and its Surrounding Area;

- **Section 3** describes the main design principles of the Indicative Scheme;
- **Section 4** identifies the Assessment Area and provides an analysis of the viewing points ("VPs");
- **Section 5** assesses the visual impacts; and
- **Section 6** concludes the VIA.

2. Visual Context of the Application Site and its Surrounding Area

2.1 Site Context and Existing Land Use

2.1.1 The Kam Sheung Road Site with an area of about 7,166m^2 is currently occupied by The NAScenT. The current developments are low-rise transitional housing development.

2.1.2 The Kam Sheung Road Site is currently zoned "Comprehensive Development Area" ("CDA") under the OZP No. S/YL-KTS/15 gazetted in 2018. For land status, please refer to **Section 2.2** of the **Supporting Planning Statement** for details.

2.1.3 Majority of Application Site is currently occupied by The NAScenT 「恒莆新苑」, a transitional housing development with two 4-storey residential blocks and one amenity block, in operation with population intake in February 2024. The site is accessed by Kam Po Road and Kam Wui Road which serve existing vehicular access.

2.1.4 For the surrounding context of the Kam Sheung Road Site, please refer to **Figure 2.4** in the **Supporting Planning Statement**.

2.2 Planning Context

2.2.1 The MTR Tuen Ma Line (TML) KSRS and PHMC with adjoining areas have been undergoing transformation since 2013 to take forward railway property development with a view to meet demand for housing supply and unleash the residential development potential of land along existing and planned railways. As announced in the 2013 and 2014 Policy Addresses, the Government would increase the supply of housing land in short to medium term and to take forward the planning for residential development at KSRS and PHMC, with land of about 33ha in total, estimated to provide about 8,700 flats. A comprehensive LUR for Kam Tin South and Pat Heung was conducted in 2014 to identify suitable sites within the area for public and private housing developments with higher development intensities (**Diagram 2.2.1** refers). In particular, the Proposed Amendment aligns with the planning intention of the recommended proposals under LUR for private housing developments, from which Site 2 was proposed with PR of 2.1.

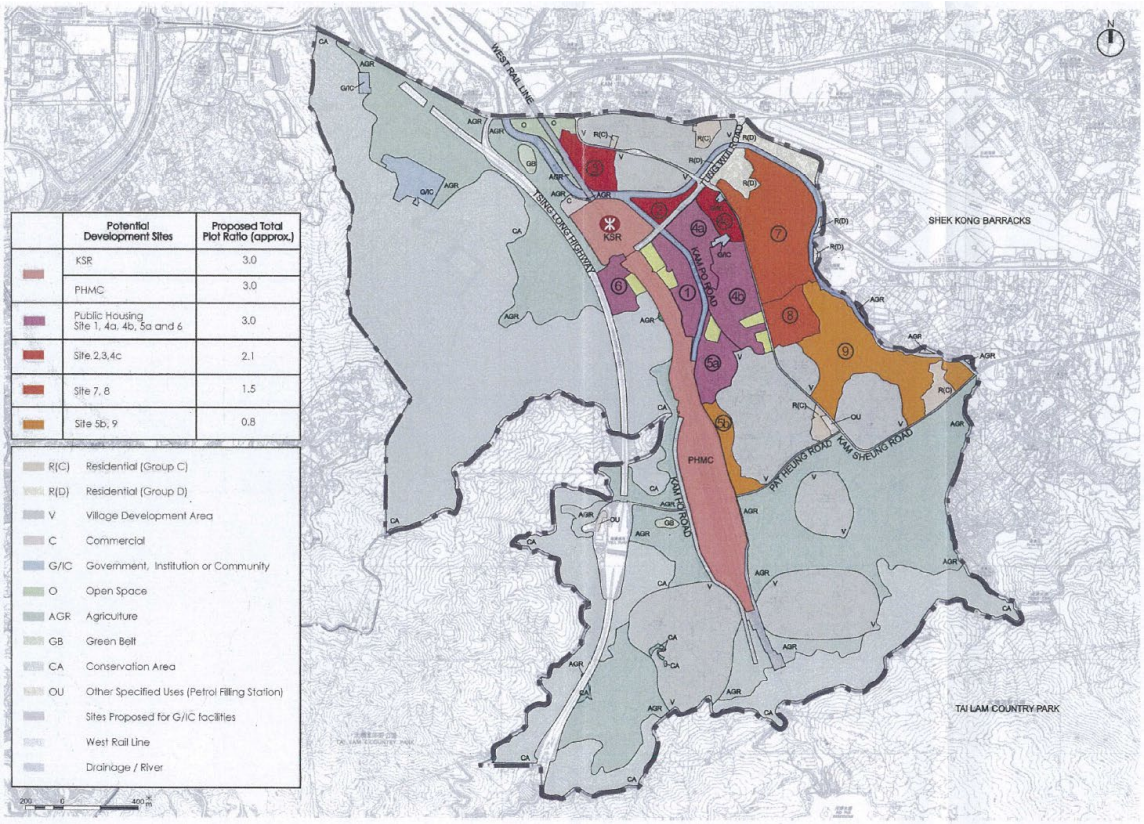


Diagram 2.2.1 Proposed Land Use Planning Framework (Extracted from the Land Use Review of Kam Tin South and Pat Heung (TPB Paper No. 9590))

2.2.2 Considering the KSRS and PHMC sites identified suitable for rail-based development with residential, commercial and GIC uses under LUR, the rezoning of these two sites was put forward under the Proposed Amendments to the Approved Kam Tin South OZP No. S/YL-KTS/11 on 8.5.2015. As such, the KSRS site (i.e. Item A1) was rezoned from "Railway" and "AGR" to "OU" annotated "Railway Station and Public Transport Interchange with Commercial/Residential Development", with a maximum PR of 3 and a total GFA of 273,964m^2 (including the maximum domestic GFA of 186,234m^2 and a maximum non-domestic GFA of 53,535m^2) and maximum BH of 69mPD. The PHMC site (i.e. Item A2) is rezoned from as "Railway" and "AGR" to "OU" annotated "Railway Depot with Commercial/Residential Development", with the maximum domestic GFA of 422,340m^2 (equivalent to PR of 3.0), a maximum non-domestic GFA of 3,000m^2 and maximum BH of 109mPD.

2.2.3 In addition, the recommendations under LUR for the proposed public housing sites (Sites 1, 4a and 6) in the vicinity of KSRS and PHMC sites were also incorporated in the Proposed Amendments to the Approved Kam Tin South OZP No. S/YL-KTS/13 on 13.10.2017. The rezoning of the Sites 1 and 6 from "AGR" to "R(A)" and Site 4a from "OU(Rural Use)" to "R(A)" with maximum PR of 3 and maximum BH of 69mPD have been reflected in the current OZP. According to the Planning Briefs for Kam Sheung Road Sites 1, 4a and 6 released by Hong Kong Housing Authority (HKHA) in 2022 [1], these public housing developments are planned to provide a total of about 9,060 housing units for a population of about 28,016.

[1] Planning Briefs for Public Housing Sites 1, 4a and 6 by Hong Kong Housing Authority (HKHA) in 2022.
Site 1: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Kam_Sheung_Road_Site_1.pdf
Site 4a: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Kam_Sheung_Road_Site_4A.pdf
Site 6: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Kam_Sheung_Road_Site_6.pdf

2.2.4 Considering the strategic location in proximity to the KSRS which situates as a focal point for interchange of existing and planned railways, the Kam Sheung Road Site will benefit from the enhanced connectivity and capture the development potential brought by the future NOL and Central Rail Link (CRL). While the proposed talent accommodation at the Kam Sheung Road Site is anticipated to be completed in 2035, the proposed NOL Main Line to be completed in 2034 will connect the site near the KSRS to the planned Kwu Tung Station. To further capitalise on the development potential brought by the NOL as introduced in 2025 Policy Address, the Government will consider a larger proportion of private housing in the area around Sha Po at the planned MTR Au Tau Station for development into an NDA, with findings of LUR to be announced in 2026.

2.2.5 These all demonstrate the changing planning circumstances of rail-based developments in the areas around KSRS and the planned Au Tau Station in the context of the NM development. As such, a review of the development potential with an appropriate scale should be made for better utilisation of land resources, particularly in the Kam Sheung Road Site which are located in close proximity to the KSRS and has been designated with the planning intention for medium-density residential development.

3. The Indicative Scheme

3.1 Introduction

3.1.1 The Indicative Scheme has been carefully designed having due regard to various technical considerations such as air ventilation, presence of existing trees, environmental and transport arrangement.

3.1.2 The Indicative Scheme comprises 2 residential towers. The BH of the Indicative Scheme is 17 storeys (+69.00mPD). Overall speaking, the Indicative Scheme will be subject a maximum domestic PR of not more than 3, which is also the maximum total PR. The maximum BH is designated to be not more than +69.00mPD.

