

Appendix 4

Visual Impact Assessment

**Proposed Minor Relaxation of Building Height
Restriction for the Social Welfare Facility
(Redevelopment of The Salvation Army Lai
King Home) at Nos. 200-210 Lai King Hill
Road, Kwai Chung, New Territories**

Visual Impact Assessment (Issue 1)

Sep 2022

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1 INTRODUCTION

1.1 Background

- 1.1.1 The redevelopment of Welfare Site of The Salvation Army Lai King Home, aimed at expanding the capacity and service provision in the community and to strengthen comprehensive care and support to the needy persons with disabilities and their careers.
- 1.1.2 The Salvation Army Lai King Home is currently located at Nos. 200-210 Lai King Hill Road, providing a total of 100 places of Day Activity Centre (DAC), 100 places of Hostel for Severely Mentally Handicapped Persons (HSMHP), 20 places of Extended Care Programme (ECP) and 2 places of Residential Respite Services (RRS). No major renovation or refurbishment works have been carried out since last century, the entire building appears to be dilapidated.
- 1.1.3 After demolition of the existing three 4 to 5 storey main blocks, a new building complex can be erected on the subject site. With more floor areas, more facilities can be provided to serve the community after the redevelopment.
- 1.1.4 There are 3 nos. of building erected on site, comprising 3-4 storeys blocks (excluding L/G floor). Since they were built in 60s, the condition of these three buildings have become dilapidated and substandard fire safety. The daily operation of The Salvation Army Lai King Home is not only affected considerably, the safety of the occupants is also under threat.
- 1.1.5 The proposal is to demolish the existing 4/5 – storey buildings and then construct a new building complex. In order to maintain seamless transition, a decanting plan shall be deployed to ensure continuation of service. Under the Residential Care Home (Elderly Persons) Ordinance (Cap. 459) and the Residential Care Home (Person with Disabilities) Ordinance (Cap.459), all the proposed welfare facilities shall be provided at a height of not more than 24M above the ground floor as well as their subsidiary legislation.
- 1.1.6 The proposed new complex will comprise two blocks by launching a 2-phased development plan. The revised plan can meet the statutory requirements and provide with good visual effect and air ventilation.

1.2 Objective of the Visual Impact Assessment Report (VIA)

The objective of this visual impact assessment report (VIA) is therefore to assess any further likely impacts arising from the proposed design of the Development to the surrounding areas, to present sufficient information in a structured manner to visualize the three-dimensional relationship of the proposed development with the surrounding context and to propose further mitigation measures if deemed necessary.

1.3 Scope of the Visual Impact Assessment Report (VIA)

- 1.3.1 The scope of the VIA is to critically review, describe, and evaluate the available information of the visual resources in the Site and adjoining area from the previous

studies and/or technical assessments carried out by other consultants and Government and non-Government parties.

- 1.3.2 The Assessment shall be supported with quantified data, detailed description, reasonable argument, and professional and sensible judgement.
- 1.3.3 No designated project elements have been identified; thus, the Visual Impact Assessment (VIA) will be carried out with reference to *TPB PG-No. 41*.
- 1.3.4 Alternative alignment(s) and design shall be considered to avoid or reduce the identified impacts before recommending other mitigations measures to alleviate the impacts. The proposed mitigation measures shall be viable, practical and sustainable.
- 1.3.5 The VIA comprises of the following
- a) Brief description of the Project and any of the associated construction works/activities which may cause potential visual impacts;
 - b) Description of the relevant legislation, standards and guidelines for assessment with due consideration;
 - c) Description of the assessment methodology;
 - d) Review of the planning and development control framework;
 - e) Identification of the visual resources, and key visual sensitive receiver (VSRs) within the assessment areas as baseline study;
 - f) Assessment and thorough review of the potential impacts (before mitigation), temporarily and/or permanently, and the residual impacts (after mitigation) in operation stage;
 - g) Evaluation and recommendation of mitigation and enhancement measures with a practicable and realistic implementation program; and
 - h) Conclusion of VIA.

1.4 Table of Abbreviations & Terms

Abbreviations	Term
HKPSG	Hong Kong Planning Standards and Guidelines
VIA	Visual Impact Assessment
OZP	Outline Zoning Plan
PlanD	Planning Department
Site Boundary	Site Boundary of the Lai King Home
VE	Visual Envelope
VIA	Visual Impact Assessment
VP	Viewing Point

2 ENVIRONMENTAL LEGISLATION, STANDARDS AND GUIDELINES

2.1 General

2.1.1 The following or the latest legislation, standards, circulars and guidelines are applicable to LVIA associated with the operation of the Project:

- Environmental Impact Assessment Ordinance Guidance Note 8/2023;
- Environment Impact Assessment Ordinance (Cap. 499. S16) and EIAO-TM Annexes 3,10,11,18 & 20;
- Town Planning Board Guideline No. 41 – Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board;
- Town Planning Ordinance (Cap 131);
- Town Planning (Amendment) Ordinance, 2004;
- Hong Kong Planning Standards and Guidelines Chapters 4, 10, 11 and 12;
- Forests and Countryside Ordinance (Cap. 96);
- Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586);
- AFCD Nature Conservation Practice Note No. 2 – Measurement of Diameter at Breast Height (DBH);
- AFCD Nature Conservation Practice Note No. 3 – The Use of Plant Names;
- CEDD TC No. 5/2018 – Vetting Committee on Slope Appearance;
- CEDD TC No. 12/2019 – Guidelines for Making Submissions to the Advisory Committee on the Appearance of Bridges and Associated Structures;
- DEVB TC(W) No. 2/2012 – Allocation of Space for Quality Greening on Roads;
- DEVB TC(W) No. 3/2012 – Site Coverage of Greenery for Government Building Projects;
- DEVB TC(W) No. 2/2015 – Green Government Buildings;
- DEVB TC(W) No. 6/2015 – Maintenance of Vegetation and Hard Landscape Features;
- DEVB TC(W) No. 5/2017 – Community Involvement in Planting Works;
- DEVB TC(W) No. 1/2018 – Soft Landscape Provisions for Highway Structures;
- DEVB TC(W) No. 1/2019 – Railway Protection;
- DEVB TC(W) No. 4/2020 – Tree Preservation;

