

Appendix 6

Visual Impact Assessment

{ URBIS Limited }

SECTION12 REZONING APPLICATION DISCOVERY BAY OUTLINE ZONING PLAN,
PROPOSED DEVELOPMENT AREAS 10b, 22 AND 4a
AT
DISCOVERY BAY, HONG KONG


VISUAL IMPACT ASSESSMENT

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02 SEPT 2022

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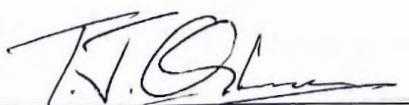
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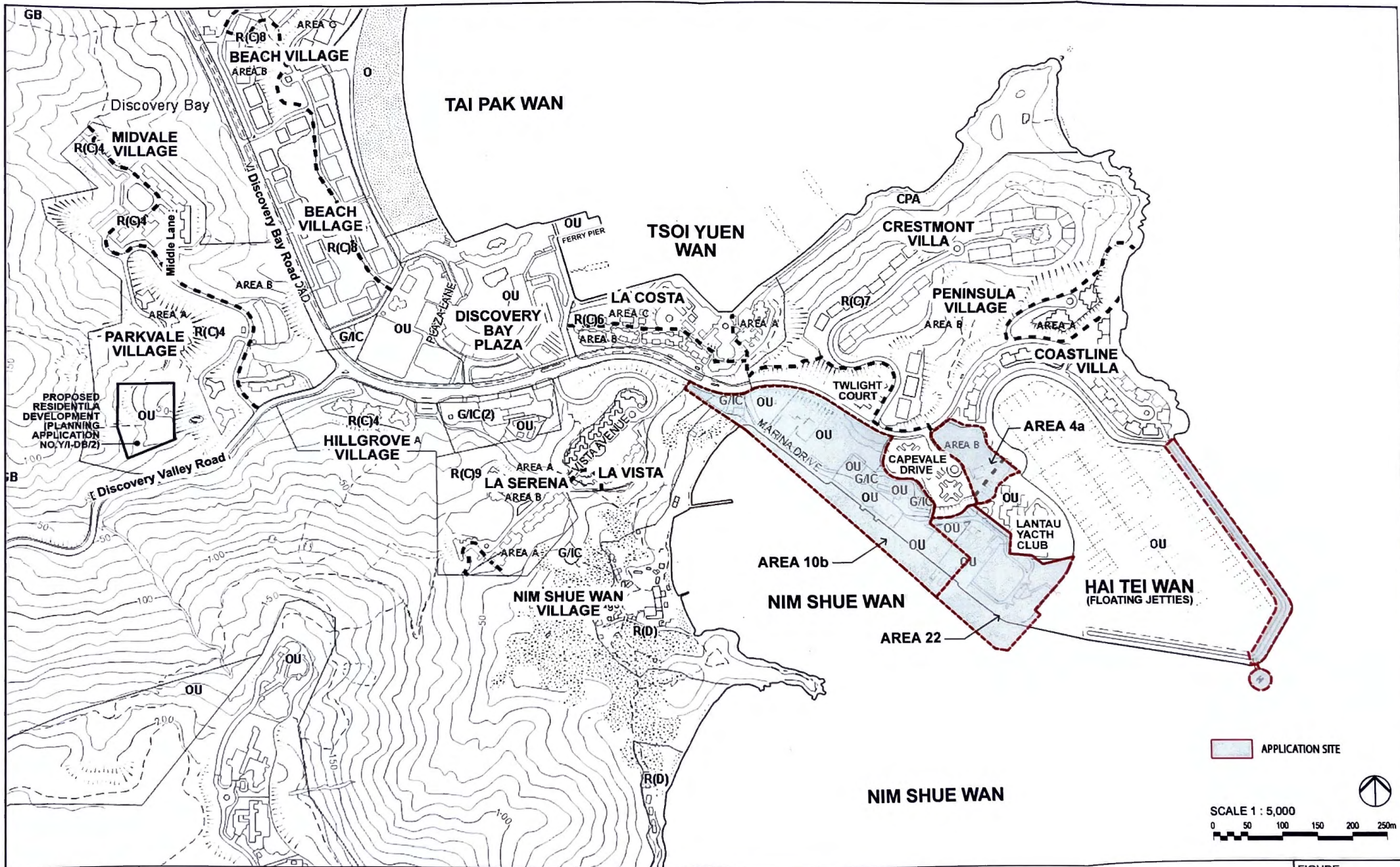
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1. INTRODUCTION

- 1.1 This Visual Impact Assessment (VIA) report has been prepared in support of a planning application for rezoning of sites at Discovery Bay from various "Other Specified Uses" ("OU") and "Government, Institution or Community" ("G/IC") zones to "Other Specified Uses" annotated "Service Area with Residential Development Above"; "Residential (Group C)13"; "Residential (Group C)14", and "Residential (Group C)15". The application also seeks to make amendments to some existing zones including "Other Specified Uses" annotated "Sports and Recreation Club (4)", and "Other Specified Uses" annotated "Marina". in Discovery Bay, Lantau (hereafter referred to as the "Application Site"). The Application Site covers Areas 4a, 10b and Area 22 in Discovery Bay, Lantau (hereafter referred to as the "Application Site"). The site currently comprises a variety of community service facilities including a refuse collection point, a petrol filling station, a golf cart service centre, bus parking and repair workshops, a small shipyard, service staff quarters, a sewage pumping station and a decommissioned sewage treatment plant.
- 1.2 The Application Site occupies an area of approximately 180,335 m² and lies mostly on flat reclaimed land at an elevation of approximately 5mPD overlooking Nim Shue Wan to the south and a higher portion at 15.2mPD overlooking the existing Lantau Yacht Club to the east. A new helipad will be constructed next to the existing Lantau Yacht Club breakwater to the east and the access road to it will run along the top of the breakwater (refer **Figure 1.1**).
- 1.3 This VIA was prepared in accordance with The Town Planning Board Guidelines TPB PG-No.41 – Guidelines on Submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board in order to evaluate the degree of visual impacts on visually sensitive receivers (VSRs) from major public viewpoints (VPs) due to the proposed development at the Application Site. The latest committed / planned development context and adjacent ongoing planning applications (if any) will also be taken into account in the VIA.
- 1.4 This VIA includes the following sections:
- Section 2: Describes the methodology for the Appraisal of Visual Impact;
 - Section 3: Describes the proposed development parameters of the Proposed Development Scheme;
 - Section 4: Identifies the baseline visual condition and the visual context of the Application Site (e.g., visual elements and resources, assessment area, etc.);
 - Section 5: Identifies the key public viewpoints and visually sensitive receivers;
 - Section 6: Appraises the potential visual impacts induced by the proposed development; and
 - Section 7: Summarizes the findings of the VIA.



| | | |
|--|--|---|
|  | <p>TITLE : SITE LOCATION PLAN</p> <p>PROJECT : PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG</p> | <p>FIGURE: 1.1</p> <p>REVISION: 0</p> <p>DATE : SEPT 2022</p> |
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2. METHODOLOGY FOR THE APPRAISAL OF VISUAL IMPACT

2.1 Introduction

2.1.1 Appraisal of visual impacts is not an objective science but is based upon a structured and reasoned evaluation of predicted impacts, informed by professional judgement and experience. The methodology adopted for this VIA consists of:

- Identification of the baseline conditions including the assessment area / zone of visual influence (ZVI), visual elements / resources, and public visually sensitive receivers (VSRs) / public viewing points];
- Identification of potential sources of visual impact due of the proposed development;
- Appraisal of the effects of visual changes on the assessment area due to the proposed development;
- Proposed mitigation measures; and
- Conclusion / evaluation of the overall visual impact of the proposed development.

2.1.2 These stages are described in more detail below.

2.2 Identification of Baseline Visual Conditions

2.2.1 During the identification of baseline visual conditions, the following elements are defined:

- Existing Site Conditions and Zone of Visual Influence (ZVI) of the proposed development;
- Visual Elements and Resources; and
- Viewing Points / Public VSR's.

2.2.2 The identification of these conditions is the product of both desk-top research and field survey.

2.2.3 **Zone of Visual Influence** - In order to clearly identify the Zone of Visual Impact of a proposed development, it is necessary to establish the existing baseline visual conditions of the surrounding environment. For these purposes, the project Study Area is defined with reference to the project's *Zone of Visual Influence (ZVI)*. The ZVI is that area surrounding the proposed development from which any part of it can be clearly seen. Definition of the ZVI takes account of significant landforms and building groups. The ZVI forms the assessment area for the purposes of VIA.

2.2.4 **Visual Elements and Resources** are the component features of a landscape or townscape which shape its appearance and visual character to those who see it. Key visual elements and resources may include major physical structures, visual attractors (e.g., Victoria Harbour, natural coastline, ridgeline, mountain backdrop, woodland, streams, etc.) and/or visual eyesores or detractors (e.g., pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.) that currently exist or are known to be planned within the assessment area.

2.2.5 Different visual elements and resources may enhance, degrade or neutralize the overall visual impact of the development being assessed. Victoria Harbour and its ridgelines for example are recognized as particularly important Visual Elements in the Hong Kong context.

2.2.6 Different aspects of visual elements and resources give the landscape its visual character, including their scale (e.g., buildings, topographic features, etc), variety of visual texture, pattern, form and colour.

These features affect the visual character of a landscape and the type of development that can be accommodated within it without significantly changing this visual character.

- 2.2.7** Where committed future major development falls within the Assessment Area, its visual elements and resources are also considered, as far they are known.

2.3 Viewing Points / Public Visually Sensitive Receivers (VSR's)

- 2.3.1 Viewing Points** - TPB PG-No.41 notes: *"In the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourists. VIA should primarily assess the impact on sensitive public viewers from the most affected viewing points. The viewing points could be kinetic or static. They include key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers' visual attention may be caught by the proposed development."*

- 2.3.2** TPB PG-No.41 continues: *"Local viewpoints should be determined with reference to the setting of the project and views of local significance"*.

- 2.3.3 Public VSRs** - Those people who will experience views of the proposed development from publicly accessible viewpoints are known as public VSR's. They are identified through the definition of the ZVI of the proposed development. It is noteworthy that residential VSRs are considered to be private VSRs and are therefore not included in this VIA in accordance with TPB PG-No. 41.

- 2.3.4** Future public VSRs have also been considered, these being those who, whilst not able to see the project from a given location at present, will be able to see it in the future as a result of development that is committed by Government or private developers.

- 2.3.5** Public VSRs in this report are grouped into categories on the basis of their sensitivity to visual changes in the environment. These are as follows:

- Travellers: Those people who would view the scheme from vehicles or on foot; and
- Recreational: Those people who would view the scheme whilst engaging in recreational activities.

- 2.3.6** The sensitivity of receivers to visual impacts is influenced by:

- The activity in which they are engaged;
- The duration and distance over which the proposed development would remain visible; and
- The public perception of value attached to the views being assessed.