3.1.3 The general planning and design principles of the Indicative Scheme shall refer to **Section 4.1** in the **Supporting Planning Statement**.

3.2 Proposed Key Development Parameters

3.2.1 The proposed key development parameters of the Indicative Scheme are summarised in **Table 3.1** below. Please also refer to **Appendix A** of the **Supporting Planning Statement** for the architectural drawings of the Indicative Scheme.

Table 3.1 Proposed Key Development Parameters of the Indicative Scheme

Development Parameters			Indicative Scheme
Application Site (About)(m^2)			7,166
Plot Ratio (PR) (Not more than)	Total		3
	Domestic PR		3
Gross Floor Area (GFA) (Not more than)(m^2)	Total		21,498
	Domestic GFA		21,498
	Non-Domestic GFA • Sewage Treatment Plant [1] • Clubhouse [2]		 400 750
Proposed Building Height (BH) Restriction (Not more than)			69mPD
Site Coverage (Not more than)			33.3%
No. of Residential Blocks			2
No. of Storeys			17 storeys excluding 1 storey of basement carpark
No. of Residential Units			About 416
Average Flat Size (About)(m^2)			52
Design Population (About) [3]			1,207
Local Open Space			Not less than 1m^2 per resident
Site Coverage of Greenery			Not less than 20%
Tentative Completion Year			2035
Parking Provision			
Parking Spaces	Private Car Parking Spaces	Total	104 (incl. 2 nos. accessible car parking spaces)
		Residential	94
		Visitor (residential parking spaces)	10
	Motorcycle Parking Spaces	Residential	5
	Bicycle Parking Spaces		56
Loading/ Unloading (L/UL) Bays	Heavy Goods Vehicles (HGV)	Residential	2

Remarks:

[1] The GFA for proposed STP is exempted from GFA calculation.

[2] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[3] A person per flat (PPF) ratio of 2.9 is adopted with reference to the average domestic household size of the Tertiary Planning Unit 531 as reported in the 2021 Population Census published by the Census and Statistics Department.

4. Assessment Area and Selection of Viewing Points

4.1 Assessment Area

4.1.1 According to the TPB PG-No. 41A, the Assessment Area is defined by approximately three times of overall maximum BH of the subject development (69mPD – 5.8mPD site formation level), i.e. 63.2m. Thus, a radius of 189.6m (i.e. 63.2m × 3) from the boundary of the Kam Sheung Road Site and a radius of 178.65m[2] from the boundary of the Kong Ha Wai Site define the boundary of the Assessment Area, within which key public viewing points ("VPs") are selected for assessment accordingly (**Figure 1.1** refers).

4.2 Selection of Viewing Points

4.2.1 When assessing the potential visual impacts of the Indicative Scheme, the classification of VPs is categorised as follows:

Table 4.1 Classification of VPs

Public Viewers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities	Medium - High
Travellers	Those viewers who would view the Application Site from vehicles or on foot	Low - Medium
Occupational	Those viewers who would view the Application Site from their workplaces	Low

4.2.2 A total of 7 VPs is considered to be mostly impacted by the Indicative Scheme at the Kam Sheung Road Site (**Figure 1.1** refers). The evaluated short-range, medium-range and long-range VPs in all four cardinal directions include:

4.2.3 **VP1: Pedestrian Crossing near MTR Kam Sheung Road Station –** This short-range VP is located at the pedestrian crossing to/from the MTR KSRS (existing TML and the planned NOL) to the southwest of the Kam Sheung Road Site. Given that this VP is inside the KSRS rail-based focal area of the Kam Tin South development, it represents local communities from various sites incl. the planned three public housing sites with retail facilities (Site 1, 4a and 6), the existing Grand Mayfair, the GIC sites of clinic/ sports centre and the primary schools, in the vicinity. The view consists of visual resources of patches of roadside greenery, a partial view of the Kai Kung Leng ridgeline, all against an open sky backdrop. Since users are likely transportation type of viewers with transient attention to the view, the visual sensitivity of this VP is considered **Medium**.

4.2.4 **VP2: Footbridge at Kam Po Road crossing Kam Tin River –** This short-range VP is located at the footbridge to the northwest of the Kam Sheung Road Site. This VP is

[2] Another concurrent application for Proposed Amendment to the OZP was under preparation at the Kong Ha Wai Site, i.e. to rezone the Application Site from "Residential (Group D)" ("R(D)") and "Agriculture" ("AGR") zones to "Residential (Group A)1" ("R(A)"1), with a maximum PR of not more than 2.41 and a maximum BH of 69mPD.

situated at a key pedestrian access connecting the MTR KSRS and the neighbourhood north to the Station, which represents viewers of local communities from Genuine Court, Super King Court, etc. In addition, public viewers are engaged in leisurely walks with visual resources of high amenity value offered by Kam Tin River, the lush greenery and Tai Mo Shan ridgeline. Given that this VP is a representative transportation and recreational type of VP, the sensitivity is graded as **Medium.**

4.2.5 **VP3: Cycling Track and Sha Tin Hang Tsuen Bus Stop at Tung Wui Road –** This short-range VP is situated at Tung Wui Road which runs the NE-SW direction and is a key part of the Kam Tin cycling network, where public viewers are cyclists engaged in active recreation and travellers along Tung Wui Road. This VP is also frequented by pedestrians for passive recreational walks along the tree-lined sidewalk. The view consists of mid-rise developments such as Grand Mayfair, a partial view of Tseng Hang Shan ridgeline and lush roadside greenery against an open sky backdrop. Given the above, the sensitivity is graded as **Medium.**

4.2.6 **VP4: Ho Hok Shan –** This long-range VP is located at Ho Hok Shan, overlooking the northwestern side of the Kam Sheung Road Site. This VP represents views of recreational users such as hikers. The view consists of a panoramic view featuring the extensive ridgeline of Kai Kung Leng and Tai Mo Shan, the developments in the Kam Tim valley with scattered greenery, against an open sky backdrop. Given the above, the visual sensitivity of this VP is considered **Medium.**

4.2.7 **VP5: Tai Lam Chung Country Trail in Tai Lam Country Park –** This long-range VP is located at a hiking trail in Tai Lam Country Park, overlooking the southwestern side of the Kam Sheung Road Site. This VP represents views of recreational users such as hikers. The view consists of a panoramic view featuring the extensive ridgeline of Kai Kung Leng and Tai To Yan, the developments in the Kam Tim valley and lush hillside vegetation in the foreground, all against an open sky backdrop. Given the above, the visual sensitivity of this VP is considered **High.**

4.2.8 **VP6: Tai Lam Country Park (Ho Pui Section) facing Pat Heung –** This long-range VP is located at Tai Lam Country Park, overlooking the southern side of the Kam Sheung Road Site. This VP represents views of recreational users such as hikers. The view consists of a panoramic view featuring the extensive ridgeline of Kai Kung Leng and Tseng Hang Shan, the developments in the Kam Tim valley, the vegetation and the hillside terrain in the foreground, and the railway track at the centre, all against an open sky backdrop. Given the above, the visual sensitivity of this VP is considered **High.**

4.2.9 **VP7: Kam Tin Post Office bus stop along Kam Tin Road –** This medium-range VP is located at Kam Tin Road which runs the east-west direction and is a key part of the traffic network. The key public viewers are pedestrian travellers from the surrounding communities such as Tsz Tong Tsuen, Tai Hong Tsuen, etc. The view consists of low-rise developments of generally one to two storeys at, for example, +12.1mPD, against an open sky backdrop. Given the above, the sensitivity is graded as **Low.**

5. Assessment of Visual Impact

5.1.1 This Section examines the visual compatibility and degree of anticipated visual impacts of the Indicative Scheme on the key VPs in relation to the Kam Sheung Road Site. Based on the evaluation, the VIA comments on the visual impacts of the Indicative Scheme.

5.1.2 Reference is made to TPB PG No. 41A and the following Table (**Table 5.1**) summarises the relevant appraisal aspects. The visual appraisal for the Indicative Schemes is carried out considering the aspects of 'visual composition', 'visual obstruction' and 'visual change', which affect the magnitude of changes and can be graded as negligible, slight, moderate or substantial.

Table 5.1 Appraisal Aspects

Appraisal Aspects	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-à-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.
Visual Obstruction	A development may improve or degrade the condition, quality and character of visual resources. A development may also 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, in particular with regard to impact on prominent ridgelines, the harbour, natural coastlines, open sea horizon, skyline, scenic areas, valued landscape, special landmark, area of special character, streetscape, townscape, natural and built heritage, and public realm related to the development, etc.
Visual Change	The effects of visual changes from key public viewing points with direct sightlines (considering degree of visibility and viewing distance) to the proposed development should be assessed and demonstrated in the VIA. The changes in the existing and future public views should be compared before and after the proposed development. The appraisal should take into account any likely visual concerns from the general public, e.g. concerns on sore thumb development, visual impermeability, wall effect, neighbourhood identity and character, etc.

