

Annex C

Replacement Pages of Supporting Planning Statement

Landscaping and Greenery Opportunities

3.5.5 To enhance amenity of the LU Campus, various landscaping opportunities have been accommodated at the Proposed Development (**Figure 3.6** refers). While the covered walkway (to be re-provided within Site) is proposed with seating and shrub planting, various landscaping will also be provided on LG/F to contribute to the greening effect.

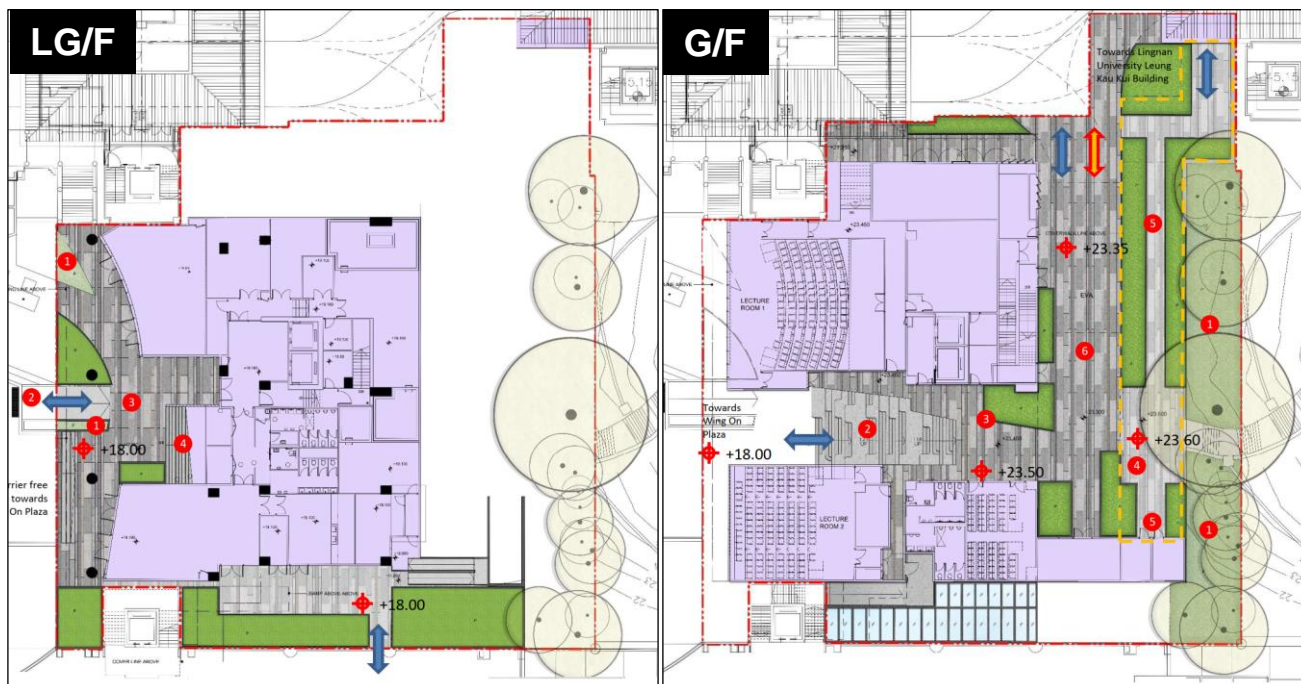


Figure 3.6: Greening Provision of the Proposed Development

Provision of Activity Space

3.5.6 Rather than just a circulation space, the central staircase at LG/F leading to G/F would provide step seating and function as informal social space, providing a quality environment for leisure and mingling activities for the enjoyment of students and staff of LU.

3.5.7 The multi-purpose room and Canteen are purposely located at LG/F to support the future events / activities taking place at Wing On Plaza to enhance the experience of students and staff (**Figure 3.7** refers).



Figure 3.7: Multi-purpose Room and Wing On Plaza

- 3.6.7 As compared with the existing situation, the Proposed Development will be **partially** shielded by the lush vegetation along Castle Peak Road – Lingnan and the Main Building, and only the upper-most part of the building will be visible, **leading to a slight visual obstruction to the existing open sky view**. As such, the visual impact from this VP would be **slightly adverse**.