- 2.3.7** Receivers are categorised as being of *High, Moderate* or *Low* sensitivity to visual impacts:

- (a) Those people who view the scheme from their workplace (including those within the GIC VSR group) are considered relatively less sensitive to visual intrusion. This is because they are employed in activities where visual outlook plays a less important role in the perception of the quality of the working environment. They are classified as a *Low* sensitivity group.
- (b) For those who view the scheme whilst engaging in outdoor leisure pursuits, visual sensitivity varies depending on the type of recreational activity. Those taking a stroll in a park, for example, would be classified as a *High* sensitivity group as their attention is on their surroundings compared to football players who would have a *Low* sensitivity rating as their attention is focused on the pitch.

- (c) For those people who view the scheme from public thoroughfares, the degree of visual intrusion experienced depends on the speed of travel and whether views are continuous or only occasional. Generally, the slower the speed of travel and the more continuous the viewing experience, then the greater the degree of sensitivity. Generally, those travelling by car or by train are classified as a *Medium* sensitivity group.

2.3.8 The existing views of each of the Public VSRs (and the private residential VSRs) are briefly described and considered in terms of their visual elements and resources, visual composition and degree of visual obstruction.

2.4 Identification of Source of Visual Impacts

2.4.1 The key sources of visual impact of the Proposed Development are identified. These will generally be elements such as the completed building(s), associated structures and infrastructure works such as highways, pumping stations, and electricity substations etc, used to service the development. For the purposes of this VIA, sources of impact during the operational stage of the development are considered. It should be noted that Sources of Impact may be Positive or Negative.

2.5 Mitigation Proposals

2.5.1 Mitigation proposals to reduce the significance of visual impacts from the various sources are proposed. Mitigation measures can be part of the project design (e.g., appropriate overall site layout, development scale, form, massing, disposition and character of the development and its spatial relationship with the surrounding landscape) or can be added to the basic project design (e.g., tree planting to screen a development). The mitigation proposals identified are broad in their nature and subject to the design of the project.

2.6 Appraisal of Significance of Visual Impact

2.6.1 Under TPB PG-No.41, the significance of visual impacts is appraised with reference to **Viewing Points** around the Project Site as seen by **Public VSR's**. The 'significance' of a visual impact is defined as a function of the *sensitivity* of a Receiver and the *magnitude of change* to the visual character experienced by that Receiver. Magnitude of change is assessed as *large*, *intermediate*, *small*, *negligible* or *none* based on the following criteria:

- (a) Scale of change to character of views;
- (b) Degree of visual obstruction (if any);
- (c) Proximity of development; and
- (d) Length of time for which the view is experienced.

2.6.2 Impacts assessed are based upon the completed project (temporary construction stage impacts are not required under TPB PG-No.41). Impacts are also assessed on the assumption that mitigation measures are in place (and in the case of planting, that it is fully mature).

2.6.3 Impact significance is rated qualitatively as *Substantial*, *Moderate*, *Slight* or *Negligible*. *Negligible* impacts are deemed to make no significant difference to the character of views, even though the Application Site and development may be physically visible. Impacts are negative unless expressly stated as positive. **Table 1** - below shows the matrix used to assess visual impacts.

Table 2.1 - Matrix for Appraisal of Significance of Visual Impact

| | | SENSITIVITY OF VISUALLY SENSITIVE RECEIVER (VSR) | | |
|---------------------|--------------|--|---------------------------------|--------------------------|
| MAGNITUDE OF CHANGE | | Low | Medium | High |
| | Large | Moderate | Moderate/ Substantial | Substantial |
| | Intermediate | Moderate/ Slightly (Adverse) | Moderate | Moderate/ Substantial |
| | Small | Insubstantial/ Slightly (Adverse) | Moderate/ Slightly (Adverse) | Moderate |
| | Negligible | Insubstantial | Insubstantial | Insubstantial |
| | None | None | None | None |

Note: All impacts are deemed to be negative unless expressly stated to be positive.

2.7 Conclusions – Evaluation of Overall Visual Impact

2.7.1 The report concludes with a summary discussion of the key visual impacts. The Conclusion provides a brief analysis of results and highlights key issues relating to visual impact, including a discussion of any impacts to the Statutory Planning Intention with Regard to Visual Amenity. Finally, a single summary assessment of the overall impact of the proposed development is made based on the following thresholds stated in TPB PG-No.41:

- **Enhanced** – if the proposed development in overall terms will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points;
- **Partly enhanced/partly adverse** – if the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points;
- **Negligible** – if the proposed development will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area;
- **Slightly adverse** – if the proposed development will, with or without mitigation measures, result in overall terms some negative visual effects to most of the identified key public viewing points;
- **Moderately adverse** – if the proposed development will, with or without mitigation measures, result in overall terms negative visual effects to most of the key identified key public viewing points;
- **Significantly adverse** – if the proposed development will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

3. INDICATIVE DEVELOPMENT SCHEME

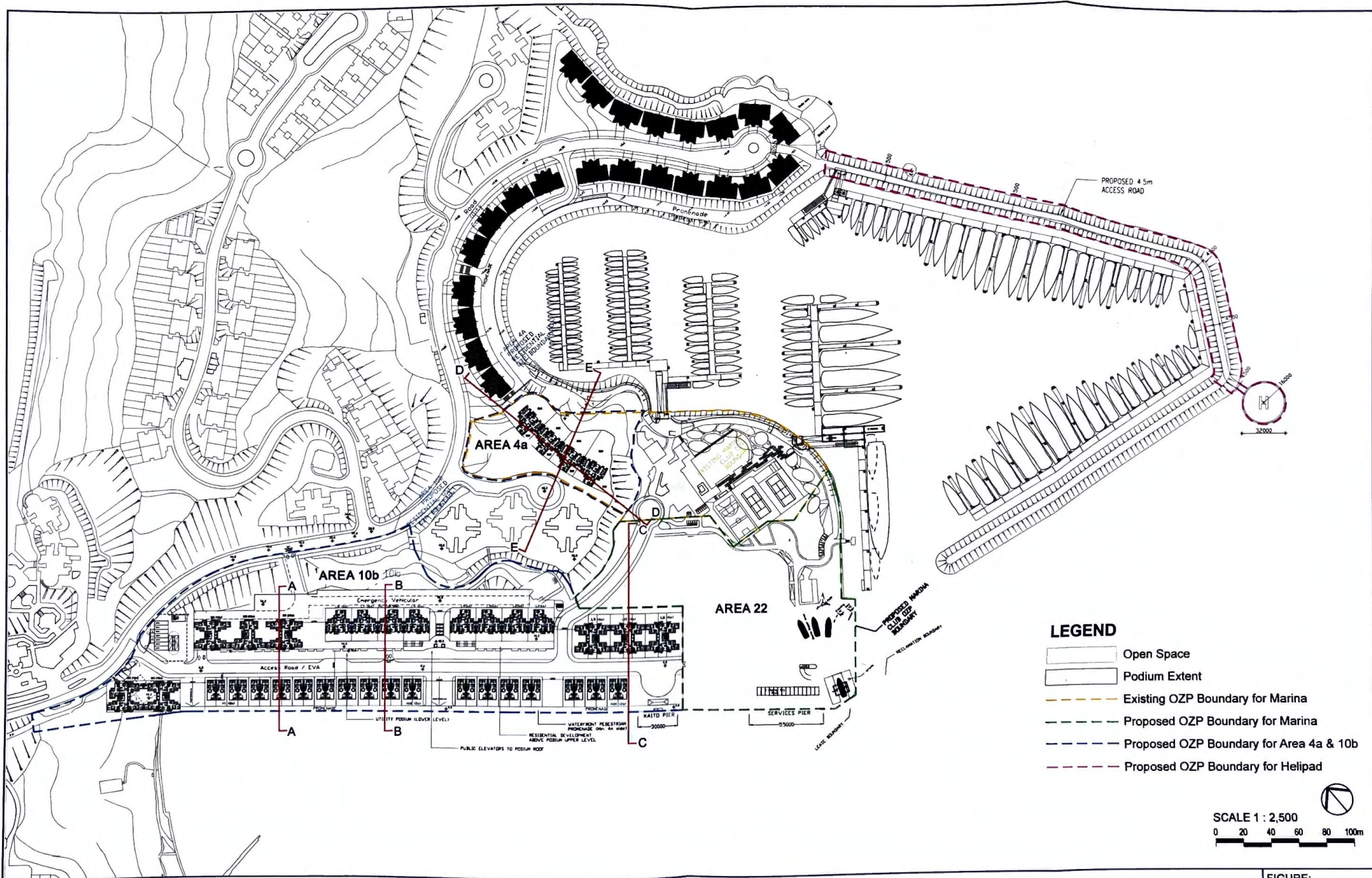
3.1 Indicative Development Parameters

- 3.1.1 The Indicative Master Layout Plan (MLP) and Sections of the proposed development are shown in Figures 2.1 to 2.3. For the indicative development parameters refer to Table 3.1 below:

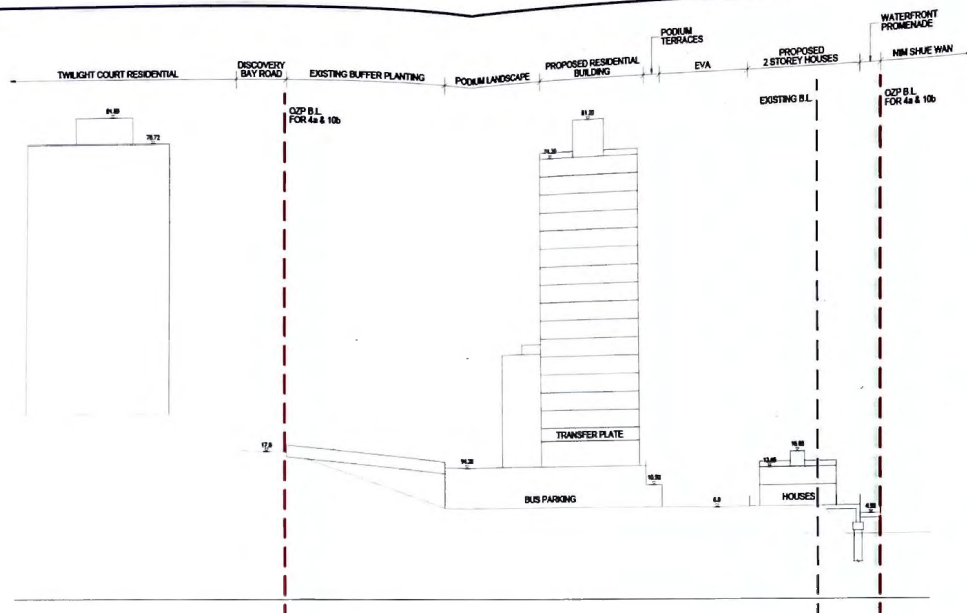
Table 3.1 - Indicative Development Parameters

| Development Parameters | Area 4a | Area 10b | Area 22 | |
|---|----------------------------------|--|----------------------|-------------------------------------|
| | | | Area B | Marina (Helipad and Access Road) |
| Application Site Area (about) | 70,800m ² | | | 8,048m ² |
| Site Area (about) | 7,200m ² | 42,000m ² | 21,600m ² | 8,048m ² |
| Domestic GFA (about) | 4,500m ² | 56,700m ² | 0 | N. A |
| Non-Domestic GFA (about) | Nil | 11,300 m ² | 5,500 m ² | |
| Total Plot Ratio (about) | not more than 0.6 | not more than 1.6 | not more than 0.2 | |
| Number of Storeys | 5 storeys | Midrise:16-18 Low-rise: 6 Houses: 2 | 5 storeys | |
| Building Height (about) (include roof structures) | 37.2mPD | Midrise: 89mPD Low-rise: 38mPD Houses: 17mPD | 15mPD | |
| No. of Blocks | 4 units | Midrise: 5 Low-rise: 11 Houses: 34 | N. A | |
| No. of Units | 72 units | 786 units | N. A | |
| Anticipated Population (about) | 180 | 1,965 | N. A | |
| Open Space (about) ⁽¹⁾ | not less than 180 m ² | not less than 1,965 m ² | N. A | |