5.1.3 TPB PG No. 41A sets out the classifications of visual impact and its associated description. The classifications are tabulated below to appraise the overall visual resultant impact from the proposed development.

Table 5.2 Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Beneficial	If the project will complement the visual character of its setting, and/or will improve overall visual quality.
Negligible	If the assessment indicates that there will be no noticeable effects or insignificant visual effects caused by the project.
Slight	If there will be slight adverse visual effects caused by the project.
Moderate	If there will be some adverse visual effects caused by the project, but these can be eliminated, reduced or moderated to a certain extent by design/mitigation measures.
Substantial	If the adverse effects are considered too excessive and obstructive, and significant modification is required to mitigate the impacts.

VP1: Pedestrian Crossing near MTR Kam Sheung Road (**Figure 1.2** refers)

5.1.4 This VP is situated at the southwestern quadrant of the Assessment Area. This VP represents the transient view of pedestrians to/from the MTR KSRS and the local communities in the vicinity. As a representative VP for these public viewers at the southwestern quadrant, the Kam Sheung Road Site is visible at a short-range viewing distance approximately 180m away.

5.1.5 **Effects on Visual Composition –** The planned developments consist of multiple blocks under the planned KSRS Phase 2 Site with a maximum BH of +69mPD. Located at the foreground and centre of this VP, the planned KSRS Phase 2 Site already reduced the proportion of the open sky and ridgeline. The Indicative Scheme is behind the planned developments; it is only partially visible yet remains highly compatible with the planned and existing buildings in terms of building height and disposition. As compared to the planned developments, the building bulk largely remains the same. The visual harmony is maintained.

5.1.6 **Effects on Visual Obstruction** – The planned KSRS Phase 2 Site have already impeded the open sky moderately, leaving the visual permeability of this VP mainly contributed by the planned developments' building gap and the patches of open sky. As the Indicative Scheme highly preserved the above, the overall sense of openness is generally maintained. In this respect, the key visual resource of this VP is the open sky backdrop, the partial Kai Kung Leng ridgeline and the future suburban township character showcased in this KSRS core area. As the Indicative Scheme is in compatible massing with the planned KSRS Phase 2 Site and the height of the planned Site 2 (12 storeys and approximately +43.6mPD[3]), the intrusion to the open sky brought by the proposal is local and can be treated as an extension of the planned building bulk, hence the impact extent is similar, and the open sky resource is generally maintained with no significant changes from an overall perspective. Similarly, the Kai Kung Leng ridgeline is already impacted by the planned KSRS Phase 2 Site. The impact brought by the Indicative Scheme is local due to

[3] Based on Land Use Review of Kam Tin South and Pat Heung (TPB Paper No. 9590), with an assumption of 3.15m floor-to-floor height on respective site formation level

the visually clustered building bulk and would not be highly different and noticeable from the baseline condition.

5.1.7 **Effects on Visual Change** – In comparison with the planned development, the BH of the Indicative Scheme is highly compatible and is visually significantly lower. Located behind the planned development, the intrusion to the open sky caused by the Scheme is in the periphery of this VP, and the impact would not be highly different from that brought by the planned development, which results in hardly noticeable visual change to viewers. Furthermore, the visual change is unlikely to attract broad attention of any public viewer, who are transient in nature. Hence, the effects on visual change owing to the Indicative Scheme will be **negligible**.

5.1.8 As a whole, the Indicative Scheme will have a **negligible** impact at VP1.

VP2: Footbridge at Kam Po Road crossing Kam Tin River (**Figure 1.3** refers)

5.1.9 This VP is situated at the northern quadrant of the Assessment Area. This VP represents viewers of pedestrians and passive recreational users due to its key location connecting the MTR KSRS and the neighbourhood north to the Station. As a representative VP for these public viewers at the northern quadrant, the Kam Sheung Road Site is visible at a short-range viewing distance approximately 180m away.

5.1.10 **Effects on Visual Composition** – The visual composition consists of the planned residential developments under KSRS Site 4a and KSRS Phase 2 Site, both at +69mPD. As the ridgeline of Tai Mo Shan is already predominately blocked by the planned developments, which the Indicative Scheme primarily overlap, in particular, the Scheme slightly extends the intrusion to the open sky but the open sky proportion is largely maintained. As compared with the planned developments, the Indicative Scheme with compatible BH and density largely maintain the riverside visual character and the dominance of sky and greenery at this VP.

5.1.11 **Effects on Visual Obstruction** – As compared to the planned KSRS Site 4a and the planned Site 2 at 12 storeys (approximately +43.6mPD), the Indicative Scheme will further extend the urban skyline and penetrate the open sky view. Nevertheless, with the highly compatible building disposition, the Scheme reduced building bulkiness, and contributes to the preservation of visual permeability, maintaining a large extent of direct sight to the open sky view. In this respect, the key visual resources at this VP are the Tai Mo Shan ridgeline on the right side, the Kam Tin River and diverse riverside greenery in the foreground and the open sky view in the background. Compared with the planned developments, with the visual increment in BH of the Scheme causing some loss of the open sky but generally lower than the planned KSRS Phase 2 Site, the overall open sky view maintains continuous and its character as the dominant backdrop is preserved. As the view with the planned development is already predominately occupied by the planned KSRS Site 4a against the Tai Mo Shan ridgeline, there will be no additional impact on the ridgeline resource incurred by the Indicative Scheme.

5.1.12 **Effects on Visual Change** – While the Indicative Scheme impedes the open sky and cause a visually taller building profile, the extent is local, and the impact scale to public viewers is still lower than the planned KSRS Phase 2 Site. Nevertheless, the open sky view is still largely accessible to the public viewers with the Indicative Scheme in place, which result in a harmonious view to public viewers which synergizes with the appropriately compact

suburban township identity of the Kam Tin South development. Hence, the effects on visual change are graded as **slight**.

5.1.13 Based on the above, there will be **slight** impacts at VP2.

VP3: Cycling Track and Sha Tin Hang Tsuen Bus Stop at Tung Wui Road (Figure 1.4 refers)

5.1.14 This VP is situated at the northern quadrant of the Assessment Area. This VP represents transient viewers of travellers and cyclists as well as passive recreation users along Tung Wui Road. As a representative VP for these public viewers at the northern quadrant, the Kam Sheung Road Site is visible at a short-range viewing distance approximately 150m away.

5.1.15 **Effects on Visual Composition** – On one hand, the planned KSRS Site 4a and the planned KSRS Site 6 introduced blockage of the Tseng Hang Shan ridgeline and the open sky portion on the left. On the other hand, the planned KSRS Phase 2 Site visually displaced the existing The NAScent and Grand Mayfair by increasing the BH and density at the centre of this VP, causing an extended urban skyline and further loss of open sky. As compared to these planned developments, although the BH of the Scheme will cause further penetration to the open sky view, the extent partially overlaps with the loss caused by planned developments, the overall BH is also visually lower than the planned Site 4a and 6.

5.1.16 **Effects on Visual Obstruction** – The visual permeability of the VP consists of primarily the open sky view. As the planned developments have already reduced the open sky view, with significant loss on the left by the planned KSRS Site 4a and extended loss by the planned KSRS Site 6, KSRS Phase 2 Site and Site 2 at the centre of this view, the Indicative Scheme is expected to incur slight additional impact by further extension from the already impacted area. In general, the sense of openness is generally maintained. While the Indicative Scheme will reduce the visual permeability between buildings, the proposed building disposition and extent is generally similar to that of the existing and planned condition. In detail, the key visual resources of this VP are the greenery along Tung Wui Road with an open sky backdrop, a partial view of Tseng Hang Shan ridgeline and the urban skyline. Compared with the planned developments, the Indicative Scheme with the same BH are visually more noticeable due to a close distance and adds penetration to the open sky resource. However, the extent is local and will not significantly affect the openness of the sky view and will be compatible with the planned KSRS Site 4a.

5.1.17 **Effects on Visual Change** – Although the Indicative Scheme will result in some visual change to public viewers, the BH remains comparable or visually lower than the adjacent planned KSRS Site 4a in the near field on the left. As the attention of public viewers from this VP are mostly transient and partly drawn to the vegetation along, it will be unlikely for the visual changes with the increased development height to create outstanding effect as compared to the planned developments. There will be **slight** effects on visual change at this VP.

5.1.18 Based on the above, there will be **slight** impacts at VP3 considering the transient nature of viewers and the highly compatible development scale.

VP4: Ho Hok Shan (**Figure 1.5** refers)

5.1.1 This VP is situated at the far northwestern quadrant from the Assessment Area. This VP represents recreational users, generally hikers, at Ho Hok Shan. As a representative VP for these public viewers at the northwestern quadrant, Kam Sheung Road Site is visible within a broad panoramic view of Kam Tin South at long range at approximately 1,800m.

