

Appendix I

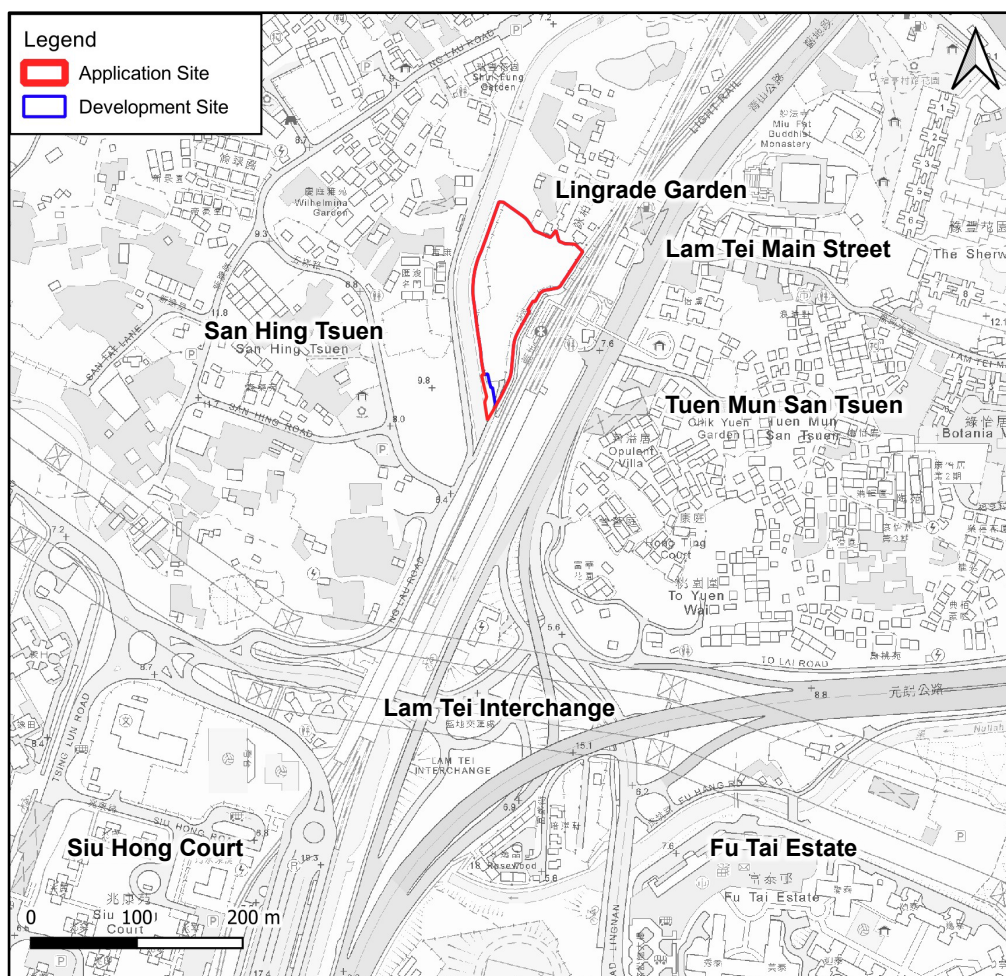
Replacement pages of the Visual Impact Assessment

ingress / egress, the Application Site (i.e. about 9,261m²) includes an additional strip of Government Land while the Development Site is referring to the developable land accountable for PR calculation (i.e. about 8,896m²).

1.1.6 In this connection, in accordance with the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to TPB (“TPB PG-NO.41”), this VIA will evaluate the potential visual impact of the Proposed Development to the surrounding areas against the approved scheme and concludes with recommendation on mitigation measures if necessary.

1.2 Report Structure

1.2.1 Following this introductory section, the methodology adopted in this assessment will be set out in Section 2. The baseline review of the Application Site and the surrounding area is included in Section 3. Section 4 explains the Proposed Development Scheme. The visual envelop, visually sensitive receivers and representative viewpoints will be identified in Section 5, followed by an assessment of the visual impact in Section 6. Section 7 concludes and summarizes the findings of this Visual Impact Assessment.