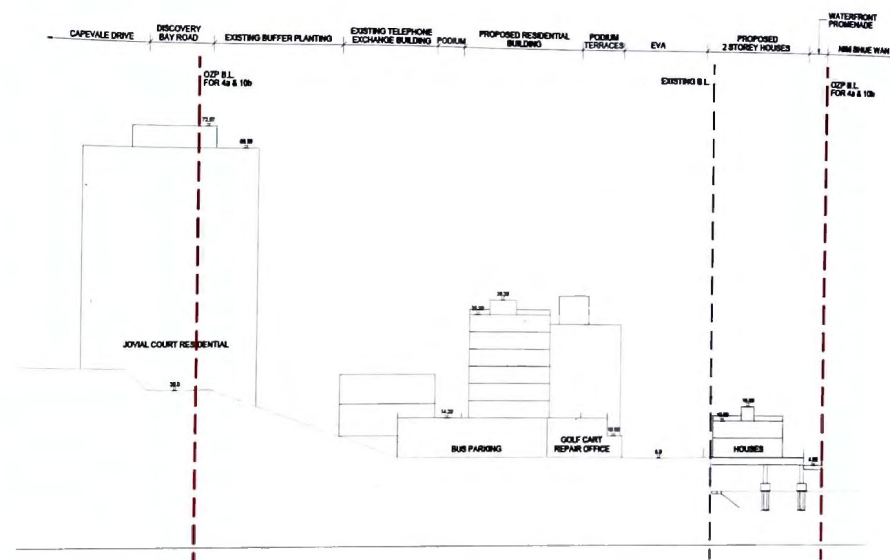
(1) not less than 1m² per person according to HKPSG.



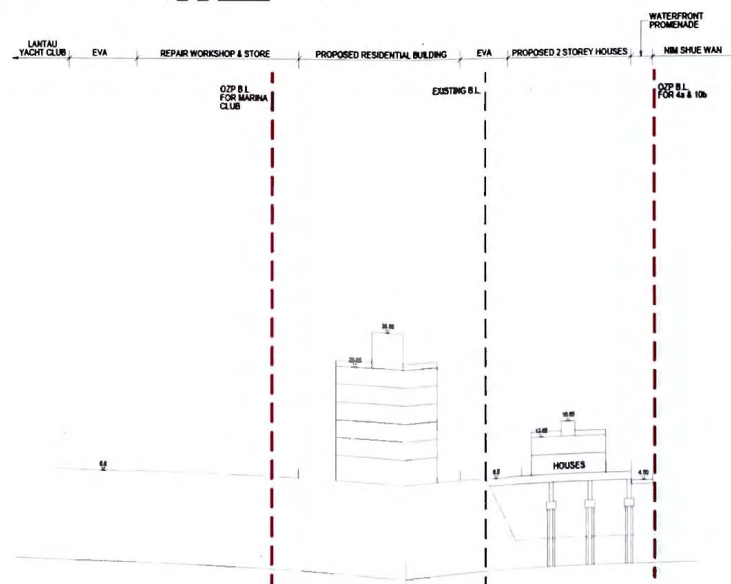
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| | <p>TITLE : INDICATIVE MASTER LAYOUT PLAN</p> <p>PROJECT : PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG</p> | <p>FIGURE: 2.1</p> <p>REVISION: 0</p> <p>DATE: SEPT 2022</p> |
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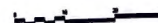
LANDSCAPE SECTION A-A

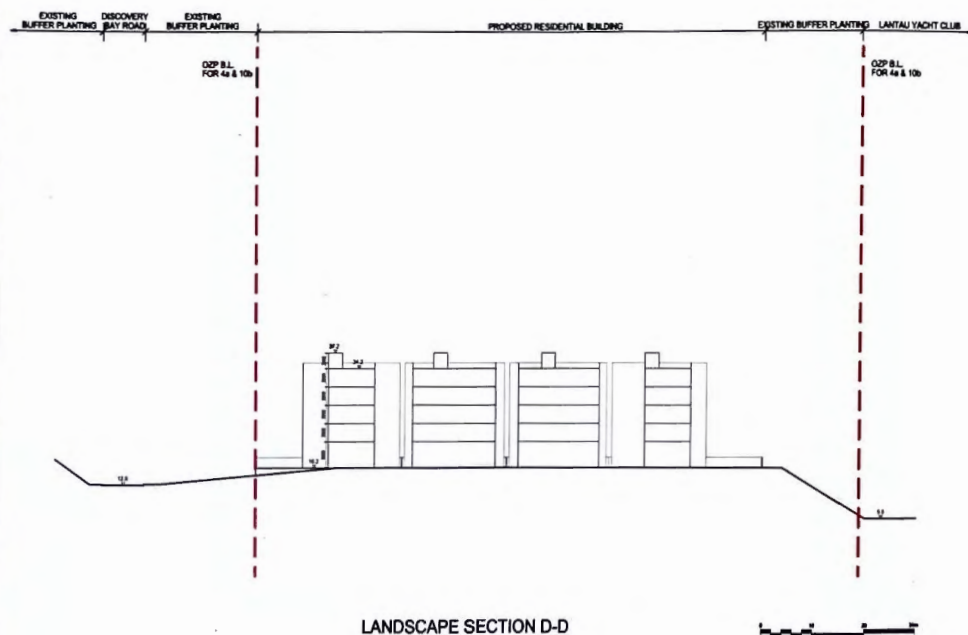


LANDSCAPE SECTION B-B

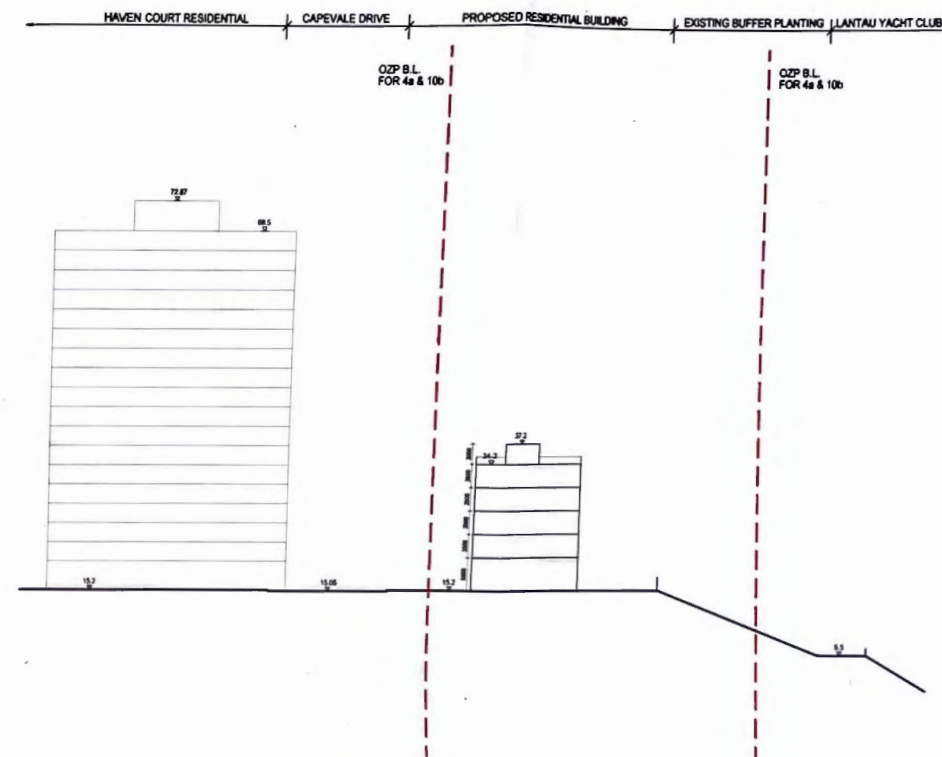


LANDSCAPE SECTION C-C

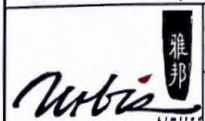




LANDSCAPE SECTION D-D



LANDSCAPE SECTION E-E



TITLE:

INDICATIVE SECTIONS 02

PROJECT: PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG

FIGURE:

2.3

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4. BASELINE VISUAL CONDITION

4.1 Visual Context and Character

- 4.1.1** The Proposed Development Site at Area 4a, 10b and Area 22 (Lantau Yacht Club and Helipad) of Discovery Bay on Lantau is **180,335 sq.m** and lies mostly on flat reclaimed land at an elevation of approximately 5mPD overlooking Nim Shue Wan to the south. Area 4a lies on an elevated site at 15.2mPD.
- 4.1.2** The northern edge of the site rises with tree covered man-made slopes to a natural headland which is occupied by the residential developments of Peninsula Village, Coastline Villa, Twilight Court, Capevale Drive (Jovial, Haven and Verdant Courts). The large Lantau Yacht Club with associated club house facilities lies in the north-east of the site. To the north-west, the site is overlooked by the residential villages of La Serene and La Vista which are sited on an elevated natural ridge and the village of La Costa lies directly north. The small inhabited outlying island of Peng Chau lies over a kilometre to the east. The site currently accommodates a variety of community service facilities including a refuse collection point, a petrol filling station, a golf cart service centre, bus parking and repair workshops, a small shipyard, service staff quarters, a sewage pumping station and a decommissioned sewage treatment plant. The south eastern end of the site beyond the shipyard is a former club house area surrounded by mature trees. The southern edge of the site consists of a mixture rock armoured reclamation edge and vertical seawall which serves as an embarking point for regular inter-island kaito services, service vessels and a refuelling point for Discovery Bay ferries.
- 4.1.3** Due to the functional nature of the site and the mix and type of land uses, the general appearance contrasts negatively with the neighbouring well kempt, heavily landscaped residential areas to the north and west and the scenic Nim Shue Wan to the south. The site is currently characterised by service buildings, large open areas of concrete paving, low-rise structures for supporting services, and parked vehicles. Amenity planting was recently undertaken along the northern edge of the access road to help screen the service areas. However overall, the visual quality of the site can be described as low.
- 4.1.4** **Table 4.1** below illustrates the Planning Applications obtained from the Statutory Planning Portal in the vicinity of the Application Site.