5.1.2 **Effects on Visual Composition** – As compared to the planned developments, the Indicative Scheme is highly compatible with the planned KSRS Phase 2 Site and Site 1&4a as well as the existing Grand Mayfair in terms of building height and density. Therefore, the Indicative Scheme blends with the existing and planned context, which results in a visually harmonious building cluster that incurs no additional impact to the visual composition of this VP.

5.1.3 **Effects on Visual Obstruction** – The Indicative Scheme is visually contained within the building footprint of the existing and planned developments and incurs no interference on the key visual resources. The open sky, the greenery and the ridgeline remain unaffected, and the visual permeability is strongly preserved. Therefore, the overall sense of openness is maintained. Most importantly, the key visual resources of the open sky backdrop, the greenery and the ridgeline are largely maintained.

5.1.4 **Effects on Visual Change** – Similarly, while the Indicative Scheme causes increase in building density, it remains highly compatible with the planned KSRS Phase 2 Site and Site 1&4a, and the existing Grand Mayfair. Therefore, it is unlikely for the visual change to be highly noticeable. With the panoramic view strongly preserved, the quality of this VP for public viewers is maintained. Given the above, the effects on public viewers are graded as **negligible**.

5.1.5 As a whole, the Indicative Scheme will have a **negligible** impact at VP4.

VP5: Tai Lam Chung Country Trail in Tai Lam Country Park (**Figure 1.6** refers)

5.1.6 This VP is situated at the far southwestern quadrant from the Assessment Area. This VP represents recreational users, generally hikers, at Tai Lam Chung Country Trail. As a representative VP for these public viewers at the southwestern quadrant, Kam Sheung Road Site is visible within a broad panoramic view of Kam Tin South at long range at approximately 1,200m.

5.1.7 **Effects on Visual Composition** – As compared to the planned developments, the Indicative Scheme is highly compatible with the planned KSRS Phase 2 Site and Site 1 and 4a in terms of building height and density. While the Indicative Scheme increases the density of the planned building cluster on the right of this VP, it is highly screened by the planned Phase 2 Site, and the proportion of the blue green visual elements strongly remains.

5.1.8 **Effects on Visual Obstruction** – The Indicative Scheme causes no visual obstruction to the open sky, the greenery and the extensive ridgeline including Kai Kung Leng and Tai To Yan. The visual permeability is strongly preserved. Therefore, the overall sense of openness is maintained. In detail, the Indicative Scheme is generally compatible with the planned developments. No impact on the hills, greenery, ridgeline and open sky resources is noted. The visual character change aligns with the planned suburban township character.

5.1.9 **Effects on Visual Change** – While the Indicative increases the view of building façade to public viewers, the increment is local and higher compatible with the planned Phase 2 Site and Site 1 and Site 4a given the identical maximum building height at +69mPD and similar residential nature. Therefore, it is unlikely for the visual change to be highly noticeable. With the panoramic view strongly preserved, the quality of this VP for public viewers is maintained. Given the above, the effects on visual change are graded as **negligible**.

5.1.10 As a whole, the Indicative Scheme will have a **negligible** impact at VP5.

VP6: Tai Lam Country Park (Ho Pui Section) facing Pat Heung (**Figure 1.7** refers)

5.1.11 This VP is situated at the far southern quadrant from the Assessment Area. This VP represents recreational users, generally hikers, at Tai Lam Country Park. As a representative VP for these public viewers at the southern quadrant, Kam Sheung Road Site is visible within a broad panoramic view of Kam Tin South at long range at approximately 2,500m.

5.1.12 **Effects on Visual Composition** – As compared to the planned developments, the Indicative Scheme is highly compatible with the planned Pat Heung Maintenance Centre Site (PHMC) and Site 1 and 4a. The Indicative Scheme at a maximum BH of +69mPD are lower than the planned PHMC at a maximum BH of +129mPD, and are fully screened.

5.1.13 **Effects on Visual Obstruction** – The Indicative Scheme causes no visual obstruction to the open sky, the greenery and the extensive ridgeline including Kai Kung Leng and Tseng Hang Shan. The visual permeability is strongly preserved. Therefore, the overall sense of openness is maintained. Most importantly, the key visual resources of the open sky backdrop, the greenery and the ridgeline are fully maintained.

5.1.14 **Effects on Visual Change** – Similarly, the Indicative Scheme is fully compatible with and screened by the planned public housing sites. Therefore, it is unlikely for the visual change to be highly noticeable. With the panoramic view strongly preserved, the quality of this VP for public viewers is maintained. Given the above, the effects on visual change are graded as **negligible**.

5.1.15 As a whole, the Indicative Scheme will have a **negligible** impact at VP6.

VP7: Kam Tin Post Office bus stop along Kam Tin Road (**Figure 1.8** refers)

5.1.16 This VP is situated at the northern quadrant from the Assessment Area. This VP represents pedestrian travellers. As a representative VP for these public viewers at the northern quadrant, Kam Sheung Road Site is visible at a medium range at approximately 450m.

5.1.17 **Effects on Visual Composition** – As compared to the existing developments, the Indicative Scheme at a maximum BH of +69mPD is visually lower, screened and not incompatible at this VP.

5.1.18 **Effects on Visual Obstruction** – The Indicative Scheme causes no visual obstruction to the open sky, the greenery and the existing urban skyline at this VP. The visual permeability is strongly preserved.

5.1.19 **Effects on Visual Change** – Similarly, the Indicative Scheme is fully compatible with and screened by the existing developments. Therefore, it is unlikely for the visual change to be highly noticeable. Given the above, the effects on public viewers are graded as **negligible**.

5.1.20 As a whole, the Indicative Scheme will have a **negligible** impact at VP7.

Table 5.3 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Components	Overall Visual Impact
		Visual Change	
VP 1: Pedestrian Crossing near MTR Kam Sheung Road Station	Medium	Negligible	Negligible
VP 2: Footbridge at Kam Po Road crossing Kam Tin River	Medium	Slight	Slight
VP 3: Cycling Track and Sha Tin Hang Tsuen Bus Stop at Tung Wui Road	Medium	Slight	Slight
VP 4: Ho Hok Shan	Medium	Negligible	Negligible
VP 5: Tai Lam Chung Country Trail in Tai Lam Country Park	High	Negligible	Negligible
VP 6: Tai Lam Country Park (Ho Pui Section) facing Pat Heung	High	Negligible	Negligible
VP 7: Kam Tin Post Office bus stop along Kam Tin Road	Low	Negligible	Negligible

6. Conclusion

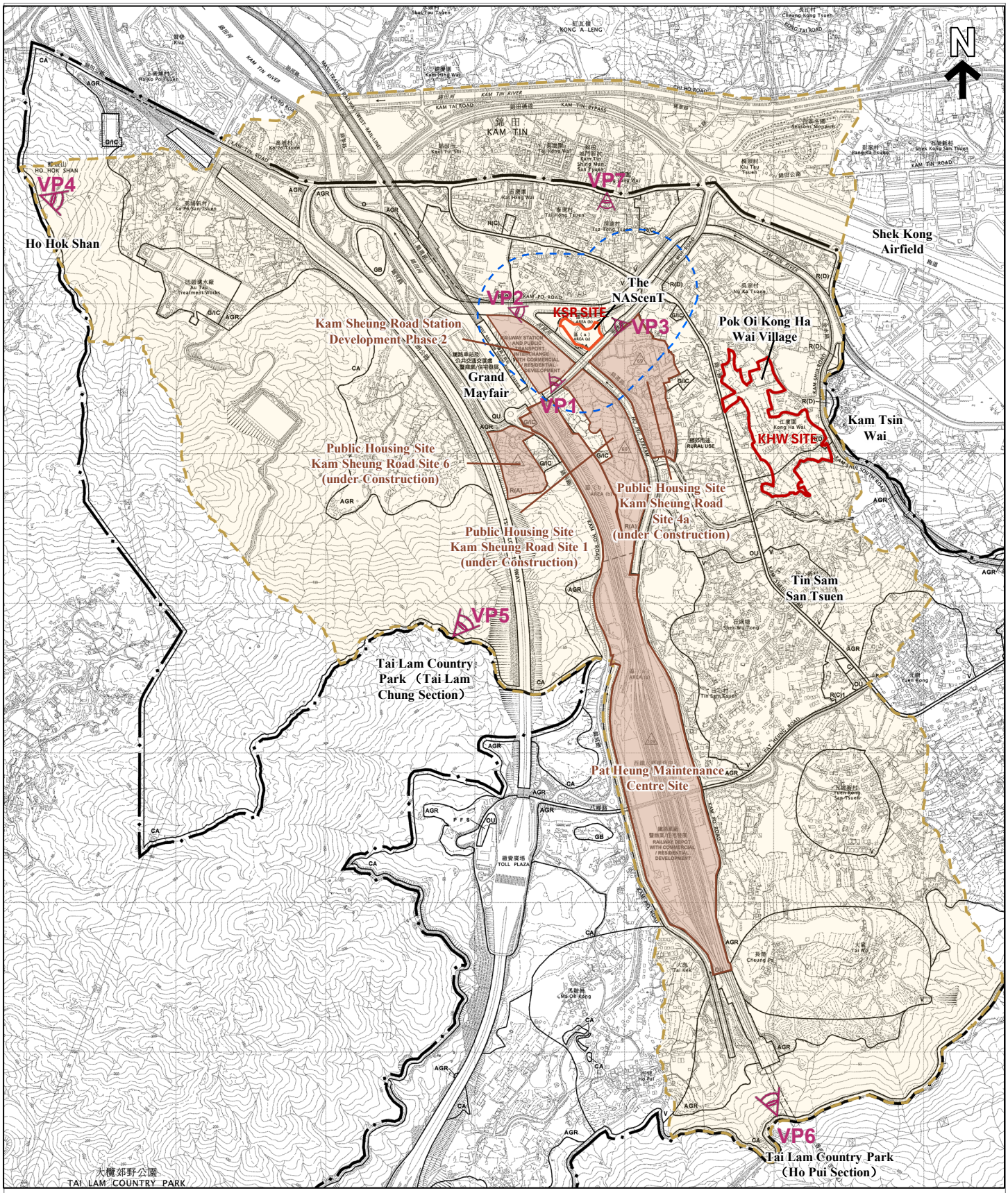
6.1.1 This VIA is prepared in support of the Planning Application under Section 12A of the Town Planning Ordinance (Cap. 131) for the Amendment of Plan for Proposed Residential Development at Lot 2160 RP (Part) in D.D. 106, and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long, New Territories.