2. **Figure 1.1 Site Location**

Careful Tower Disposition to Provide a 15m-wide Building Separation

4.1.4 On top of building setback, the proposed layout has duly considered maximizing building gaps to create a spacious development and to enhance the air ventilation performance. Building separation of not less than 15m would be provided to enhance E-W wind penetration. A central amenity square containing a swimming pool would be provided in the corridor to provide for enjoyment. **Figure 4.2** below shows the indicative ground floor plan of the Proposed Development.

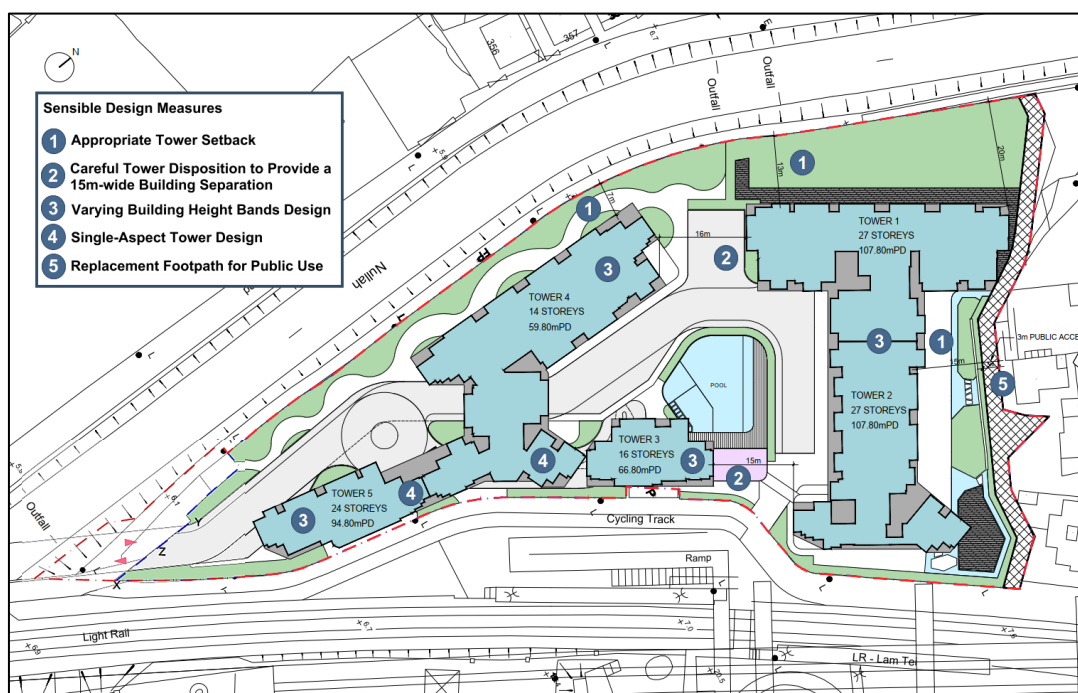


Figure 4.2 Indicative Block Plan

Varying Building Height Design

4.1.5 Considering the proximity to Lam Tei Light Rail Station and the Tuen Ma Line viaduct, varying height bands ranging from +59.8mPD to +107.8mPD or 14 to 27 storeys is proposed. The varying BH design would be able to add visual interest to the surrounding.

Single-Aspect Tower Design

4.1.6 In consideration of the railway noise of Tuen Ma Line, single-aspect tower design would be carefully incorporated to reduce the railway noise impact from Tuen Ma Line and Light Rail running north-south to the east of the Application Site.

Replacement Footpath for Public Use

- 4.1.7 To continue to facilitate pedestrian movement between the nullah and Castle Peak Road, the Applicant proposes a 3m wide replacement footpath for public use at the northern end within the Application Site adjacent to Lingrade Garden. This will be managed and maintained by the future residential development.