- DEVB TC(W) No. 5/2020 – Registration and Preservation of Old and Valuable Trees;
- DEVB TC(W) No. 9/2020 – Blue-Green Drainage Infrastructure;
- DEVB – Guiding Principles on Use of Native Plant Species in Public Works Projects;
- DEVB – Guidelines on Tree Transplanting;
- DEVB – Street Tree Selection Guide;
- WBTC TC No. 25/93 – Control of Visual Impact of Slopes;
- ETWB TC No. 17/2000 – Improvement to the Appearance of Slopes in Connection with WBTC 25/93;
- ETWB No. 36/ 2004 – Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS);
- ETWB TCW No. 5/2005 – Protection of natural streams/rivers from adverse impacts arising from construction works;
- GEO Publication (1999) – Use of Vegetation as Surface Protection on Slopes;
- GEO Publication No. 1/2011 – Technical Guidelines on Landscape Treatment for Slopes;
- HyD Guidelines No. HQ/GN/15A – Guidelines for Landscape Works for Highways Project;
- Project Administration Handbook for Civil Engineering Works (2018 Edition), Section 4.7;
- PlanD & HD – Guiding Principles on Green Coverage for Public Housing Developments;
- Related Statutory Plans, e.g., Outline Zoning Plans;
- Study on Landscape Value Mapping of Hong Kong; and
- Any other relevant ordinances, circulars, international standards and guidelines.

3 ASSESSMENT METHODOLOGY

3.1 General

- 3.1.1 The assessment area for the preliminary visual impact assessment is defined by the visual envelope is shown in **Figure 1**.
- 3.1.2 All visual elements, key viewing points, direct and indirect impacts on existing / planned/approved land uses, and the proposed visual mitigation measures shall be indicated and demonstrated clearly with support of sufficient illustration materials including coloured plans, photos, and computer-generated photomontages. Where applicable and practicable, enhancement measures shall be adequately considered and proposed. The use and quality of presentation materials shall make reference to *TPB PG No. 41*.

3.2 Preliminary Visual Impact Assessment (VIA) Methodology

- 3.2.1 VIA is carried out to assess the potential visual impacts arising from the Project in accordance with *TPB PG-No. 41*. The assessment methodology will appraise, evaluate and present the visual impact and recommend any improvement that could be made in refining the proposed development of the Project. The recommended mitigation and improvement measures shall pay regards to the development potential provided in the relevant statutory plans, *Building (Planning) Regulations*, *Sustainable Building Design Guidelines*, planning briefs, and *Urban Design Guidelines* in the *HKPSG* and take into account existing constraints, the effectiveness, feasibility and practicability of these measures. It involves the following procedures:
- 3.2.2 *Identification and plotting of the Visual Envelope (VE)* - The VE is the viewshed of the Project formed by natural or man-made features. It will be based on desktop study of topographic maps, street maps, photographs, cross-sections to determine visibility and subsequent site visits. Estimated heights of the new structures are used to determine their visibility within the VE. Existing vegetation will be assessed in its current condition and assumed to remain at a similar height and density.
- 3.2.3 *Identification of Viewing Point (VP)* - VP are key public viewing points that may be affected by the Project during the operation phase. VP can be kinetic or static. They include key pedestrian nodes, popular public areas for recreational activities, rest, leisure, sitting-out areas, walking, sight-seeing and prominent travel routes. VP will be assessed at the human eye level. The selection of VP will be based on the previous Preliminary Landscape and Visual Impact Assessment conducted in the Feasibility Study for this Project. Photomontages providing indicative illustrations of the impact will provide a combined, broad indication of how the Project will look overall.
- 3.2.4 *Identification of visual elements* - A description of the key visual elements within the sight of VP will be reported. These may include any major physical structures, visual resources or attractors, visual eyesores or detractors that currently exist or are known to be planned within the VE. The potential impact on views to ridgelines will also be

reviewed.

3.2.5 *Assessment of sensitivity of VP* - Factors considered when assessing VP sensitivity include the duration, distance and public perception of the value attached to the views being assessed. The sensitivity of the VP is classified as follows:

Table 1 - Sensitivity of VP

High	The VP is highly sensitive to any change in their viewing experience.
Medium	The VP is moderately sensitive to any change in their viewing experience.
Low	The VP is only slightly sensitive to any change in their viewing experience.

3.2.6 *Identification of potential sources of visual impacts* - These are the various elements of the operation procedures that have the potential to cause visual impacts.

3.2.7 *Appraisal of the Visual Changes* - The effect of visual changes on VP may be positive or negative and they are not necessarily mutually exclusive. The appraisal will consider the following aspects – (i) visual composition, (ii) visual obstruction, (iii) effect on public viewers, (iv) effect on visual resources and visual access to landmarks and heritage. Existing vegetation will be assessed in its current condition and assumed to remain at a similar height and density.

3.2.8 *Evaluation of Overall Visual Impact* - Overall visual impact will take into account the sensitivity of key public viewers, visual resources, visual amenities, the magnitude, extent and duration of the impact and the resultant improvement or degradation of the visual quality and character of the surrounding area and the planning intention and known planned developments of the area. Assessment shall be based on relevant *Urban Design Guidelines in HKPSG, Study Brief, Landscape Value Mapping of Hong Kong, Hong Kong 2030+ Towards a Planning Vision and Strategy Transcending 2030* and any other relevant planning documents and planning studies completed and available for public reference. The overall visual impact is classified as follows:

Table 2 - Evaluation of Overall Visual Impact

Enhanced	The Project will overall improve the visual quality and complement the visual character of its setting from most of the identified VP
Partly Enhanced / Partly Adverse	The Project will exhibit enhanced visual effects to some of the identified VP and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other VP.
Negligible	The Project will, with or without mitigation measures, in overall terms have insignificant visual impact to most of the identified VP, or most of the visual impact will be screened or filtered by other distracting visual elements in the Visual Envelope.
Slightly Adverse	The Project will, with or without mitigation measures, result in overall terms, some negative visual impact to most of the identified VP.
Moderately Adverse	The Project will, with or without mitigation measures, result in overall terms, negative visual impact to most of the identified VP.
Significantly Adverse	The Project will, with mitigation measures, result in a serious and detrimental visual impact to most of the identified VP.