6.1.2 The Indicative Scheme of the Kam Sheung Road Site aligns with the planning intention for the Area strategically and visually in terms of facilitating an appropriate scale of development near the Kam Sheung Road Station to optimize the use of land and to channel suburban type uses to appropriate areas. The types of developments include private and public residential developments. With a maximum BH planned at +69mPD following the Shek Kong Airfield building height restrictions, the Indicative Scheme has given considerations to the natural environment, physical landform, existing settlements, land status, availability of infrastructure and local development pressures.

6.1.3 In this Visual Impact Assessment, a total of 7 VPs (including short, medium and long-range) has been identified, which are of different visual sensitivity, ranging from low, medium, to high. In short, 5 VPs are assessed with negligible visual impact, and 2 are identified with slight visual impact as comparing the Indicative Scheme against the planned context.

6.1.4 Based on the above, the visual impact of the Indicative Scheme at the Kam Sheung Road Site is considered overall negligible to slight, no significant visual impact is anticipated.

FIGURES



LEGEND

KHW SITE	Kong Ha Wai Site
KSR SITE	Kam Sheung Road Site
	Assessment Area (Initial Assessment Area = 3H = 63.2m x 3 = 189.6m)
	Visual Envelope
	Planned/Other Proposed Development
VP	Viewing Point

ZONING

R(A)	"Residential (Group A)"
R(C)	"Residential (Group C)"
R(D)	"Residential (Group D)"
CA	"Conservation Area"
CDA	"Comprehensive Development Area"
G/IC	"Government, Institution or Community"
V	"Village Type Development"
AGR	"Agriculture"
OU	"Other Specified Uses"

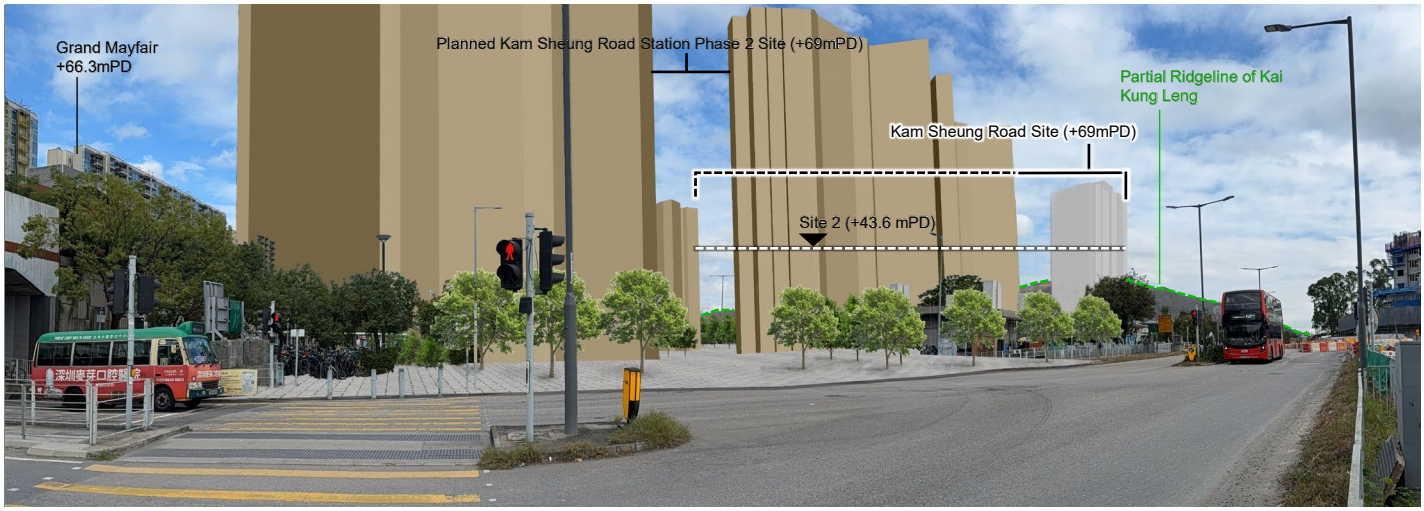
Figure No.	*Scale*	*Figure Title*
1.1	1:9,500	**Assessment Area and Location of Viewing Points** Location Plan of Application Sites A and B in Two Separate Planning Applications Submitted by the Applicant
ARUP	*Date* October 2026	*Source* Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15



Existing Condition



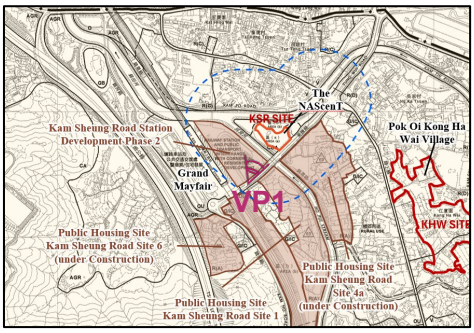
Existing Condition + Planned Development



Indicative Scheme

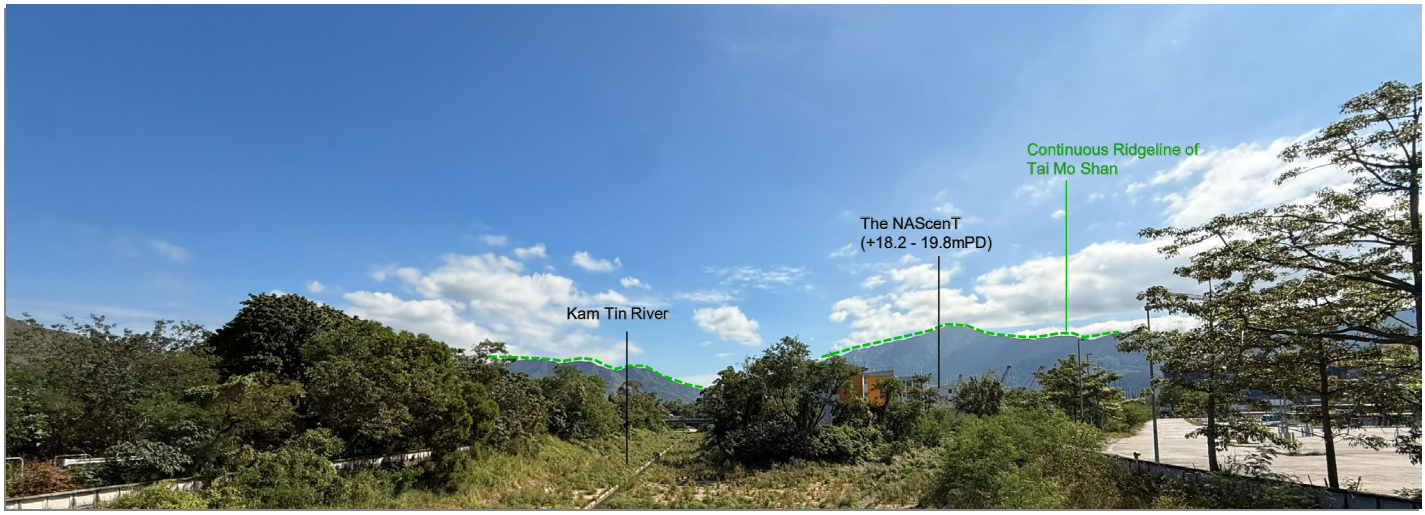
LEGEND

Visible Extent of Proposed Development	KHW SITE — Kong Ha Wai Site
Screened Proposed Development	KSR SITE — Kam Sheung Road Site
LUR Proposed Building Height	Assessment Area