Optimal Building Bulk

- 4.1.8 To minimize visual impact to the surrounding and to maximize at-grade open space, car parking spaces are placed within the 2 basement levels. Besides, the Applicant proposes to minimize the ground floor footprint to only underneath the towers as far as practicable.

Key Development Parameters

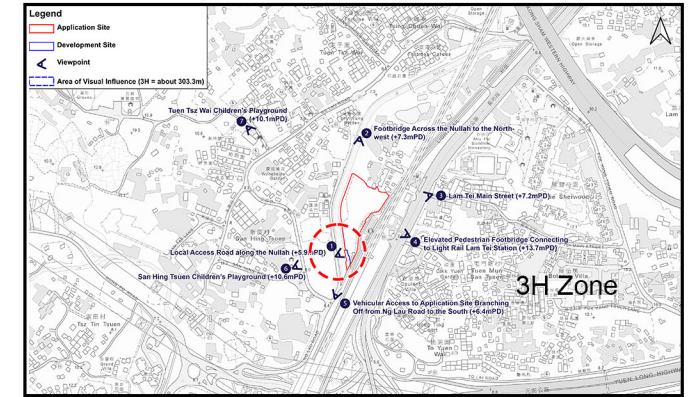
- 4.1.9 The key development parameters of the Proposed Development are summarized in **Table 4.1** below:

Table 4.1 Indicative Development Parameters

Development Parameters	Proposed Development
Application Site Area (about)	9,261m ²
Development Site Area	8,896m ²
Private Lots (85.7%)	6,333m ²
Government Land (14.3%)	2,563m ²
Proposed Domestic Plot Ratio	5
Proposed Domestic GFA	44,480m ²
Proposed No. of Flats	1,385
Average Flat Size	32.1m ²
Estimated Population (assuming 2.7 persons per flat)	3,740
Proposed No. of Towers	5
Proposed Site Coverage	Not more than 33.3%
Proposed No. of Storeys	14 - 27 (excluding 2s of basement carpark)
Proposed Maximum Building Height	+107.8mPD
Proposed Private Open Space	Not less than 3,740m ²
Proposed Greening Ratio	Not less than 20%



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development



Viewpoint 1 – Local Access Road Along the Nullah

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

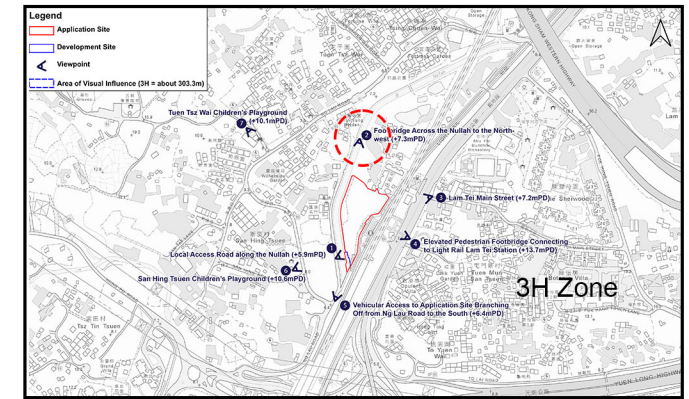
Figure 6.1

Visual Impact Assessment

Date: 2 October 2024



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development



Viewpoint 2 – Footbridge Across the Nullah to the North-west

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

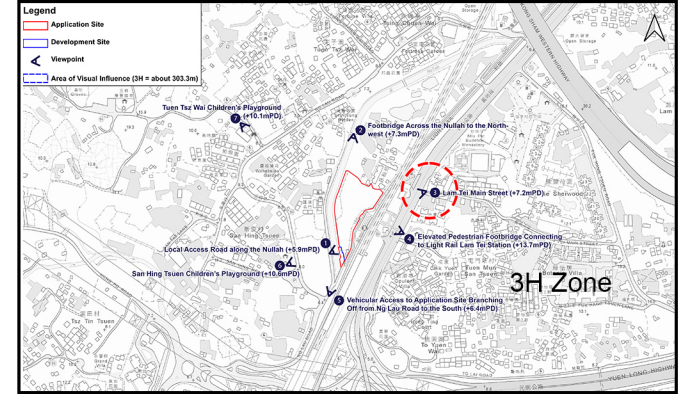
Figure 6.2

Visual Impact Assessment

Date: 2 October 2024



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development



Viewpoint 3 – Lam Tei Main Street

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.3

Visual Impact Assessment

Date: 2 October 2024

Kong Shan
(Max. About +394 mPD)