4 VISUAL BASELINE STUDY

4.1 General

4.1.1 The Project is located at Nos. 200-210 Lai King Hill Road. Where is located at Lai King Hill.

To the north and northeast is buffered by a natural vegetated slope separating the higher and lower level of Lai King Hill residential area, the higher level of Lai King Hill is represented by the development of the High Land Park and Lai King Disciplined Services Quarters, the lower level of Lai King Hill represented the concentration of public housing estates, such as Lai King Estate and Cho Yiu Chuen. These medium to high rise buildings here contain the view to the site from the north to the northeast.

To the south and southwest are characterised by the major highways and the Kwai Chung Container Terminal, which is very visible to the local users.

4.1.2 The visual envelope (VE) of the proposed project is along the Lai King Hill Road area. The VE is confined by a combination of human infrastructures such as buildings and natural elements such as topography and nearby slope and vegetation. In general, the viewing distance of the proposed work is around 100m.

4.2 Viewing Point (VP)

4.2.1 Viewing points (VP) have been identified to assess the visual impact on sensitive public viewers. VP can be kinetic or static and taken at human eye level for a realistic presentation and assessment. The description of VP and their sensitivity is described in **Table 5**. Their location and representative photo are shown in **Figure 2.1 to Figure 2.3**.

Viewing Point	Description	Sensitivity
VP1	<ul style="list-style-type: none"> • <u>Location:</u> Lai King Hill Road near Lai King Hill Road Playground • <u>Type of Sensitive Receiver Represented:</u> Recreational users of Lai King Hill Road Playground, Pedestrians and drivers along Lai King Hill Road • <u>Approximate Viewing Distance to Site:</u> 50m • <u>Value & Quality of Existing Views:</u> Good • <u>Description of Existing View:</u> Lai King Hill Road Playground is located to the north-west of the site. It is an existing playground mainly utilized as an outdoor sitting area for the local residents. The viewpoint is at the entrance of the playground looking towards the site at a distance of approximately 50m, pedestrians, drivers and passengers have a clear view to the site. Lai King Hill Road is oftenly used, primarily by residents in the area. Public transportation will stop at this location and the drivers are usually focused on the road and immediate surrounds and their views are transient and brief, the public viewers at this VP are considered to have Medium sensitivity to visual change. • <u>Estimated number of Viewers:</u> Some 	Medium

Viewing Point	Description	Sensitivity
	<ul style="list-style-type: none"> • <u>Duration of view:</u> Moderate to Long • <u>Degree of Visibility:</u> Full • <u>Perception of Value to View:</u> Medium 	
VP2	<ul style="list-style-type: none"> • <u>Location:</u> Junction of Lai King Hill Road and King Cho Road • <u>Type of Sensitive Receiver Represented:</u> Pedestrians and drivers along Lai King Hill Road and King Cho Road • <u>Approximate Viewing Distance to Site:</u> 150m • <u>Value & Quality of Existing Views:</u> Fair • <u>Description of Existing View:</u> Located at the junction of Lai King Hill Road and King Cho Road, a large number of commuters including public transit users and commuters in private vehicles will travel from this junction to the site. The view is mainly grassland/shrubland areas with trees blocking the view towards the site, and medium-rise residential building blocks in the background. • <u>Estimated number of Viewers:</u> Some • <u>Duration of view:</u> Short to Long • <u>Degree of Visibility:</u> Partial • <u>Perception of Value to View:</u> Medium 	Low
VP3	<ul style="list-style-type: none"> • <u>Location:</u> Public Carpark at Cho Yiu Centre • <u>Type of Sensitive Receiver Represented:</u> Visitors of Cho Yiu Centre • <u>Approximate Viewing Distance to Site:</u> 50m • <u>Value & Quality of Existing Views:</u> Good • <u>Description of Existing View:</u> Overlooking the Lai King Hill Road, viewers have a clear view on the site. Kwai Chung Container Terminal in the mid-ground. Ridgeline of Sai Shan in Tsing Yi and Mount Davis on Hong Kong Island and ATL Logistics Centre and Hutchison Logistics Centre form the background of the VP. • <u>Estimated number of Viewers:</u> Few • <u>Duration of view:</u> Short • <u>Degree of Visibility:</u> Full • <u>Perception of Value to View:</u> Medium 	Medium
VP4	<ul style="list-style-type: none"> • <u>Location:</u> Mini Bus Stop between Container Terminals 2 and 3 • <u>Type of Sensitive Receiver Represented:</u> People who works in Container Terminals and Passenger of Minibus • <u>Approximate Viewing Distance to Site:</u> 271m • <u>Value & Quality of Existing Views:</u> Good • <u>Description of Existing View:</u> Viewing Tsing Kwai Highway, Open sky view, Lai King Estate and ALT Logistics Centre form the frame of view. • <u>Estimated number of Viewers:</u> Few • <u>Duration of view:</u> Short • <u>Degree of Visibility:</u> Full • <u>Perception of Value to View:</u> Medium 	Low

VP5	<ul style="list-style-type: none"> • <u>Location</u>: Mini Bus Stop between Container Terminals 3 and 4 • <u>Type of Sensitive Receiver Represented</u>: People who works in Container Terminals and Passenger of Minibus • <u>Approximate Viewing Distance to Site</u>: 334m • <u>Value & Quality of Existing Views</u>: Good • <u>Description of Existing View</u>: Viewing Tsing Kwai Highway, Open sky view, Lai King Estate and Cho Yiu Chuen form the background of view. • <u>Estimated number of Viewers</u>: Few • <u>Duration of view</u>: Short • <u>Degree of Visibility</u>: Full • <u>Perception of Value to View</u>: Medium 	Low
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5 IMPACT ASSESSMENT

5.1 Impact Prediction

5.1.1 The Project will have various visual impacts during operational phases. The proposed development will create varying levels of impact on the VPs and visual amenity of the area at different stages of its lifetime as outlined below

5.1.2 During the operation phase, potential visual impacts would be related to the following:

- Operation of associates facilities

5.2 Visual Impacts

The baseline scheme adopted for the appraisal of visual change is the existing development. The changes to each VP views during operation are briefly described below and summarised in **Table 8**.