Viewing Point Location

Figure No.	Scale	Figure Title
1.2	As Shown	**Viewing Point 1: Pedestrian Crossing near MTR Kam Sheung Road Station**
ARUP	Date: October 2026	Source



Existing Condition



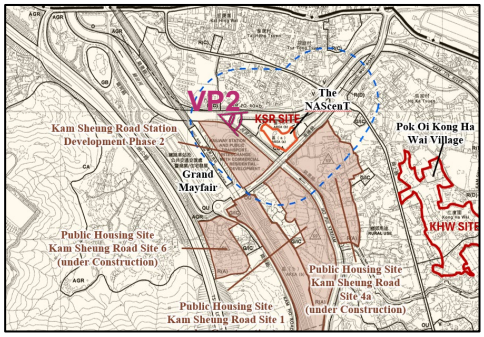
Existing Condition + Planned Development



Indicative Scheme

LEGEND

- Visible Extent of Proposed Development
- Application Site Building Outline
- LUR Proposed Building Height
- KHW SITE — Kong Ha Wai Site
- KSR SITE — Kam Sheung Road Site
- Assessment Area



Viewing Point Location

Figure No.	Scale	Figure Title
1.3	As Shown	**Viewing Point 2: Footbridge at Kam Po Road crossing Kam Tin River**
ARUP	Date: October 2026	Source