Tuen Ma Line Viaduct
(About +21 mPD)

The Site

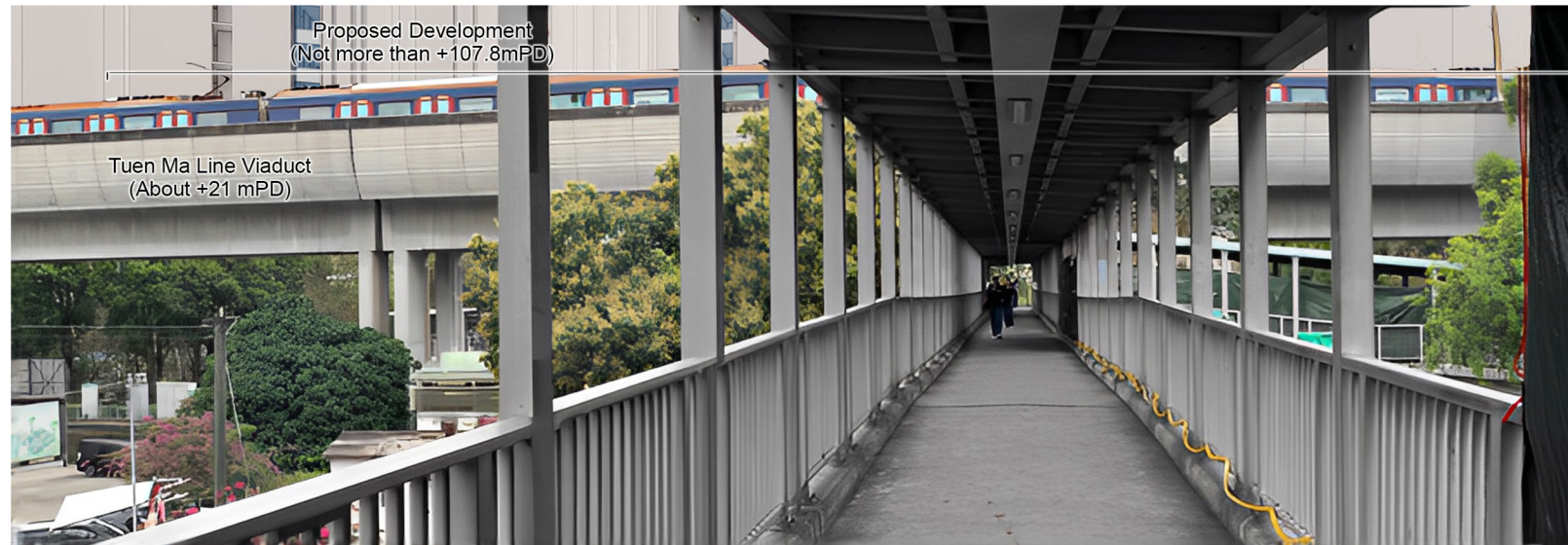
Existing Condition



Approved Development
(Not more than +35mPD)

Tuen Ma Line Viaduct
(About +21 mPD)