Table 8 – Assessment on Visual Impacts

Viewing Point	Appraisal of Visual Changes	Visual Impact (Operation Phase)
VP1	<ul style="list-style-type: none"> • <u>Location:</u> Lai King Hill Road near Lai King Hill Road Playground • <u>Sensitivity of VP:</u> Medium • <u>Visual Composition:</u> VP1 from Lai King Hill Road is in general has a good existing view with open sky view and vegetation at both sides in the background, and represents the closest view from the North west side, with less than 50m. The proposed development will lead to an increase in building height and block almost half of the open sky view in the background. • <u>Visual Obstruction:</u> The proposed development will block almost half of the open sky view and a minor part of the existing vegetation in the rightmost of the background. The vegetation in the leftmost of the foreground remains unobstructed. • <u>Effect on Pubic Viewers:</u> Lai King Hill Road is oftenly used, primarily by residents in the area. The proposed development will be readily noticeable from this VP. The proposed development will reduce the sense of visual openness due to blockage of almost half of the sky view. • <u>Effect on Visual Resources / Amenities:</u> The visual impact arising from the proposed development will be moderately adverse, due to the blockage of almost half of the open sky view and a minor part of the existing vegetation in the rightmost of the background. 	Moderately adverse
VP2	<ul style="list-style-type: none"> • <u>Location:</u> Junction of Lai King Hill Road and King Cho Road • <u>Sensitivity of VP:</u> Low • <u>Visual Composition:</u> Located at the Junction of Lai King Hill Road and King Cho Road with a distance to the site, which is blocked by the existing vegetation in the middle ground along the Lai King Hill Road. There is an open sky view, vegetation in the left of the middle ground, slopes in the rightmost of the foreground and Lai King Estate in the right 	Slightly adverse

Viewing Point	Appraisal of Visual Changes	Visual Impact (Operation Phase)
	<p>of the background. The photomontages from VP2 (Figure 2.1) illustrate that the propose development will induce a slight blockage of the open sky view in the middle of this VP.</p> <ul style="list-style-type: none"> • Visual Obstruction: The proposed development will lead to a slight blockage of the open sky view in the middle of this VP. Other visual resources such as the vegetation in the left of the middle ground, slopes in the rightmost of the foreground and Lai King Estate in the right of the background will remain unobstructed. • Effect on Pubic Viewers: A slight portion of the open sky view in the middle will be blocked due to the proposed development. The depth of field will be slightly reduced due to an increase in building height of the proposed development. The views towards vegetation in the left of the middle ground, slopes in the rightmost of the foreground and Lai King Estate in the right of the background will not be affected. • Effect on Visual Resources / Amenities: The visual impact arising from the proposed development will be slightly adverse, due to the blockage of a slight portion of the open sky view in the middle. No other noticeable effect on other visual resources / amenities from this VP is observed. 	
VP3	<ul style="list-style-type: none"> • Location: Public Carpark at Cho Yiu Centre • Sensitivity of VP: Medium • Visual Composition: VP3 from Public Carpark at Cho Yiu Centre also have a good existing view with open sky view, vegetation in the rightmost of the foreground and middle ground, slopes in the leftmost of the foreground and Kwai Chung Container Terminals in the background. The proposed development will lead to an increase in building height and hence, reducing the depth of view of this VP. Due to proximity to the Site, the proposed development will appear to be bulky. Nonetheless, the 15m-wide building separation above the green deck at 1/F is readily noticeable from this VP, which will allow visual permeability. Given the close proximity to the Site, the visual impact arising from the proposed development is moderately adverse. • Visual Obstruction: The proposed development will obstruct the majority of Kwai Chung Container Terminals and almost the whole Tsing Kwai Highway in the background. A minor part of the vegetation in the rightmost of the foreground will be blocked too. The depth of view of this VP is reduced. • Effect on Public Viewers: The proposed development with an increase in building height will be readily noticeable in the middle ground. Despite the proposed development will reduce the sense of visual openness in the left and right of the middle ground, the 15m-wide building separation above the green deck at 1/F will allow a certain degree of visual permeability. Given the medium sensitivity of the VP, the visual impact is considered to be moderately adverse. • Effect on Visual Resources / Amenities: With the implementation of the proposed development, it will obstruct the majority of Kwai Chung Container Terminals, almost the whole Tsing Kwai Highway in the background, and a minor part of the vegetation in the rightmost of the 	Moderately Adverse