Table 4.1 - Planning Applications for Residential Development in close proximity to the Application Site

| | Application No. | Location | Zoning | Proposed Use | TPB Approval Date |
|----|-----------------|---|-----------|----------------------------------|--------------------------------|
| 1. | Y/I-DB/2 | Area 6f, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay. | "R(C) 12" | Proposed Residential Development | On-going process for approval. |

Area 6f lies approximately 800 metres away from the Proposed Development site and is screened from view by intervening residential developments including Crystal and Coral Courts, Hillgrove Village and La Vista. It is not considered that the Proposed Development will affect the visual context of the potential development at Area 6f or vice versa. The location of this Planning Application site is shown on **Figure 3.1**.

4.2 Visual Elements and Resources

- 4.2.1 The visual context of the Application Site is shaped by various visual elements. Different visual elements may enhance, degrade or neutralise the overall visual impact of the proposed development being assessed.

Visual Attractors

- 4.2.2 **Sea and Coast** - The site has a very scenic outlook overlooking Nim Shue Wan to the south with its sandy beaches and rocky headlands and varied moored recreational craft. The bay waters connect to the broader coastal waters of Lantau with its natural rocky coastline and Peng Chau. Settlements on this coast are limited to small isolated village clusters which due to their low height (maximum 2 storeys) and simple construction blend into the landscape backdrop.
- 4.2.3 **Topography** - The site is overlooked to the west by the steeply rising vegetated hills of Lantau which provide a scenic backdrop and to the north by elevated headland terrain. The land to the east of the site is flat reclamation and to the south is the open bay of Nim Shue Wan. Peng Chau lies to the east with low vegetated hills.
- 4.2.4 **Woodland and Amenity Planting** - In contrast to the surrounding landscape, the site itself is generally devoid of vegetation except for the tree covered slopes along the northern edge and the south eastern tip which forms the former club house and is surrounded by mature tree planting. The marina site includes large numbers of existing mature trees and landscaped amenity planting and a large open grass area surrounded by trees which is an emergency helipad. The mature green character of the marina site provides a positive visual ambience. A recently planted strip of amenity tree and shrub planting along Marina Drive provides a degree of screening to the service areas. Site 4a is currently a horticultural nursery and the surrounding slopes are tree covered. The natural slopes behind Nim Shue Wan are densely vegetated with semi-natural woodland. The residential areas on the headland to the north and the Lantau Yacht Club to the east are heavily landscaped and provide an attractive green outlook.
- 4.2.5 **Rural Fringe/Village Resort Residential Character** - Discovery Bay is an attractive self-contained resort style residential development consisting of a series of villages of varying architectural styles mixing low, medium and high-rise blocks. The residential development generally adopts a very low density with a high proportion of landscaped open space. This development style provides a backdrop to the north-west, north and north-east of the development site with a high level of visual amenity.

Visual Detractors

- 4.2.6 **Sewage Treatment Plant** - A sewage pumping station lies at the western entrance to the site and consists of drab, functional concrete buildings with no architectural merit.
- 4.2.7 **Golf Cart Service Centre** - This consists of a parking area for golf carts in various states of repair and some temporary workshops. The facility has a temporary feel and no positive visual merits.
- 4.2.8 **Refuse Collection Point** - The refuse collection point consists of a series of sheds and outdoor storage areas occupied by refuse skips. Refuse is collected, sorted and shipped out by barge from the quayside. Whilst the operation is reasonably tidy, the piles of refuse detract visually from the area.
- 4.2.9 **Bus Maintenance Depot** - The local bus fleet is parked and maintained in large low sheds and on the open paved areas of the site. This assemblage of industrial style sheds and large, brightly coloured vehicles detracts from the scenic waterside context of the site.

- 4.2.10 Staff Quarters** - Quarters for staff employed in community services are provided in the form of a basic residential block sited near the centre and back of the site. The building has no particular architectural merit and generally adds to the unattractive service character of the site.
- 4.2.11 Ship Yard** - The ship yard lies towards the south eastern end of the site. It houses workshops, boat racks and cranes and various craft undergoing repair and includes a large open concrete paved yard. Whilst its activities are appropriate to the waterside context and provide a measure of visual interest, the general utilitarian character of the yard contrasts with the surrounding well kempt housing and marina areas.
- 4.2.12 Petrol Filling Station** - The petrol filling station is sited just before the entrance to the Lantau Yacht Club and is another unsightly service provision that does not integrate well visually with the adjacent residential land-uses.

4.3 Assessment Area

- 4.3.1** The assessment area for the visual impact assessment is determined primarily by the potential extent of visibility of the development. This 'Visual Envelope' or 'ZVI' has been determined by means of site investigations together with line-of-sight studies using Ordinance Survey maps. Potential sources of visual impact that would be generated by the project have been identified by field studies, by desk-top studies and by discussions with the project proponent (refer **Figure 3.1**).

Location of Selected Public Viewpoints

- 4.3.2** According to the TPB PG-No. 41, the assessment area (i.e., the visual envelope) should cover the area of visual influence within which any part of the proposed development is visible from key sensitive viewers. When selecting the location of public viewpoints of the subject VIA, the above visual context and visual resources, the popular public recreational spaces, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions of the Application Site by ground inspection have been taken into account.
- 4.3.3** In addition to the local vantage points, long-range strategic vantage points are presented to illustrate the potential visual impact of the proposed development in the wider context (viewpoints from Peng Chau and Disneyland Promenades and Lo Fu Tau). Overall, 10 nos. of public viewpoints (VPs) have been identified for the subject VIA (refer **Figure 3.1**). Analysis of the visual sensitivity of the public viewers at these VPs is provided in the following section.

5. VIEWPOINTS AND VISUALLY SENSITIVE RECEIVERS

- 5.1.1** With regard to the nature of the people who are mostly affected by the proposed visual changes at the key VPs, the selected VSRs for this VIA are categorised into two VSR groups, namely:-
- **Recreational** : The general public have sight of the proposed Development while engaging in recreational facilities; and
 - **Travellers** : The general public have sight of the proposed Development when undertaking a journey.
- 5.1.2** The sensitivity of VSRs towards visual changes at the Application Site is categorised into 3 classifications (i.e. "High", "Medium" and "Low"), depending on the activities they are engaged in at a VP, the duration they remain at a VP and the extent of the proposed development visible at a VP.

5.1.3 Key Public Viewpoints - As per the requirements of TPB PG-No. 41, the selected VSRs are those members of the public who are most affected by the proposed development. The principal key public viewpoints are as follows:

- **VSR REC1: Visitors at Tai Pak Wan Beach**
Visitors situated to the north west (approximately 650m) of the Application Site.
- **VSR REC2: Hikers at Discovery Bay Lookout**
Hikers in the hills will have distant elevated views (approximately 1700m) of the towers of the Application Site to the south east.
- **VSR REC3: Hikers at Lo Fu Tau Lookout and Hiking Trail**
Hikers in the hills will have distant elevated views (approximately 2500m) of the towers of the Application Site to the south east.
- **VSR REC4 (VP1): Hikers and Users of Nim Shue Wan Pier & Promenade**
Hikers and users of Nim Shue Wan Pier and promenade will have full low-level views (approximately 200m) of the Proposed Development site to the north east.
- **VSR REC5: Hikers on Cheung Sha Lan**
Hikers at Cheung Sha Lan will have partial low-level views (approximately 530m) across Nim Shue Wan of the Proposed Development to the north east.
- **VSR REC6 (VP2): Hikers on Tai Shui Hang**
Hikers at Tai Shui Hang will have distant elevated views (approximately 1100m) of the Proposed Development to the north.
- **VSR REC7 (VP3): Visitors at Peng Chau Promenade**
Visitors on Peng Chau Promenade will have distant views (approximately 1600m) of the Application Site to the north west.
- **VSR REC8 (VP4): Visitors to Peng Yu Path Beach, Peng Chau**
Hikers on this coastal path and adjacent beaches will have low level views (approximately 1650m) of the Application Site to the north west.
- **VSR REC9 (VP5): Visitors to Disneyland Promenade**
Visitors to the Disneyland Promenade will have distant low-level views (approximately 3000m) of the Application Site to the south west.
- **VSR T1: Passengers in Ferries at Tak Pak Wan**
Passengers in Ferries to Discovery Bay will have distant low-level views (approximately 1000m) towards the Application Site to the south west.



LEGEND:

- ZONE OF VISUAL INFLUENCE
- APPLICATION SITE (AREAs 4a, 10b and 22)
- MOUNTAIN HILL/ COUNTRY PARK
- SEA/OPEN WATER
- KEY PUBLIC VIEW POINTS

VSR REC1
Residents and visitors at Tai Pak Wan Public Beach

VSR REC2
Hikers at Discovery Bay Lookout

VSR REC3
Hikers on Lo Fu Tau Lookout and Hiking Trail

VSR REC4 (VP1)
Users of Nim Shue Wan Pier & Promenade

VSR REC5
Hikers at Cheung Sha Lan

VSR REC6 (VP2)
Hikers at Tai Shui Hang

VSR REC7 (VP3)
Users of Peng Chau Promenade

VSR REC8 (VP4)
Hikers at Peng Yu Path, Peng Chau

VSR REC9 (VP5)
Visitors to the Disneyland Promenade

VSR T1
Passengers in Ferries in Tai Pak Wan

NOTE:
VISUAL ENVELOPE IS DEFINED USING LINE OF SIGHT STUDY AND DOES NOT ACCOUNT FOR MINOR VARIATION IN TOPOGRAPHY, VEGETATION OR BUILT DEVELOPMENT

SCALE 1 : 20,000
0 0.2 0.4 0.6 0.8 1km

TITLE: BASELINE VISUAL ENVELOPE (ZVI) AND VISUALLY SENSITIVE RECEIVERS (VSRs)

PROJECT: PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG

FIGURE: 3.1

REVISION: 0

DATE: SEPT 2022

6. APPRAISAL OF VISUAL IMPACTS

6.1 Introduction

- 6.1.1** Generally, construction impacts on views will be more significant than the impacts of the completed development. Completed buildings generally have more visual coherence and unity of form than do the fragmented and brightly coloured forms / surfaces of construction machinery and materials and partially completed development. Some construction plant such as cranes are taller than the completed structures and often have bright colours (for safety reasons) that are incompatible with the local visual context. Consequently, visual impacts upon completion of the development will generally be less than construction impacts (though it should be borne in mind that construction impacts are generally only temporary in nature whereas operational impacts are generally permanent). For the purposes of this report, assessment has been made with reference to the visual impacts during the operational phase only.