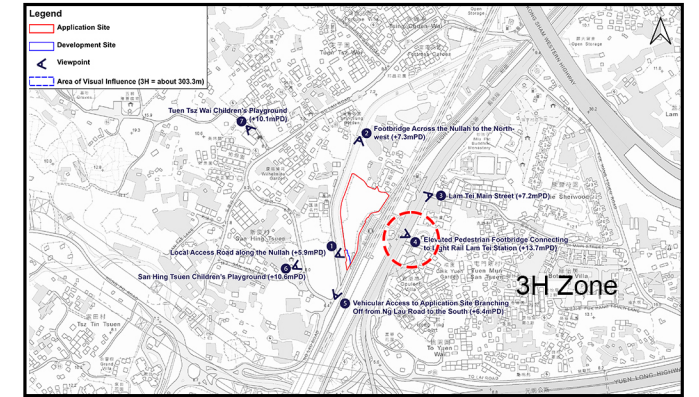
Approved Scheme



Proposed Development
(Not more than +107.8mPD)

Tuen Ma Line Viaduct
(About +21 mPD)

Existing Condition + Proposed Development



Key Plan



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Viewpoint 4 – Elevated Pedestrian Bridge Connecting to Light Rail Lam Tei Station

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

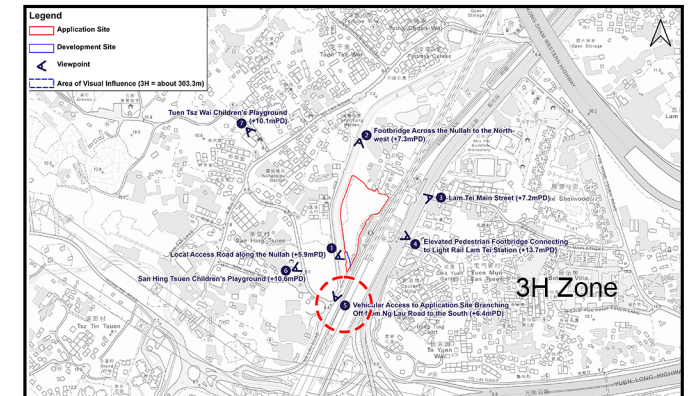
Figure 6.4

Visual Impact Assessment

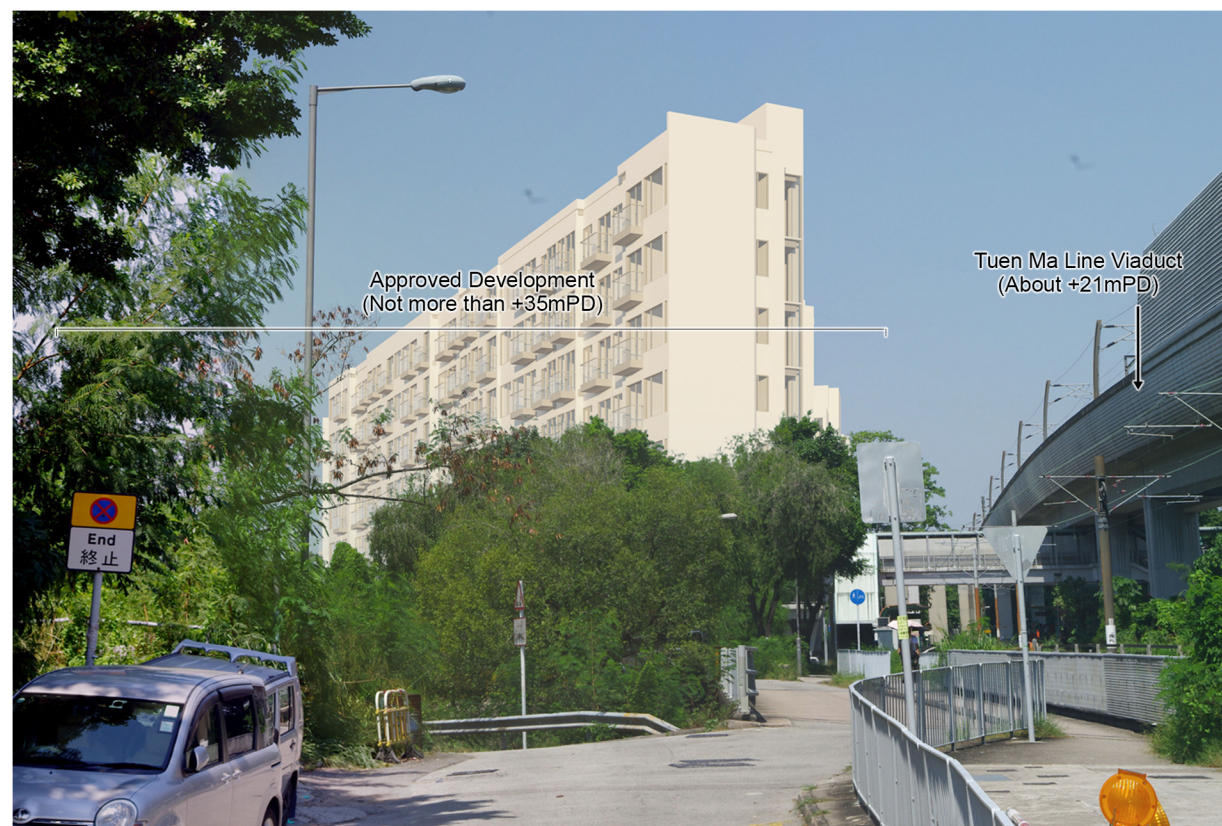
Date: 2 October 2024



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development



Viewpoint 5 – Vehicular Access to the Application Site
Branching Off from Ng Lau Road to the South

Proposed Rezoning from "Residential (Group B)1" Zone to
"Residential (Group B)4" Zone for Medium-Density