Viewing Point	Appraisal of Visual Changes	Visual Impact (Operation Phase)
	background. No other noticeable effect on other visual resources / amenities, such as the vegetation in the rightmost of the foreground and slopes in the leftmost of the foreground from this VP is observed.	
VP4	<ul style="list-style-type: none"> • <u>Location:</u> Mini Bus Stop between Container Terminals 2 and 3 • <u>Sensitivity of VP:</u> Medium • <u>Visual Composition:</u> VP4 from mini bus stop have a good existing view with open sky view, a minor portion of vegetated slopes and some existing buildings in the background. The proposed development will lead to an increase in building height. Given the view is far away to the Site, the visual impact arising from the proposed development is slightly adverse. • <u>Visual Obstruction:</u> The proposed development will lead to a slight blockage of the open sky view in the middle of this VP. A very minor portion of the vegetated slopes and existing buildings in the middle of the background will also be obstructed. • <u>Effect on Public Viewers:</u> A slight portion of the open sky view in the middle will be blocked due to the proposed development. The depth of view will be slightly reduced due to an increase in building height of the proposed development. • <u>Effect on Visual Resources / Amenities:</u> The visual impact arising from the proposed development will be slightly adverse, due to the blockage of a slight portion of the open sky view in the middle. A very minor portion of the vegetated slopes and existing buildings in the middle of the background will also be obstructed. 	Slightly Adverse
VP5	<ul style="list-style-type: none"> • <u>Location:</u> Mini Bus Stop between Container Terminals 3 and 4 • <u>Sensitivity of VP:</u> Medium • <u>Visual Composition:</u> VP5 from mini bus stop have a good existing view with open sky view and some existing buildings in the background. The proposed development will lead to an increase in building height. Given the view is far away to the Site, the visual impact arising from the proposed development is slightly adverse. • <u>Visual Obstruction:</u> The proposed development will lead to a slight blockage of the open sky view in the middle of this VP. Some existing buildings in the middle of the background will also be obstructed. • <u>Effect on Public Viewers:</u> A slight portion of the open sky view in the middle will be blocked due to the proposed development. The depth of view will be slightly reduced due to an increase in building height of the proposed development. • <u>Effect on Visual Resources / Amenities:</u> The visual impact arising from the proposed development will be slightly adverse, due to the blockage of a slight portion of the open sky view in the middle. Some existing buildings in the middle of the background will also be obstructed. 	Slightly Adverse

5.2.1 Mitigation measures are proposed to further reduce the overall visual impact. Details for mitigation measures are included in the next section.

6 MITIGATION MEASURES

- 6.1.1 The selection of site has carefully considered key constraints and tried to minimise impacts. The design of the works will also attempt to integrate the Project into the surroundings as far as possible given all constraints.
- 6.1.2 Further mitigation measures may be proposed, as appropriate, to reduce the potential visual impacts of the Project. Mitigation measures follow the principles of first avoiding impacts, by all means feasible, then reducing any unavoidable impacts to as low as practically possible and finally mitigating any remaining impacts.

Figure 1 – Visual Envelope

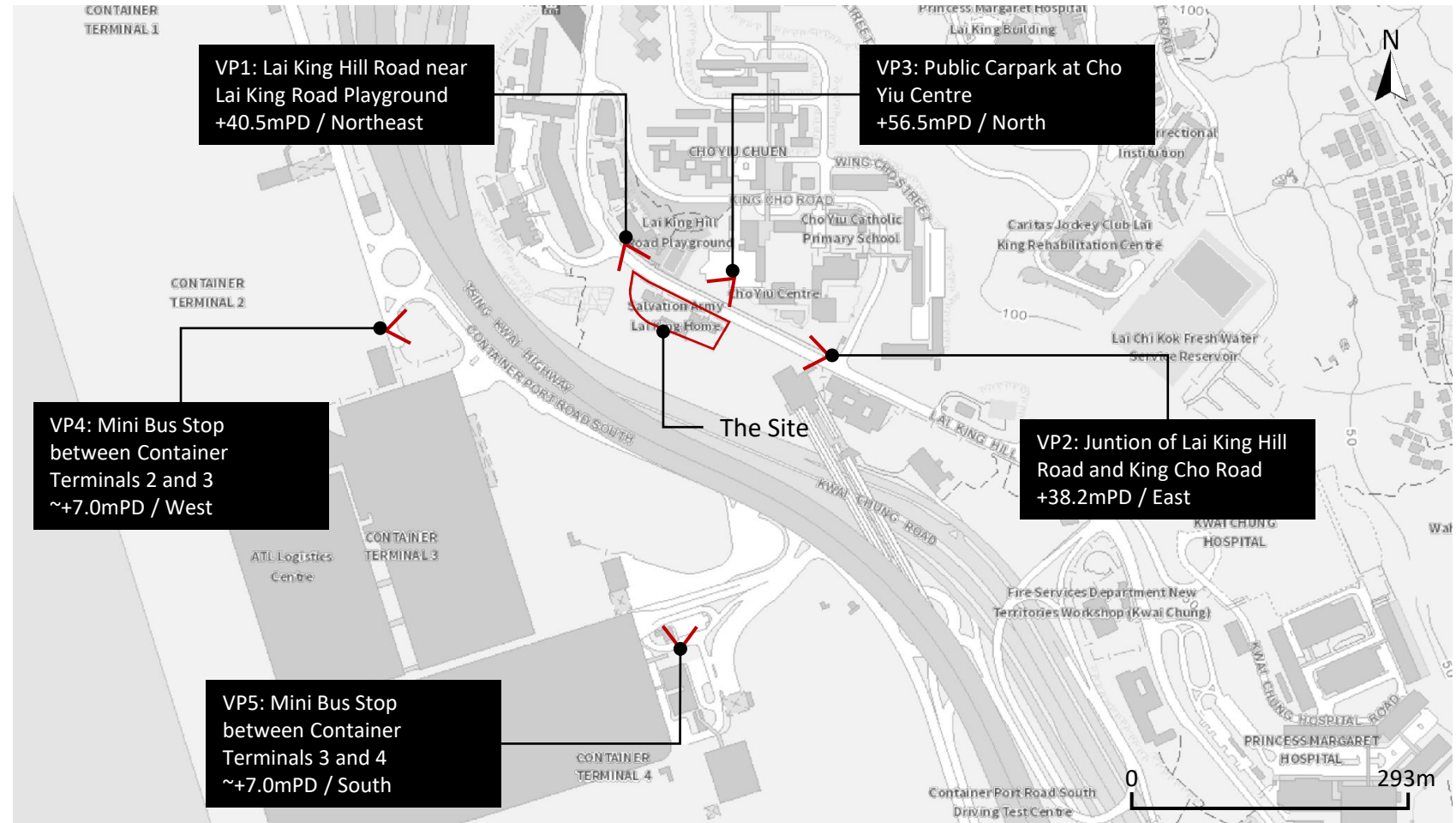
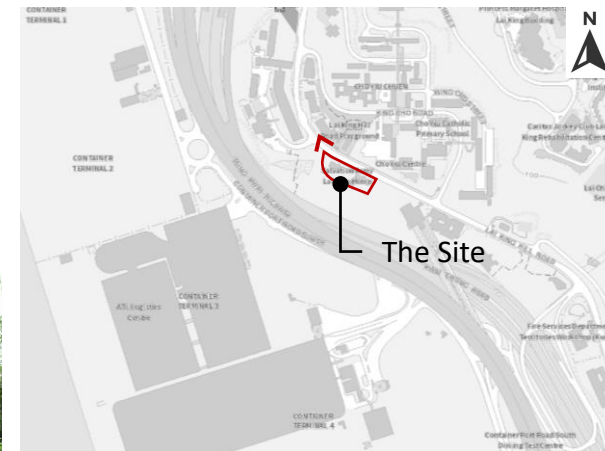