Existing Condition



Existing Condition + Planned Development



Indicative Scheme

LEGEND

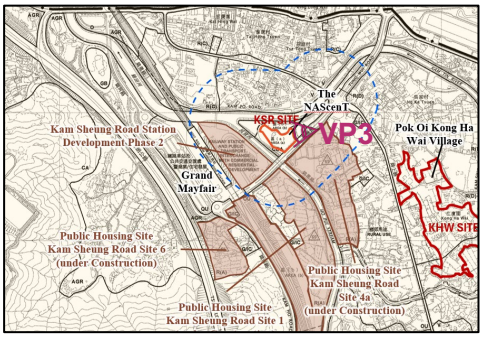
Visible Extent of Proposed Development

LUR Proposed Building Height

KHW SITE — Kong Ha Wai Site

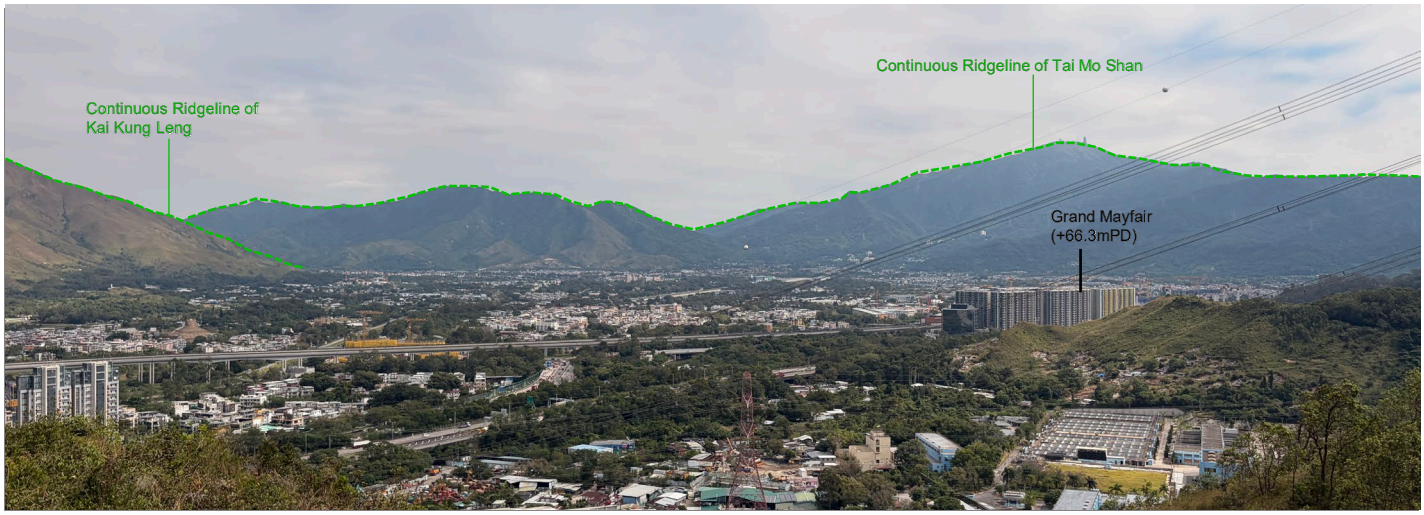
KSR SITE — Kam Sheung Road Site

Assessment Area

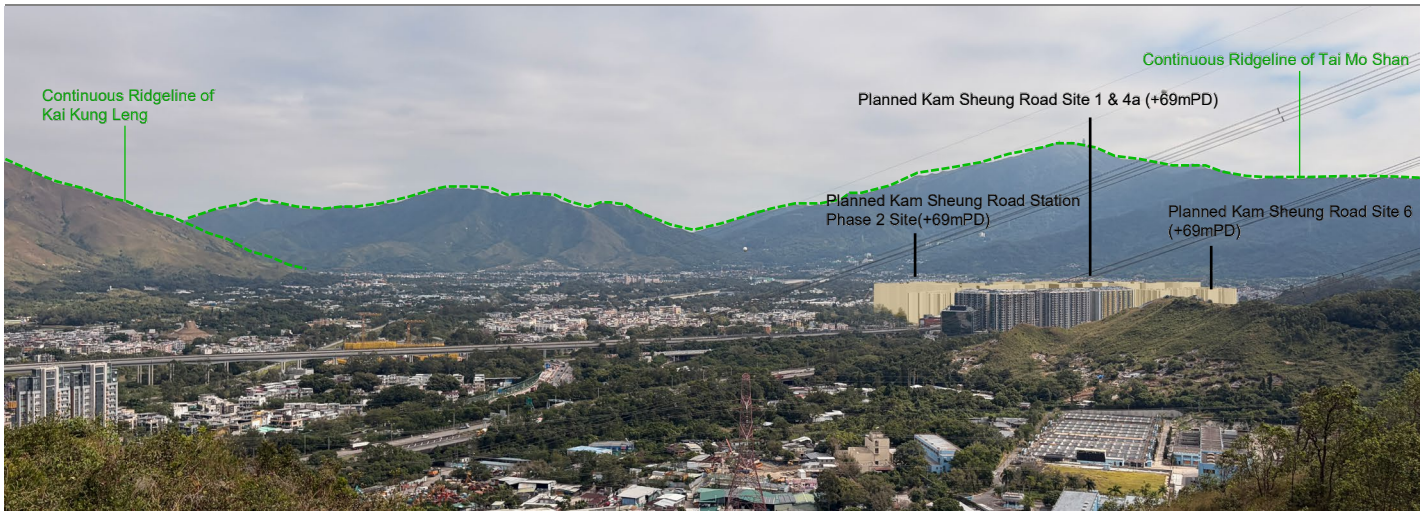


Viewing Point Location

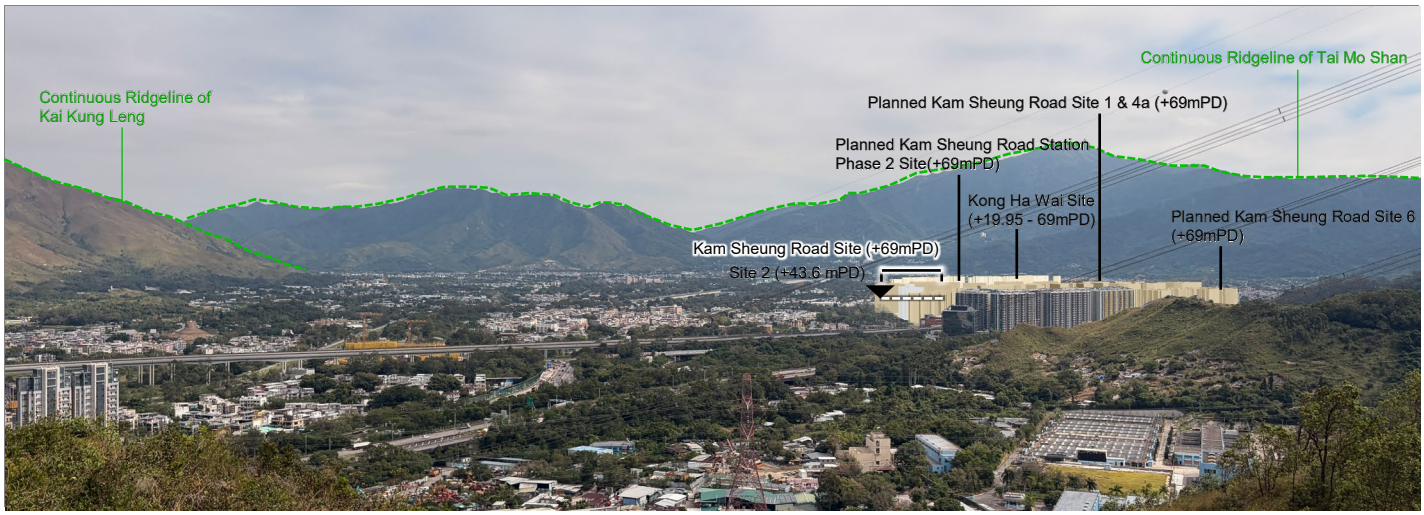
Figure No.	Scale	Figure Title
1.4	As Shown	**Viewing Point 3: Cycling Track and Sha Tin Hang Tsuen Bus Stop at Tung Wui Road**
ARUP	Date: October 2026	Source



Existing Condition



Existing Condition + Planned Development



Indicative Scheme

LEGEND

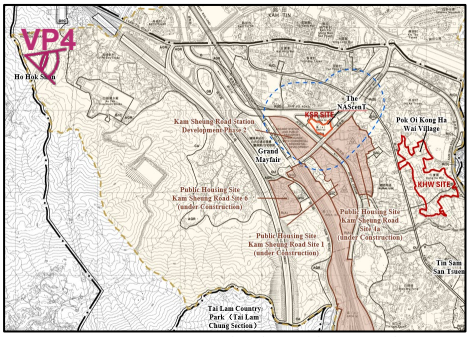
Visible Extent of Proposed Development

LUR Proposed Building Height

KHW SITE — Kong Ha Wai Site

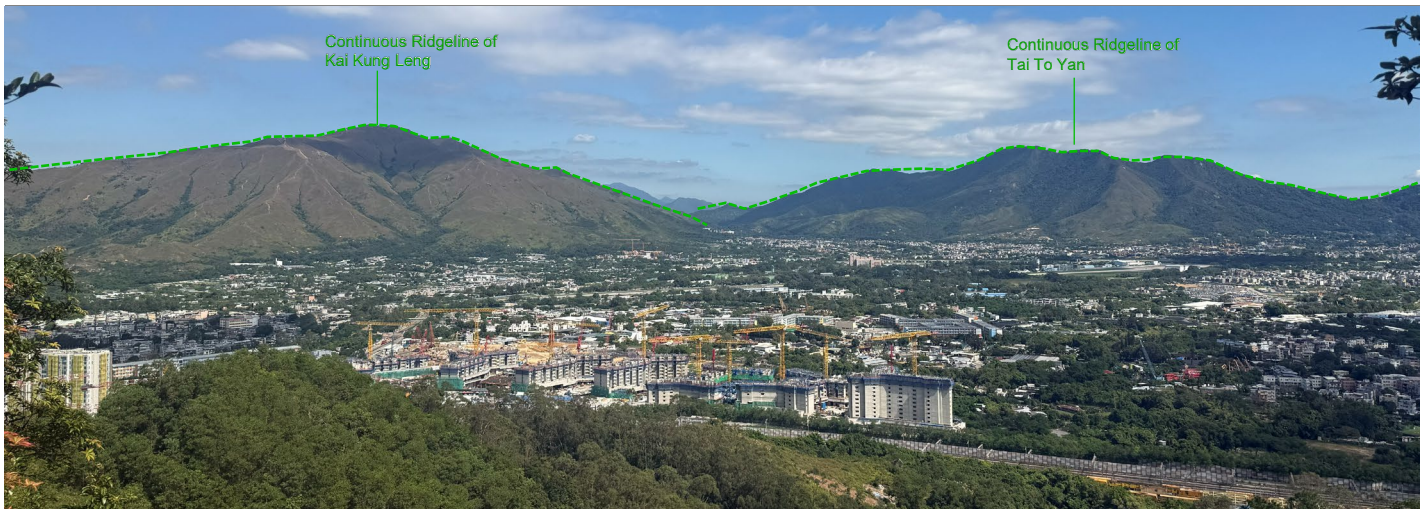
KSR SITE — Kam Sheung Road Site

Assessment Area

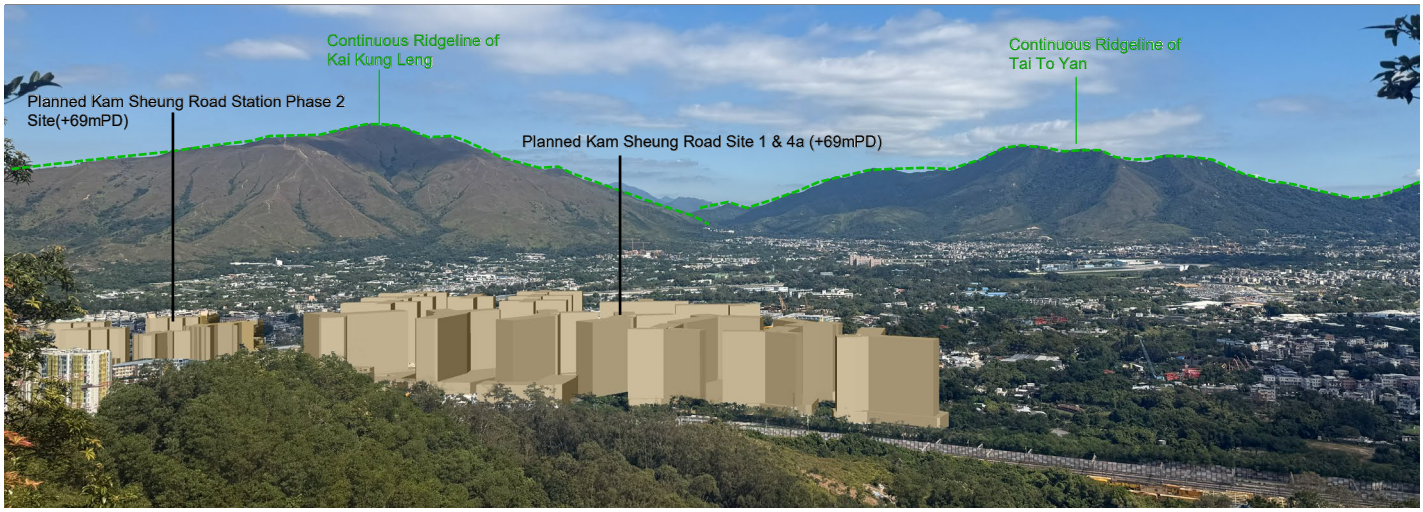


Viewing Point Location

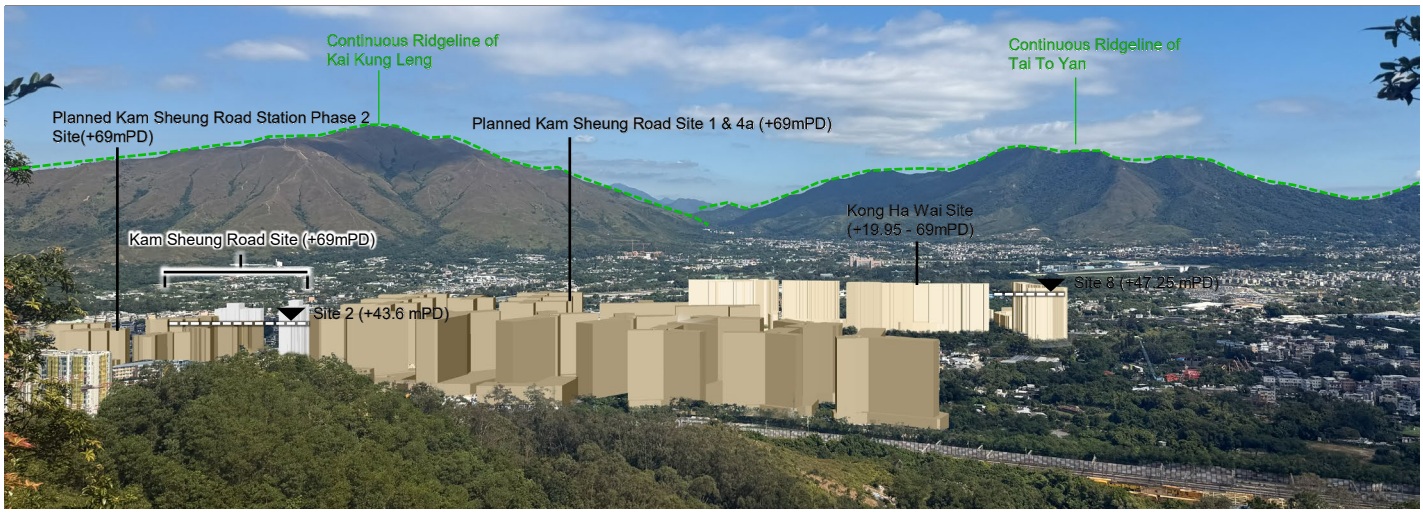
Figure No.	Scale	Figure Title
1.5	As Shown	**Viewing Point 4: Ho Hok Shan**
ARUP	Date: October 2026	Source