VP4: “South Hillcrest” Bus Stop on Tuen Kwai Road (Figure 3.12)

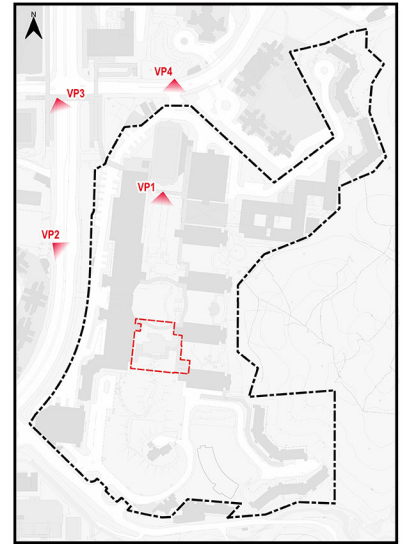
- 3.6.8 This VP is taken at the “South Hillcrest” Bus Stop along Tuen Kwai Road to the north of the Site, with a distance of about 240m. This VP primarily captures the view of the Tin Ka Ping Swimming Pool, Main Building, Amenities Building and Dorothy Y.L Wong Building. The public viewers of this VP are mainly pedestrians walking along Tuen Kwai Road and passengers waiting for the public transportation services at the bus station.

- 3.6.9 As illustrated in the photomontage, **while** the Proposed Development would be partially screened off by lush vegetation within the Campus, the western portion of the building would be visible from this VP. The open sky view at the background will be slightly obstructed, with or without the minor relaxation of BHR. **However, the existing greenery and trees in the foreground will not be affected**. Therefore, the visual impact from this VP is **slightly adverse**.

VP5: Tuen Mun Fresh Water Service Reservoir (Figure 3.13)

- 3.6.10 VP5 is a distant viewpoint taken at the Tuen Mun Fresh Water Service Reservoir, with a distance of about 470m to the southeast of the Site. With the level of about +98mPD, this VP captures the views of the buildings within LU Campus (including Forward Living, Student Hostels, and Main Building (from left to right)). The public viewers of this VP would be visitors of this public space engaging in passive and active recreational activities.

- 3.6.11 As compared with the existing situation, only upper part of the Proposed Development will be visible, with majority of the building being concealed behind the Student Hostel and lush vegetation in the foreground. Considering the view is already dominated by existing buildings within the Campus and only a small portion of the Proposed Development would be visible, the visual impact from this VP would be negligible.