Figure 2.1 Viewpoint 1 – Lai King Hill Road near Lai King Hill Road Playground



Key Plan

VP1 – Existing View

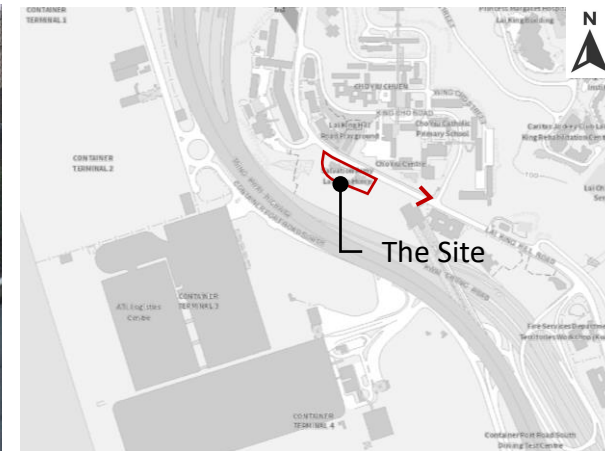


VP1 – Photomontage

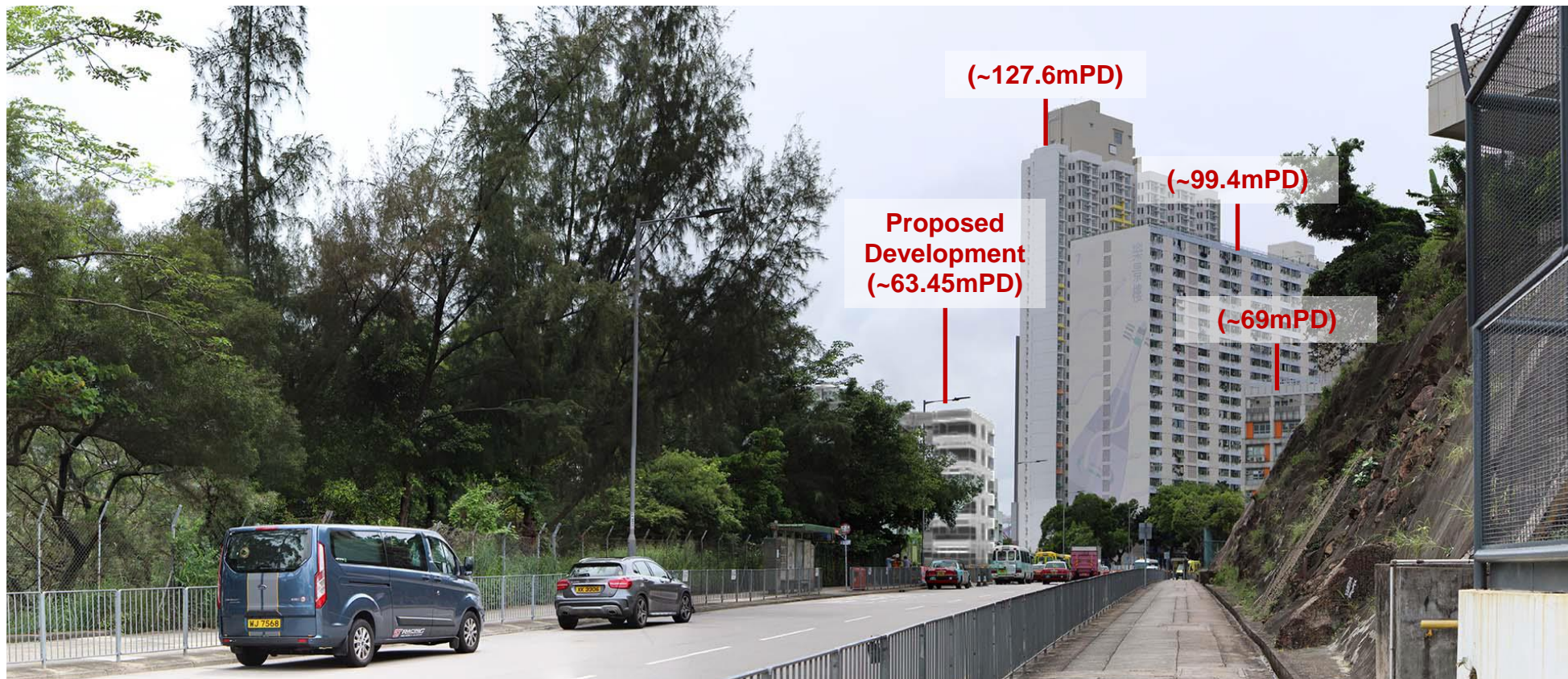
Figure 2.2 Viewpoint 2 – Junction of Lai King Hill Road and King Cho Road