Existing Condition



Existing Condition + Planned Development



Indicative Scheme

LEGEND

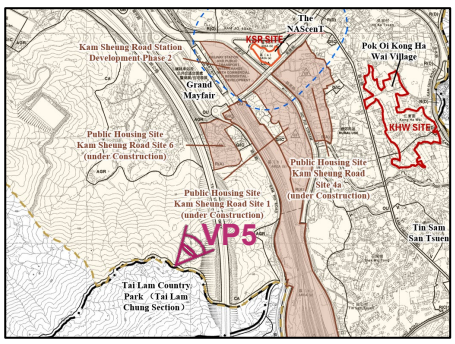
Visible Extent of Proposed Development

LUR Proposed Building Height

KHW SITE — Kong Ha Wai Site

KSR SITE — Kam Sheung Road Site

Assessment Area

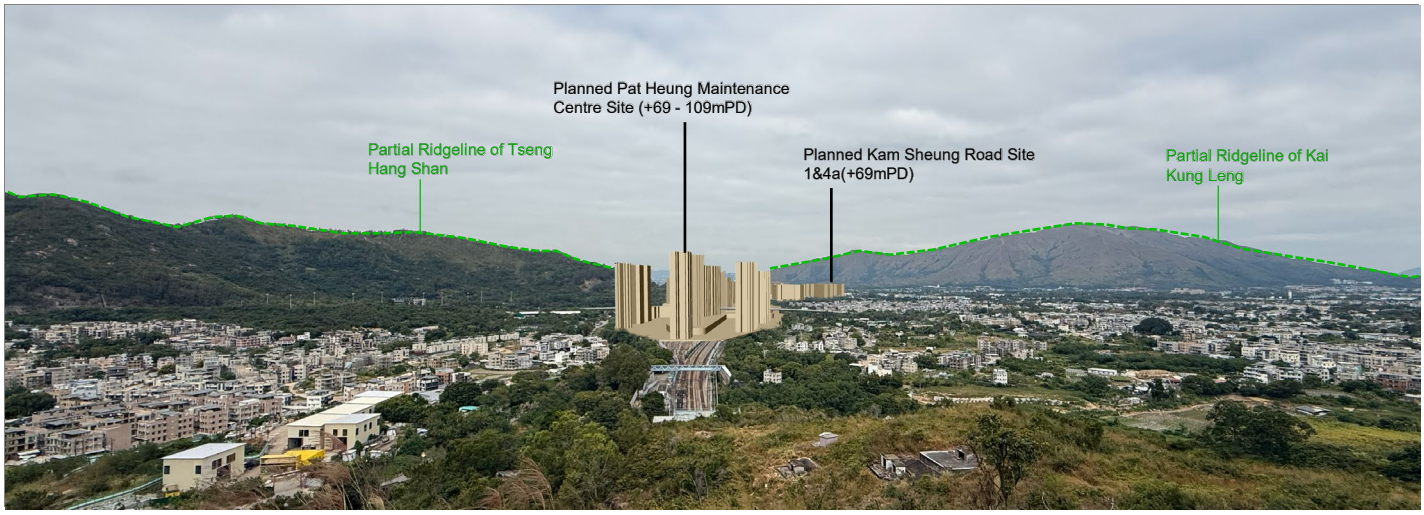


Viewing Point Location

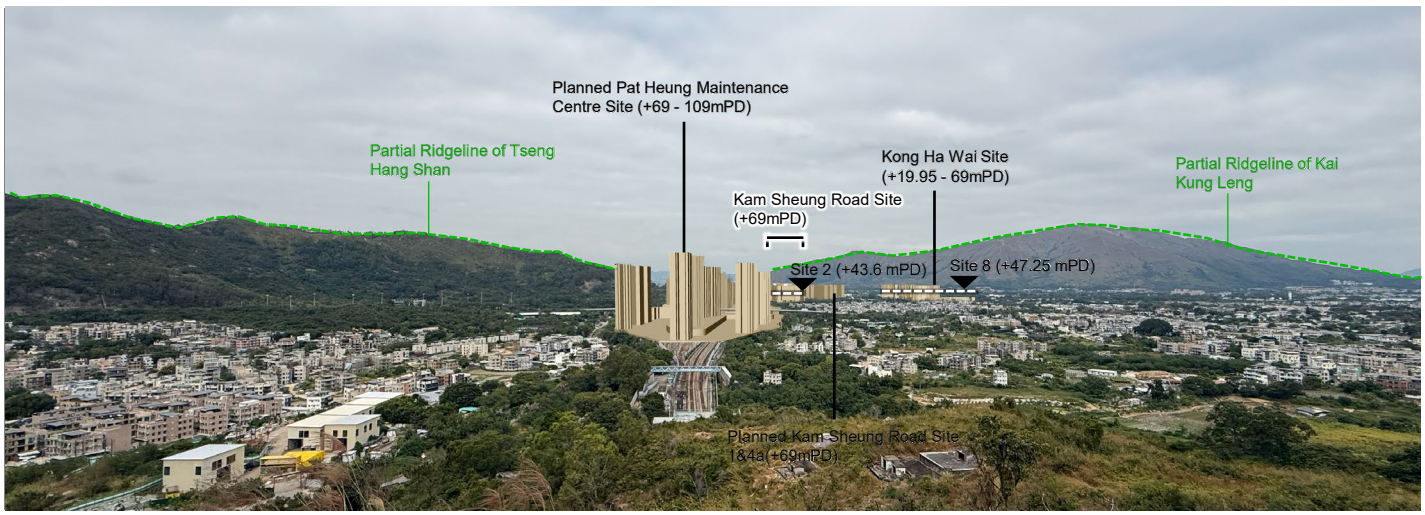
Figure No.	Scale	Figure Title
1.6	As Shown	**Viewing Point 5: Tai Lam Chung Country Trail in Tai Lam Country Park**
ARUP	Date: October 2026	Source



Existing Condition



Existing Condition + Planned Development



Indicative Scheme

LEGEND

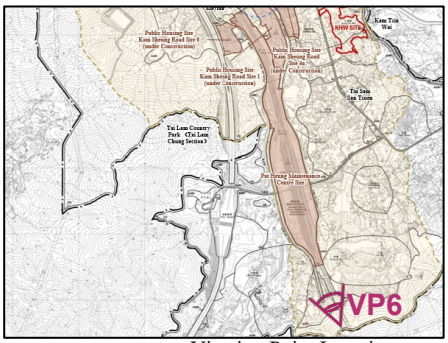
Visible Extent of Proposed Development

LUR Proposed Building Height

KHW SITE — Kong Ha Wai Site

KSR SITE — Kam Sheung Road Site

Assessment Area



Viewing Point Location

Figure No.	Scale	Figure Title
1.7	As Shown	**Viewing Point 6: Tai Lam Country Park (Ho Pui Section) facing Pat Heung**
ARUP	Date: October 2026	Source



Existing Condition



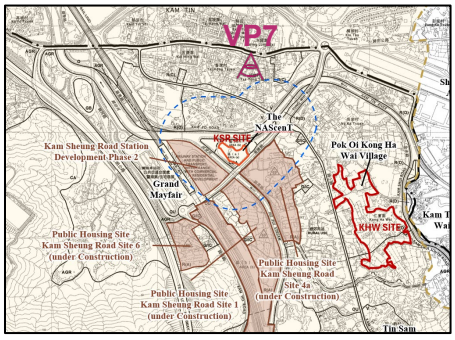
Existing Condition + Planned Development



Indicative Scheme

LEGEND

- Visible Extent of Proposed Development
- Application Site Building Outline
- Planned Development Building Outline
- LUR Proposed Building Height
- KHW SITE — Kong Ha Wai Site
- KSR SITE — Kam Sheung Road Site
- Assessment Area



Viewing Point Location

Figure No.	Scale	Figure Title
1.8	As Shown	**Viewing Point 7: Kam Tin Post Office bus stop along Kam Tin Road**
ARUP	Date: October 2026	Source