Key Plan



Existing Condition



Proposed Development

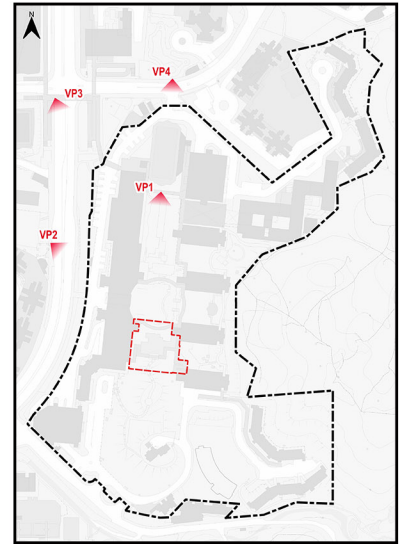


Viewpoint 3
Footbridge Across Castle Peak Road –
Lingnan

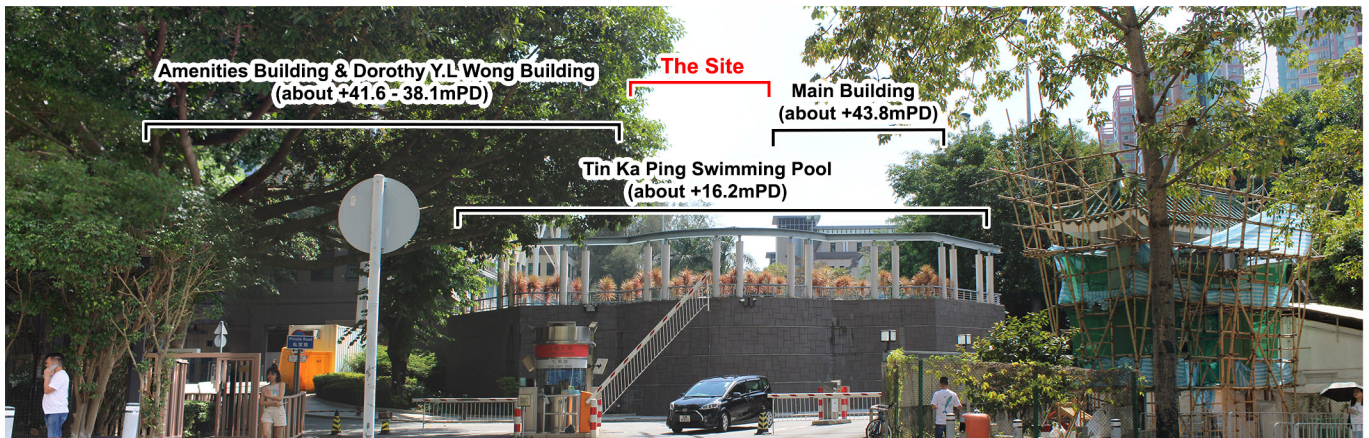
Figure 3.11

Proposed Minor Relaxation of Building Height Restriction for Permitted Educational Institution (New Science Building) in “G/IC” Zone at Lingnan University

Date: 10 January 2025



Key Plan



Existing Condition



Proposed Development



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Viewpoint 4
 "South Hillcrest" Bus Stop on
 Tuen Kwai Road

Figure 3.12

Proposed Minor Relaxation of
 Building Height Restriction for
 Permitted Educational Institution
 (New Science Building) in "G/IC" Zone
 at Lingnan University

Date: 10 January 2025

4.8 No Adverse Visual Impact

4.8.1 The Visual Appraisal (**Section 3.6** refers) has demonstrated that the Proposed Development will be fully compatible with the existing building height profile of the Campus and the visual impact arising from the Proposed Development is considered generally negligible. The Proposed Development will not induce significant adverse visual impact to the sensitive receivers.

4.9 Approval of the Planning Application is Consistent with TPB’s Previous Decisions

4.9.1 As discussed in **Section 2.7**, there were several similar planning applications for minor relaxation of BHR for ‘Educational Institution’ use within university campus approved by the TPB in recent years.

4.9.2 The Proposed Development is similar to other development in terms of nature and scale. In view of the similar planning applications approved by the TPB in recent years, the approval of the current Planning Application will be consistent with TPB’s previous decisions.

4.10 Technically Feasible with No Insurmountable Impact

Tree and Landscape (Appendix 2 refers)

4.10.1 A total of 42 nos. of trees are found within the Site. No Old and Valuable Tree (“OVT”) and rare or protected tree species is identified. Amongst the 42 nos. of trees identified, 17 nos. are proposed to be retained, while the remaining 25 nos., which will be inevitably affected by the Proposed Development, are recommended to be felled. A compensation ratio of 1:1 (i.e. not less than 25 nos. of trees) will be achieved. The compensated trees will be repositioned at suitable open areas within the Campus.

4.10.2 With the greening and landscape measures detailed in the Landscape Proposal (i.e. landscaping on LG/F and landscaped covered walkway on G/F), the greenery area of the Proposed Development will be not less than the required 20% under greenery requirement. Greenery area of about **469.992m² (about 20.41%)** is provided with a view to maximizing greenery and visual effect of the Campus.

Traffic (Appendix 3 refers)

4.10.3 A Traffic Impact Assessment (“TIA”) has been carried out to assess the potential traffic impact associated with the Proposed Development. According to the results of the TIA, all identified key junctions and road links would perform within capacity during both morning and evening peak hours at the reference and design scenarios in year 2031. The results demonstrated that the Proposed Development will not induce adverse