6.2 Effect of Visual Changes on Visual Composition

- 6.2.1** As described in Section 4 above, the surrounding landscape context has considerable natural and man-made visual amenity but the existing site service / utility land uses with their ad hoc layout, industrial character and utilitarian finishes combine to create an area of contrasting low visual quality. The construction of the Proposed Development will transform the site into a coherently planned residential neighbourhood which will be visually compatible with the surrounding residential areas.
- 6.2.2** In terms of visual compatibility with existing adjacent land-use character, the proposed development will complement the existing Twilight Court and Costa and Onda Courts, Caperidge Drive, Peninsula Village and Coastline Villas to the north and La Provence, La Vista and La Serene to the west. Overall, it is therefore considered that the proposed development can provide a positive visual contribution to the locality by replacing a low quality and temporary land-use with a permanent land-use compatible with the residential resort character of Discovery Bay.

6.3 Impact On Visually Sensitive Receivers

- 6.3.1** The potential visual impacts on each of the key VSR groups/Keys Public Viewpoints are detailed in **Table 6.1** below. This assesses each of the identified VSRs/Key Public Viewpoints in terms of degree of visibility, approximate distance between the VSR and the Application Site, the magnitude of visual impact for the operational stage of the project, receptor sensitivity and the predicted level of significance of the visual impacts during the permanent / operational phase. Photomontage views from the selected key public viewpoints are presented in **Figures 6.1 to 6.5** and illustrate the potential visual impact of the proposed development on the key VSRs.

6.4 Mitigation Measures

- 6.4.1** Mitigation measures for the proposed development are described below and are intended to reduce the visual impacts to acceptable levels. The visual assessment assumes that the mitigation measures have been applied and that planting is mature.
- (a) Building layout, disposition, scale and massing: The architectural design of the proposed development provides a variety of scale and massing in order to avoid a 'wall effect' and enhance visual variety and interest. The scale of the buildings is comparable to existing residential development in the vicinity. The existing service functions on the site are concealed beneath a podium which lies behind the low-rise units along the waterfront. Gaps between the low-rise units

along the waterfront are provided to create visual relief and provide for public space and access along the promenade.

- (b) **Building height profile:** the building profiles have been stepped with the highest buildings to the north adjacent to the headland slopes and existing residential towers and the lowest buildings along the waterfront in order to integrate them into the existing visual context. The building heights also descend from the highest in the north-west of the site adjacent to the high ground and development on the peninsula to the lowest in the south-east to create a taper in development profile towards the low-lying marina and reduce visual obstruction.
- (c) **Architectural Façade Treatments:** The detailed design of the facades is beyond the scope of this submission but they will be designed to be compatible with existing buildings in the vicinity and to provide a coherent outlook to the new development to enhance its overall appearance.
- (d) **Amenity Landscape Treatment:** The proposed development will incorporate amenity landscape areas including open space, streetscape and a public promenade to serve the residents and the general public. This will include hard landscape treatments and tree, shrub and climber planting.
- (e) **Slope Greening:** and existing slopes disturbed and any new slopes will be planted to enhance stability and amenity and in order to promote visual integration with the surroundings.

6.4.2 **VSR REC1: Visitors at Tai Pak Wan Public Beach**

Visitors using Tai Pak Beach currently have no existing view of the site as it is screened by the Discovery Bay Plaza buildings and the residences of La Costa. The viewpoint is approximately 650m away from the proposed development.

- a) **Effect on Visual Composition:** The existing visual composition comprises the wide flat expanse of Tai Pak Wan Beach with Beach Village to the west, and residential headlands to the north and south. Discovery Bay Plaza and D-Deck provide visual enclosure to views to the south east and the open expanse of Tai Pak Bay provides the easterly outlook. The proposed development site is not currently visible as it is screened by the buildings of Discovery Bay Plaza. Following construction, the upper levels of the new towers will be visible and will be perceived as an extension of the built backdrop to the beach. Given the open panoramic vistas available, this is considered to be only a minor change to the overall visual context.
- b) **Effect on Visual Obstruction:** The skyline of the existing view to the south east is of the tops of the buildings of Peninsula Village, La Costa and La Vista. These provide an undulating and varied profile with the lowest point above the ferry pier buildings. Following development, the new towers will obstruct some of the open skyline in the gap above the ferry piers. However, given the open, panoramic views to the east from the beach, this is considered to constitute a relatively small change in the existing outlook.
- c) **Effect on Visual Elements and Resources:** Apart from effects on the existing skyline outlined above, the presence of the proposed buildings will result in no additional impact upon the existing visual elements and resources when viewed from this location.

- 6.4.3 **Effect on Public Viewers:** There are currently no views of the proposed development site from this viewpoint. Following construction, the public viewers will have partial views of the upper storeys of the new high-rise towers at a distance of approximately 650m. The proposed development will constitute a **Small** magnitude of change and when combined with the **High** sensitivity of the public viewers will

result in a Moderate visual impact significance. Following mitigation through appropriate massing, height control and architectural finishes compatible with adjacent developments, the residual visual impact will be **Slightly Adverse**.

6.4.4 **VSR REC2: Hikers at Discovery Bay Lookout**

Hikers at the Discovery Bay Lookout currently experience partial elevated panoramic views over the proposed development site at a distance of approximately 1,700m.

- a) *Effect on Visual Composition:* The existing views from the lookout are broad, panoramic views over Discovery Bay and Tai Pak Bay and the sea and island landscape beyond. The proposed development site lies in the middle distance and the views are partially screened by the elevated ridge upon which La Vista and La Serene are situated and the existing developments of Twilight, Jovial and Haven Courts. Following construction, the upper levels of the proposed development will be visible as an extension to the existing residential areas. Given the expansive panoramic vista available and the more dominant existing residential blocks in the foreground, it is considered this will only be a minor change to the overall visual context.
- b) *Effect on Visual Obstruction:* The parts of the existing site that are visible include the vegetated slope south of Discovery Bay Road, the boat yard and Lantau Yacht Club beyond. The proposed development will obstruct much of this existing view and views of the Lantau Yacht Club. However, the existing sea and skyline beyond the development will be unaffected. The proposed development will incorporate green elements in its design that will help offset the obstruction of existing greenery.
- c) *Effect on Visual Elements and Resources:* Apart from effects on the existing planting outlined above, the presence of the proposed buildings will result in no additional significant impacts upon the existing visual elements and resources when viewed from this location.
- d) *Effect on Public Viewers:* Following construction, the new towers will be visible above La Vista and La Serene. This VSR group is large in number as the lookout is a popular destination with hikers and is considered to have a **High** sensitivity as it comprises people who are there specifically to experience the view. The magnitude of visual change is assessed as **Small** due to the distance from the viewing point, the open panoramic view offering alternative view points and closer features in the foreground and the fact that the proposed development towers will be perceived as a relatively minor addition to an existing residential area. The resulting visual impact significance would be **Slightly Adverse** following mitigation including appropriate massing, height control and architectural finishes compatible with adjacent developments.

6.4.5 **VSR REC3: Hikers at Lo Fu Tau Lookout and Hiking Trail**

Hikers on the Lau Fa Tung hiking trail currently experience full elevated panoramic views over the proposed development site from a distance of approximately 2,500m. Area 4a is partially screened by Twilight, Jovial and Haven Courts.

- a) *Effect on Visual Composition:* The view from this popular hiking destination and lookout is an expansive panorama over Discovery Bay and the islands beyond to Hong Kong. Due to the elevation (465 mPD), the site area is highly visible. Apart from the wooded slope, the flat reclamation area has little positive visual appeal and it is the expansive views of sea and islands that dominate the view. Following construction, the proposed development will also be highly visible. However, it will lie in the middle distance and will constitute a relatively minor new visual element and its character is compatible with the surrounding residential development.

- b) *Effects on Visual Obstruction:* The existing site is highly visible, albeit from a great distance. The proposed development will obstruct the vegetated slope south of Discovery Bay Road, most of Jovial and Haven Courts and the boat yard and the Lantau Yacht Club beyond. However, the existing sea area and skyline beyond the development will be unaffected. The proposed development will incorporate green elements in its design that will help offset the obstruction of existing greenery.
- c) *Effects on Visual Elements and Resources:* Apart from effects on the existing wooded slope outlined above, the presence of the proposed buildings will result in no additional significant impacts upon the existing visual elements and resources when viewed from this location.
- d) *Effects on Public Viewers:* Following construction, the new development will be visible as an extension of the residential villages on the peninsula. This VSR group is many in number and is considered to have a **High** sensitivity as it comprises people who are there specifically to experience the view. The magnitude of visual change is assessed as **Negligible** due to the distance of view, open panoramic views offering alternative view points and closer features in the foreground and the fact that the new development will be perceived as a compatible extension to the existing residential area. The resulting visual impact significance is assessed as **Insubstantial** following mitigation. The proposed amenity planting within the proposed development will help it blend with the surrounding neighbourhood.

6.4.6 **VSR REC4 (VP#1): Hikers and Users of Nim Shue Wan Pier and Promenade**

Hikers and users of Nim Shue Wan Pier and promenade currently experience full, open views across the bay towards the site from a distance of approximately 200m. Following construction, the full south western elevation of the development will be visible. Area 4a will not be visible as it lies behind Jovial and Haven Court.

- a) *Effect on Visual Composition:* The existing view is of the open bay of Nim Shue Wan with the reclamation enclosing the bay to the north east and a natural headland providing the enclosure to the south east. Distant views of Peng Chau and Sunshine Island are visible through the mouth of the bay. The green slopes behind the reclamation form a green backdrop and the towers of Twilight Court, Jovial and Haven Courts punctuate the skyline. Following construction, the character of the reclamation will change from an informal waterfront backed by service buildings and green slopes to a formal waterfront promenade backed by low, medium and high-rise residential blocks. The replacement of the visual detractors on the site (as outlined in Section 4 above) will be a positive factor. However, the proposed development will intensify the built character of the environment and the height and configuration of the proposed blocks will increase the sense of enclosure to the bay, both of which can be considered as adverse impacts given the existing low density, semi natural context. Existing views out of the bay to the south east and of the southern side of the bay will be unchanged.
- b) *Effect on Visual Obstruction:* The new residential development will obstruct the remaining green slopes behind, the profile of Caperidge Peninsula and associated buildings, all of Twilight Court and the lower portion of Jovial and Haven Courts. The high towers will obstruct a portion of the existing skyline. The low-rise units and the helipad at the south eastern end of the development will obstruct a minor portion of the existing view of Peng Chau.
- c) *Effect on Visual Elements and Resources:* Apart from effects on the existing wooded slopes outlined above, the presence of the proposed buildings will result in a modification of the skyline to the east, changing it from a vegetated headland punctuated by high-rise residential blocks to one of a continuously built sky-line comprising a range of low, medium and high-rise blocks.