VP2 – Existing View

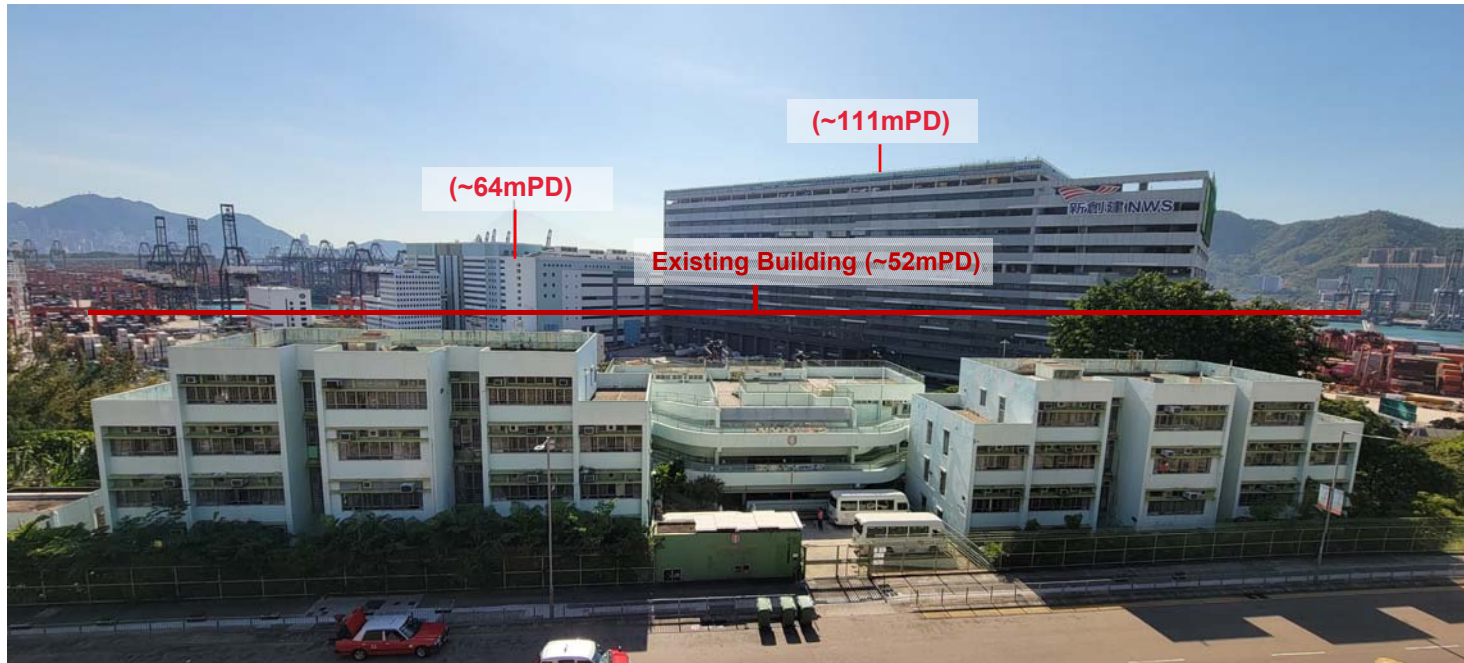


Key Plan



VP2 – Photomontage

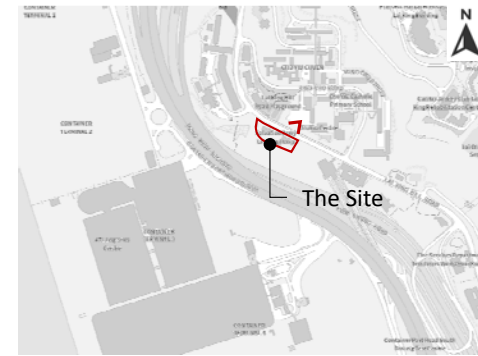
Figure 2.3 Viewpoint 3 – Public Carpark at Cho Yiu Centre