Housing Development to Include a Footpath for Public
Use at Various Lots and Adjacent Government Land in
DD130, Lam Tei, Tuen Mun

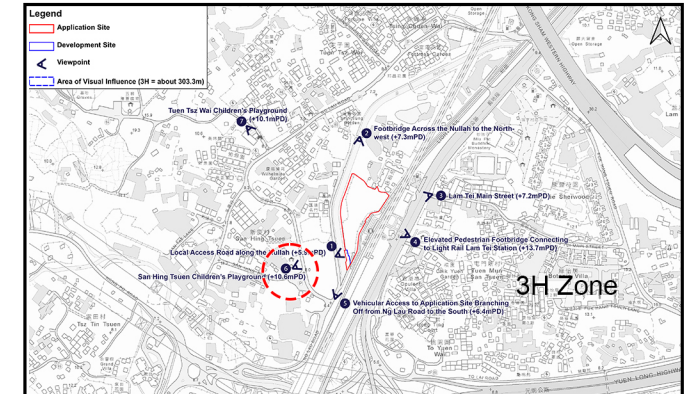
Figure 6.5

Visual Impact Assessment

Date: 2 October 2024



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development



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Viewpoint 6 – San Hing Tsuen Children’s Playground

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.6

Visual Impact Assessment

Date: 2 October 2024

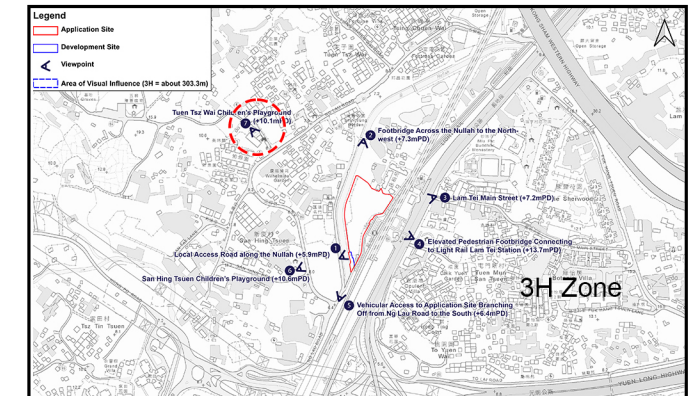
Existing Condition



Approved Scheme



Existing Condition + Proposed Development



Key Plan



Viewpoint 7 – Tuen Tsz Wai Children's Playground

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.7

Visual Impact Assessment

Date: 2 October 2024