- d) *Effect on Public Viewers:* Following construction, the proposed development will obstruct the existing tree planting on the slopes of the headland, modify the skyline and increase the built-up appearance of the waterfront. This viewpoint is relatively close and the magnitude of change is assessed as **Large**. This promenade and the pier are popular and heavily used by leisure hikers and the sensitivity of this VSR Group is **High**. The resulting unmitigated visual impact significance would be **Substantially Adverse**. However, as the proposed development is compatible with the existing residential context and following appropriate mitigation measures including sympathetic massing of the development, articulation of the skyline, façade treatments and the addition of landscape treatments along the new promenade and podium, the visual impact will be reduced to **Moderately Adverse**. The location of this viewpoint and a photomontage illustrating the potential visual impact of the proposed development is provided in **Figure 3.1 - Baseline Visual Envelope (ZVI) and VSRs** and **Figure 6.1 - Photomontage VP1** respectively.

6.4.7 **VSR REC5: Hikers at Cheung Sha Lan**

Hikers on the public footpath at Cheung Sha Lan currently experience views across the bay towards the site from a distance of approximately 530m. The site is partially blocked by the rocky headland opposite Nim Shue Wan Village. Following construction, the south-eastern elevation of the development will be visible and also the upper storeys of the proposed development tower block to the north above the headland. Area 4a will not be visible as it lies behind Jovial and Haven Courts.

- a) *Effects on visual Composition:* The existing view is of a sandy bay in the foreground with a natural wooded headland in the middle distance and the high-rise residential blocks of Twilight, Jovial and Haven Courts behind. The existing mature trees in the Lantau Yacht Club area can be seen to the south east and the breakwater walls of the Lantau Yacht Club beyond. Following construction, the change in character will be relatively small as proposed development will be largely screened by the headland. Mature trees in the new boat yard area will be reduced and there will be the addition of the helipad to the marina breakwater.
- b) *Effects on Visual Obstruction:* some of the existing skyline above the vegetated headland will be obstructed by the new residential building profiles. The lower portions of Twilight, Jovial and Haven Courts will also be screened. However, the overall degree of visual obstruction will be relatively small from this viewpoint.
- c) *Effects on Visual Elements and Resources:* The presence of the proposed development will result in a modification of the skyline to the north, resulting in a more built-up profile above the wooded headland. Some mature trees in the area of the existing Lantau Yacht Club will be lost to create the new boat yard and this will represent a changing scene of stored craft.
- d) *Effects on Public Viewers:* Following construction, the main change will be to the built skyline over and behind the existing natural wooded headland to the north. The magnitude of change is assessed as **Intermediate**. The tower blocks will introduce a degree of obstruction of the existing skyline although the stepped heights of the blocks will assist in preserving views of the distant mountain ridgelines behind. This footpath is popular and heavily used by leisure hikers and the sensitivity of this VSR Group is **High**. The resulting visual impact significance will be **Moderately Adverse** following the implementation of mitigation measures.

6.4.8 **VSR REC6 (VP#2): Hikers at Tai Shui Hang**

Hikers on the public footpath at Tai Shui Hang currently experience full elevated views across the bay towards the site at a distance of approximately 1,100m. The western end of the site is partially screened by the rocky headland enclosing the southern edge of Nim Shue Wan. Following

construction, the southern elevation of the development will be fully visible. Area 4a will not be visible as it lies behind Jovial and Haven Courts.

- a) *Effects on Visual Composition:* The existing view is of the small hamlet of Tai Shui Hang with its agricultural fields and beach in the foreground, an expansive bay and anchorage in the middle ground, the peninsula of Discovery Bay with the proposed development site and marina in full view and the ridgeline of the hills of east Lantau behind. Following construction, this general composition will remain, with an intensification of built structures along the edge of the peninsula. The ridgeline of the Lantau hills in the distance will not be impacted.
- b) *Effects on Visual Obstruction:* The proposed development will obstruct most of the vegetated slopes behind the development site and views of Costa and Onda Courts and the lower storeys of Twilight, Jovial and Haven Courts and some of Coastline Villas. Some of the vegetated Lantau hills which form a backdrop to the development will be obstructed but the ridgeline remains intact.
- c) *Effects on Visual Elements and Resources:* The presence of the proposed development will result in a modification of the built residential skyline to the north and a slight reduction in the area of natural hillside backdrop. The visible tree coverage on the slopes behind the development site will be reduced and mature trees in the area of the existing Lantau Yacht Club will be lost to create the new boat yard and this will represent a changing scene of stored craft. No other visual resources will be affected.
- d) *Effects on Public Viewers:* Following construction, the main change will be the perception of an intensification of the built character and a reduction of greenery on the Discovery Bay Peninsula. Following construction, the south facing elevation of the development will be fully visible. None of the proposed towers break the ridgeline of the mountains behind and the stepped heights of the blocks from the north-west to the southeast will assist in integration with the existing building profiles of the headland. The magnitude of change is therefore assessed as **Intermediate**. This footpath is popular and heavily used by leisure hikers and the sensitivity of this VSR Group is **High**. The resulting visual impact significance is assessed as **Moderately Adverse** without mitigation. However, the proposed development is compatible with the existing residential context and following appropriate mitigation measures including sympathetic massing of the development, articulation of the skyline, façade treatments and the addition of landscape treatments along the new promenade and podium, the visual impact will be reduced to **Slightly Adverse**. The location of this viewpoint and a photomontage illustrating the potential visual impact of the Proposed Development is provided in **Figure 3.1 - Baseline Visual Envelope (ZVI) and VSRs** and **Figure 6.2- Photomontage VP2** respectively.

6.4.9 **VSR REC7 (VP#3): Visitors at Peng Chau Promenade**

This VSR Group have existing long-distance views (approximately 1,600m) north-west towards the site across an open expanse of sea towards the small island of Tai Lei and to Discovery Bay beyond. Only the south eastern end of the proposed development site is directly visible comprising the marina and surrounding trees. The existing residential buildings on the peninsula all lie well beneath the ridgeline of the mountains behind. Following construction, the houses and towers at the south eastern end of the site will be visible and parts of the taller towers further north although which are of a similar height to the Jovial and Haven Court towers. Area 4a is not be visible as it is screened by the vegetation on Tai Lei.

- a) *Effects on Visual Composition:* From this viewpoint, the visual context is dominated by the vegetated island of Tai Lei and the mountain backdrop of Lantau beyond. The residential area of Discovery Bay occupies a central position but the buildings are relatively small in scale compared

to the mountain backdrop and the ridgeline is clear and unbroken. The proposed development will result in very little change to this visual composition as the largest of the new towers are of a similar scale to Jovial and Haven Courts and will be perceived as part of that cluster.

- b) *Effects on Visual Obstruction:* the towers of the proposed development will obstruct part of the wooded slope and part of the lowest blocks of La Vista. A small portion of the mountain backdrop will also be obstructed by the taller towers. The new helipad will be low lying and barely visible in front of the marina breakwater.
- c) *Effects on Visual Elements and Resources:* the only visual resources that will be affected from this viewpoint are the existing mature trees around the Lantau Yacht Club. No mountain ridgelines are affected.
- d) *Effects on Public Viewers:* The proposed development will result in very little visual change from this viewpoint primarily due to the distance of view, and because the new buildings are compatible with existing buildings in location and scale. The magnitude of visual change is assessed as **Negligible** and this combined with the **High** sensitivity of the viewers results in visual impact significance of **Insubstantial** following mitigation. For the location of this viewpoint and a photomontage after the construction of the proposed development and its associated mitigation measures, refer to VP3 on **Figure 3.1 - Baseline Visual Envelope (ZVI) and VSRs** and **Figure 6.3 - Photomontage VP3** respectively.

6.4.10 **VSR REC8 (VP#4): Visitors to Peng Yu Path Beach, Peng Chau**

This VSR Group have distant (approximately 1,650m) existing views west down the northern coast of Peng Chau, across an open expanse of sea towards the site. The marina is visible and the wooded slopes behind. Following construction, the houses and towers at the south eastern end of the site will be visible above and behind the marina and the new low-rise development of Area 4a.

- a) *Effect on Visual Composition:* The existing visual composition is dominated by natural coastline, mountain backdrop and open sea. Discovery Bay forms a distant, low line of development well below the ridgeline of the mountains behind. Details of the built forms are not discernible at this distance and the proposed development will make a hardly perceptible change to the visual composition.
- b) *Effect on Visual Obstruction:* The proposed development will result in the visual obstruction of the green slopes below La Vista. From the distance of view, these will be barely perceptible. The mountain ridgelines are unaffected.
- c) *Effect on Visual Elements and Resources:* The proposed development will result in the removal of some existing trees around the marina and some trees around Area 4a. No other visual elements will be affected.
- d) *Effect on Public Viewers:* From this viewpoint, the effect on public viewers will be barely perceptible. The magnitude of impact is assessed as **Negligible** due to the distance of view and degree of compatibility of the new forms with the existing building mass. The sensitivity of this VSR Group is **High**. The resulting visual impact significance is assessed as **Insubstantial** following mitigation. The massing and height profile of the development and its proposed façade treatments and amenity planting will help it blend with the adjacent existing residential developments. For the location of this viewpoint and a photomontage after the construction of the proposed development and its associated mitigation measures, refer to the VP4 on **Figure 3.1 - Baseline Visual Envelope (ZVI) and VSRs** and **Figure 6.4 - Photomontage VP4** respectively.

6.4.11 VSR REC9 (VP#5): Visitors to the Disneyland Promenade

This VSR Group currently have distant views (approximately 3,000m) towards Discovery Bay to the south west. Peninsula Village cloaks the headland and the building step down to Coastline Villa and the marina. Following construction, only the upper storeys of the new towers at the north-western end of the development site will be visible above the headland.

- a) *Effect on Visual Composition:* The existing visual composition is an expansive panorama of seascape, islands and mountains with Discovery Bay built along the waterline and lower levels of the hills, beneath the ridgelines. The proposed development will have no discernible effect on the visual composition from this viewpoint.
- b) *Effect on Visual Obstruction:* The proposed development will be largely screened by Caperidge peninsula and Coastline Villas. The tops of the north western towers of the proposed development will obstruct a small portion of the green slope backdrop. However, from this distance the change will not be perceptible.
- c) *Effect on Visual Elements and Resources:* the only visual resources affected will be loss of some existing trees around the marina. However, from this viewpoint, the change will be barely perceptible.
- d) *Effect on Public Viewers:* Due to the distance of view and the screening effect of Caperidge peninsula and Coastline Villas, the effect on public viewers from this viewpoint will be barely perceptible. The magnitude of visual change is assessed as **Negligible** due to the distance from the viewing point and the fact that the towers will form a barely perceptible addition to the existing building group. This VSR Group is many in number and has a **High** sensitivity as their primary focus on the waterfront is the panoramic sea view. The resulting visual impact significance is assessed as **Insubstantial** following mitigation. For the location of this viewpoint and a photomontage after the construction of the proposed development and its associated mitigation measures, refer to the VP5 on **Figure 3.1 - Baseline Visual Envelope (ZVI) and VSRs** and **Figure 6.5 - Photomontage VP5** respectively.