VP3 – Existing View

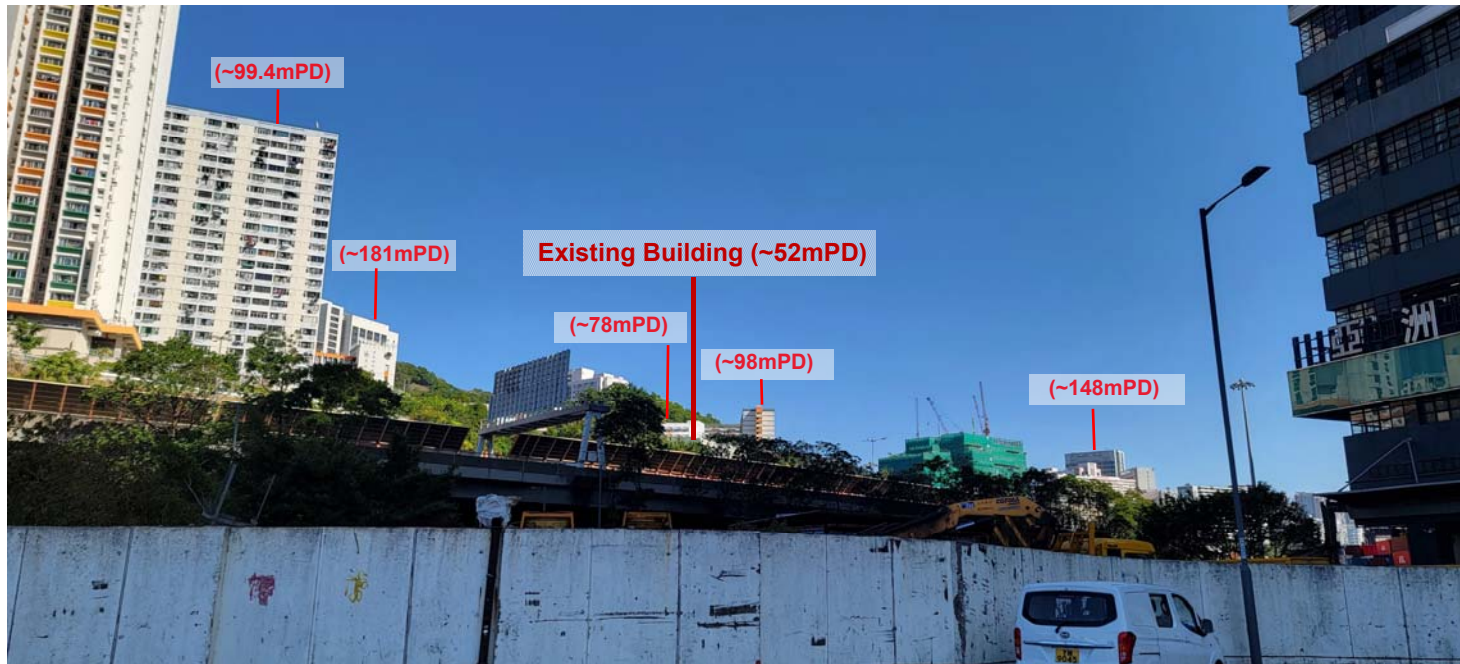


VP3 – Photomontage

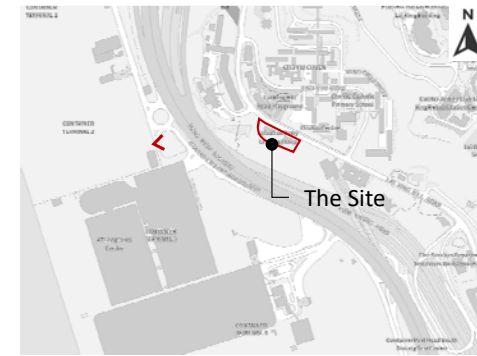


Key Plan

Figure 2.4 Viewpoint 4 – Mini Bus Stop between Container Terminals 2 and 3



VP4 – Existing View



Key Plan

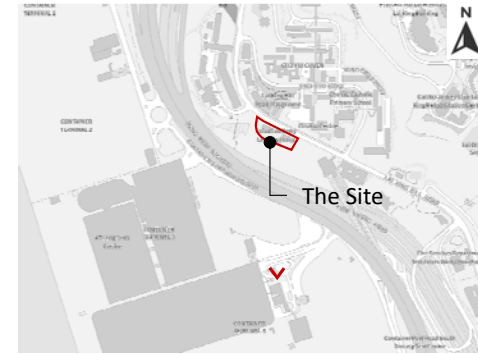


VP4 – Photomontage

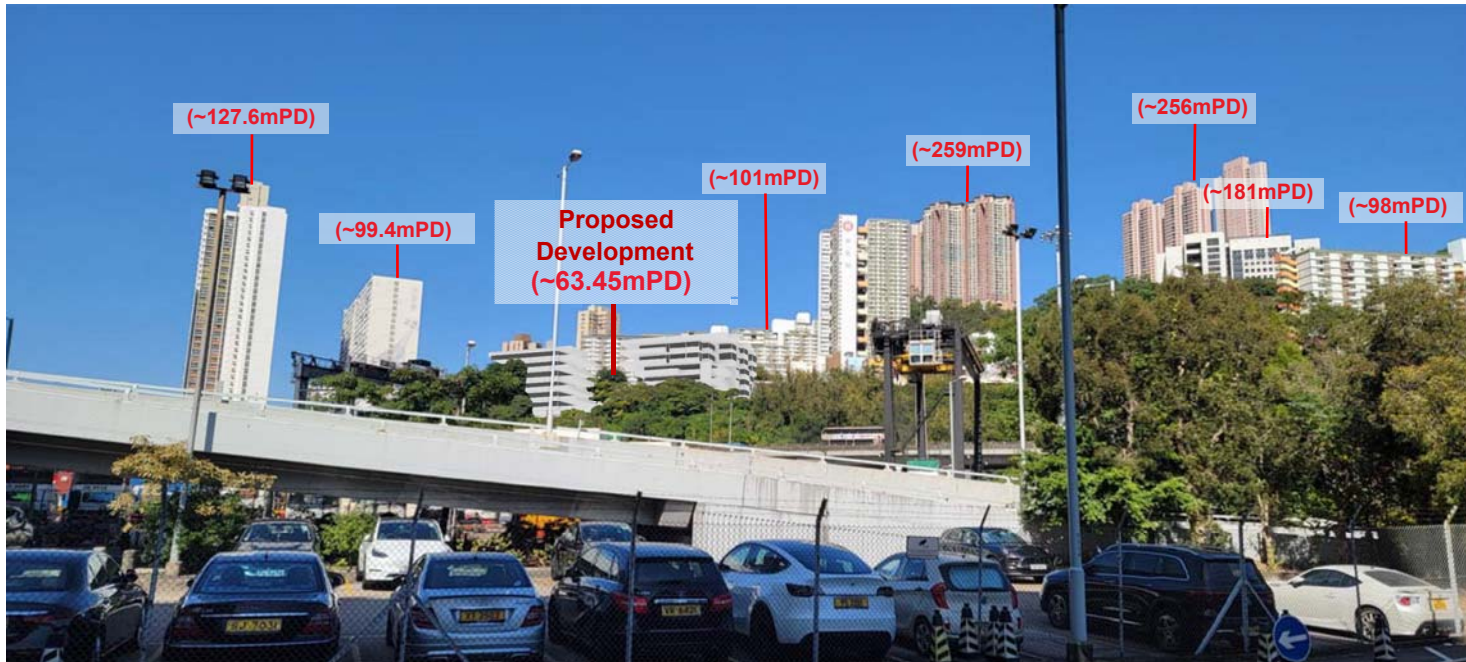
Figure 2.5 Viewpoint 5 – Mini Bus Stop between Container Terminals 3 and 4



VP5 – Existing View



Key Plan



VP5 – Photomontage

Figure 3.1 Photomontage Viewing