6.4.12 VSR T1: Passengers in Ferries at Tai Pak Wan

Passengers in the regular ferries from Central will have potential views towards the proposed development. The closest approximate distance of view based on the ferry route is 1,000m. Any views of the development will be restricted to the tops of the taller towers.

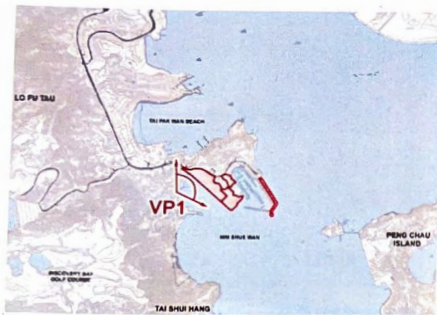
- a) *Effect on Visual Composition:* The existing visual composition comprises the mountain backdrop of Lantau with Discovery Bay occupying the waterline and lower slopes. The proposed development site is screened by Caperidge peninsula. Any change to the visual composition will be minimal and confined to the upper storeys of the new towers.
- b) *Effect on Visual Obstruction:* The upper floors of the new towers may obstruct some of the mountain backdrop but the effect will be barely perceptible.
- c) *Effect on Visual Elements and Resources:* No visual resources are anticipated to be affected from this viewpoint.
- d) *Effect on Public Viewers:* Passengers in Ferries in Tai Pak Wan currently have no view of the existing site as it is screened by the peninsula forming the south side of Tai Pak Bay. However, following construction, the tops of the proposed development towers will be just visible above the Coastline Villa and the peninsula skyline. The magnitude of change is assessed as **Small**. The

VSRs are considered to have a **Low** sensitivity as their view is transient and short in duration. The resulting visual impact significance following mitigation measure will be **Insubstantial**.

Table 6.1 - Summary of Visual Impact Assessment

| Key Visually Sensitive Receivers (VSRs) and VSR Type | VSR Type | Degree of Visibility of Potential Source(s) of Visual Impact (Full, Partial, Glimpse, Nil) | Approx. Distance Between VPs and the Application Site | Magnitude of Visual Change (Large, Intermediate, Small, Negligible, None) | Visual Sensitivity of VSRs (Low, Medium, High) / Number of VSRs (Very Many, Many, Few, Very Few) | Resultant Overall Visual Impact (None, Insubstantial, Slightly Adverse, Moderately Adverse, Substantially Adverse) Mitigation Measures (if moderately adverse or above) Note: all visual impacts are adverse unless stated otherwise |
|---|------------|---|---|--|---|--|
| VSR REC1 Visitors at Tai Pak Wan Public Beach | Recreation | Partial | 650m | Small | High / Many | Slightly Adverse |
| VSR REC2 Hikers at Discovery Bay Lookout | Recreation | Partial | 1700m | Small | High / Many | Slight |
| VSR REC3 Hikers at Lo Fu Tau Lookout and Hiking Trail | Recreation | Partial | 2500m | Negligible | High / Few | Insubstantial |
| VSR REC4 (VP #1 – Photomontage Fig 6.1) Hikers and Users of Nim Shue Wan Pier and Promenade | Recreation | Full | 200m | Large | High / Many | Moderate The proposed development adopts a sympathetic layout to the local context with a number of building separations between the building clusters and a stepped building profile from west to east. Appropriate façade treatments and landscape and greening strategy will be adopted to further mitigate the possible visual impacts. |
| VSR REC5 Hikers at Cheung Sha Lan | Recreation | Partial | 530m | Intermediate | High / Many | Moderate The proposed development adopts a sympathetic layout to the local context with a number of building separations between the building clusters and a stepped building profile from west to east. Appropriate façade treatments and landscape and greening strategy will be adopted to further mitigate the possible visual impacts. |
| VSR REC6 (VP #2 – Photomontage Fig 6.2) Hikers at Tai Shui Hang | Recreation | Full | 1100m | Intermediate | High / Many | Slightly The proposed development adopts a sympathetic layout to the local context with a number of building separations between the building clusters and a stepped building profile from west to east. Appropriate façade treatments and landscape and greening strategy will be adopted to further mitigate the possible visual impacts. |

| | | | | | | |
|---|------------|---------|-------|------------|----------------|---------------|
| VSR REC7 (VP #3 – Photomontage Fig 6.3) Visitors at Peng Chau Promenade | Recreation | Partial | 1600m | Negligible | High /Many | Insubstantial |
| VSR REC8 (VP #4 – Photomontage Fig 6.4) Visitors to Peng Yu Path Beach, Peng Chau | Recreation | Partial | 1650m | Negligible | High /Few | Insubstantial |
| VSR REC9 (VP #5 – Photomontage Fig 6.5) Visitors to Disneyland Promenade | Recreation | Partial | 3000m | Negligible | High /Many | Insubstantial |
| VSR T1 Passengers in Ferries at Tak Pak Wan | Traveller | Partial | 1000m | Small | Low /Very Many | Insubstantial |



Key Plan



VP1: View North-East towards Application Site from Nim Shue Wan Pier (Existing Condition)



VP1: View North-East towards Application Site from Nim Shue Wan Pier with Proposed Development



Key Plan



VP1: View North-East towards Application Site from Nim Shue Wan Pier (Existing Condition)



VP1: View North-East towards Application Site from Nim Shue Wan Pier with Proposed Development

TITLE:

PHOTOMONTAGE - VP1 (VSR REC4) FROM NIM SHUE WAN PIER

PROJECT: PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG

FIGURE:

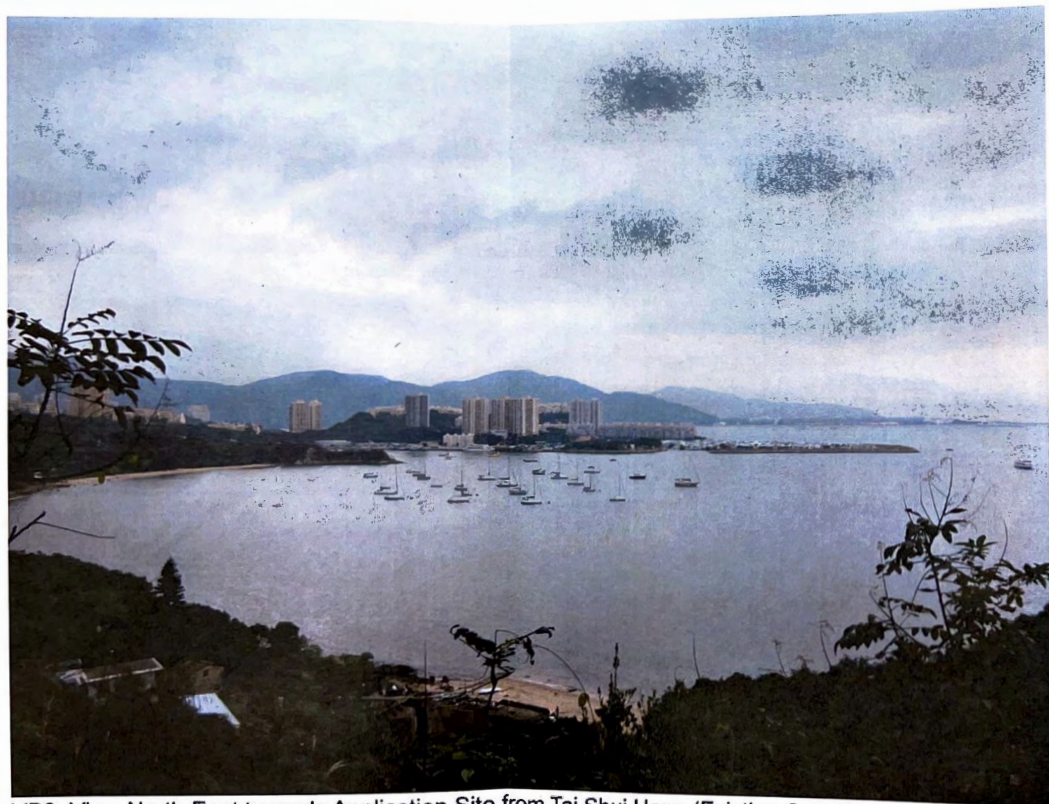
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REVISION: 0

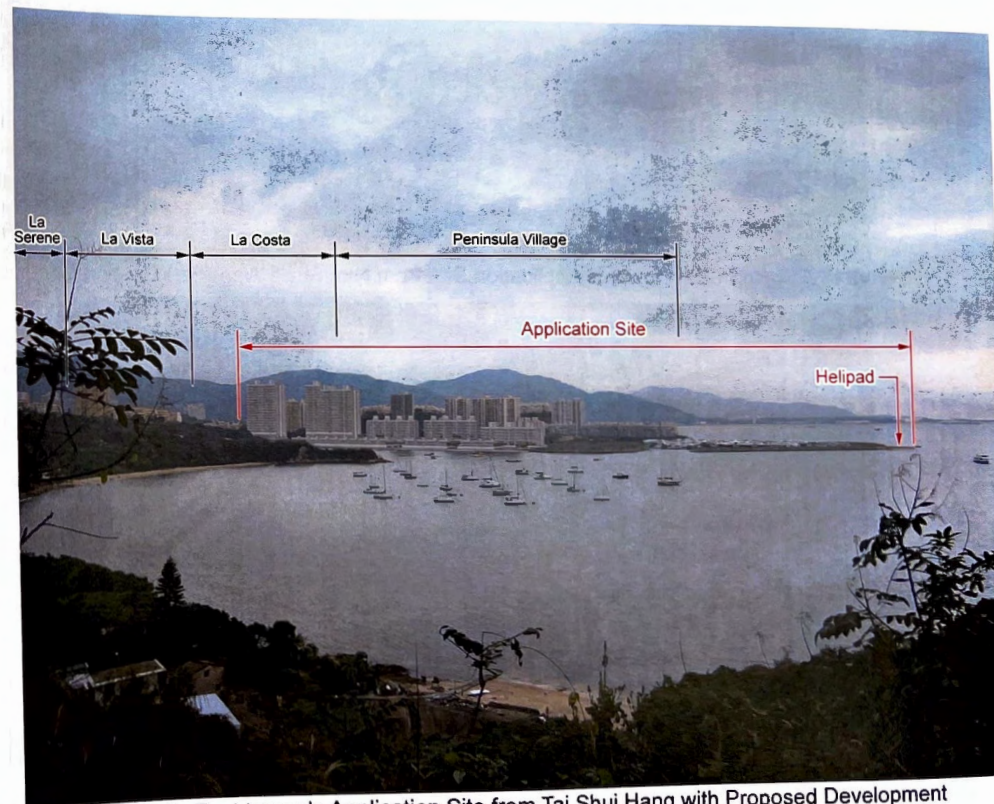
DATE: SEPT 2022



Key Plan



VP2: View North-East towards Application Site from Tai Shui Hang (Existing Condition)



VP2: View North-East towards Application Site from Tai Shui Hang with Proposed Development



TITLE :

PHOTOMONTAGE - VP2 (VSR REC6) FROM TAI SHUI HANG

PROJECT : PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG

FIGURE:

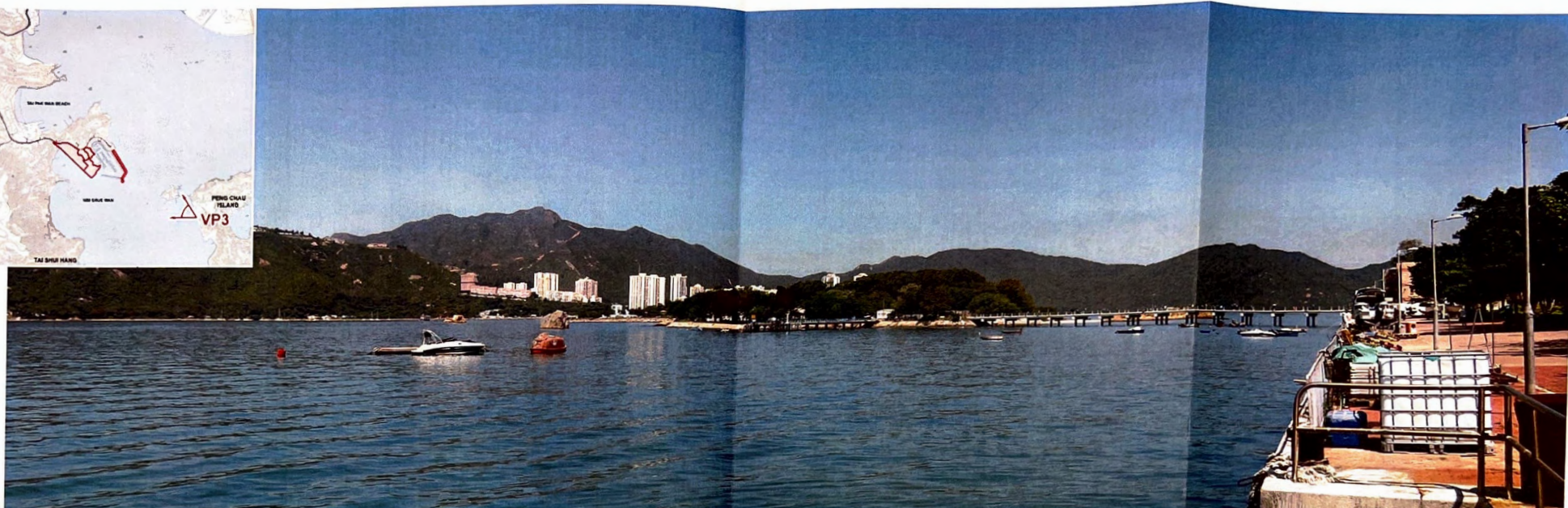
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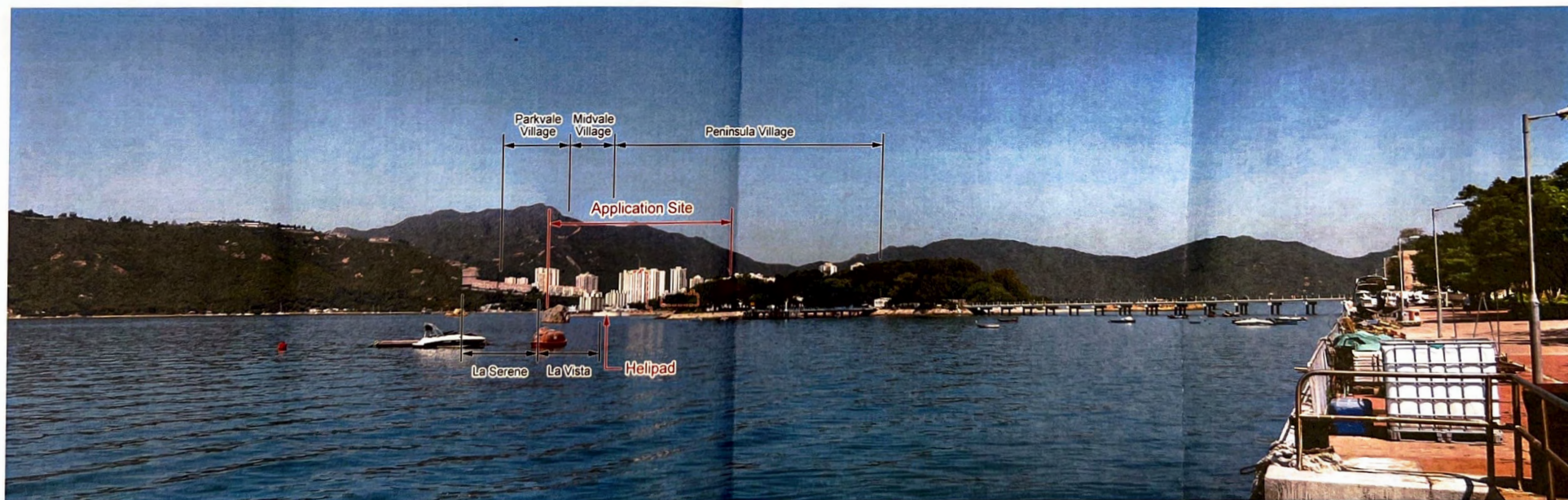
DATE: SEPT.



Key Plan



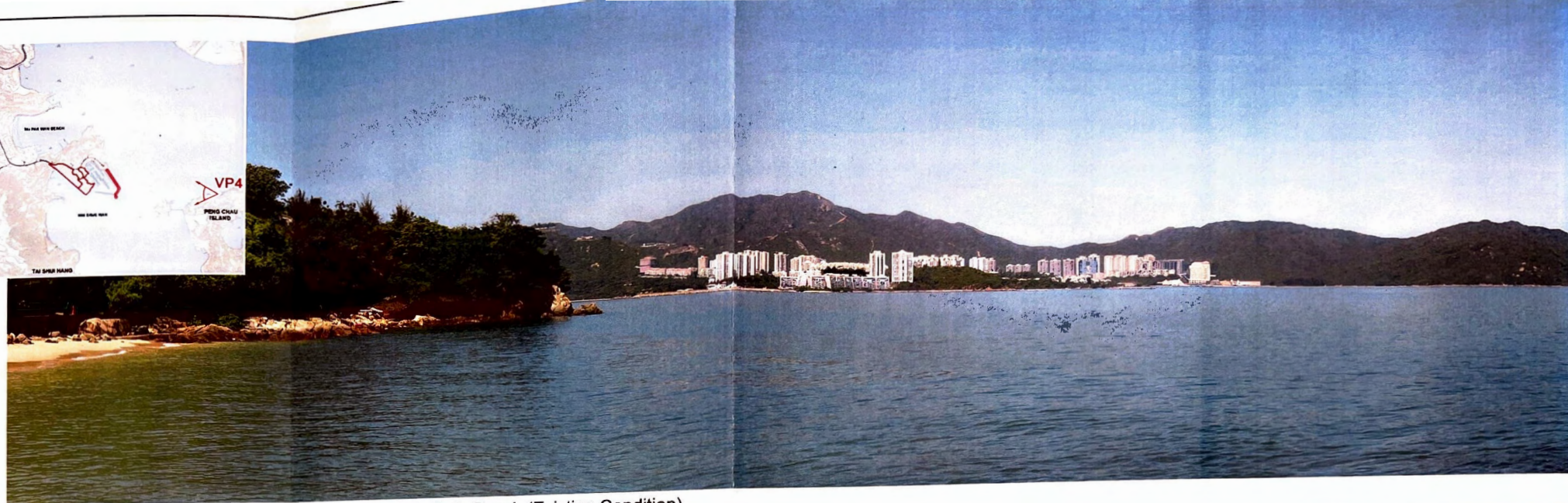
VP3: View North-West towards Application Site from Peng Chau Island Promenade (Existing Condition)



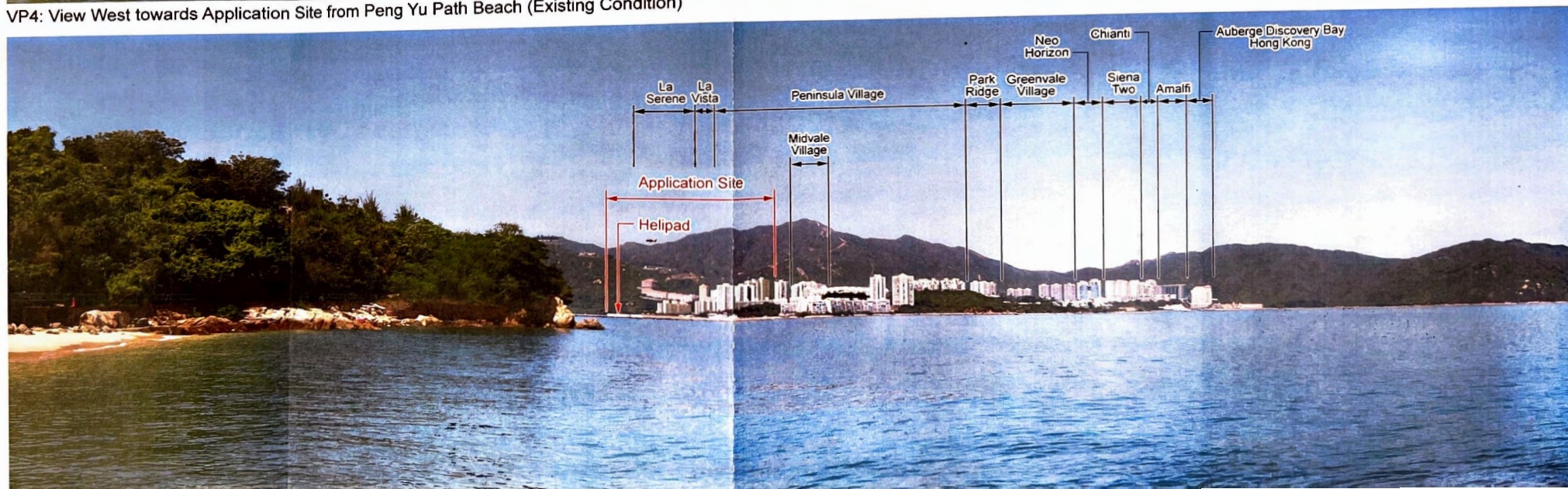
VP3: View North-West towards Application Site from Peng Chau Island Promenade with Proposed Development



Key Plan

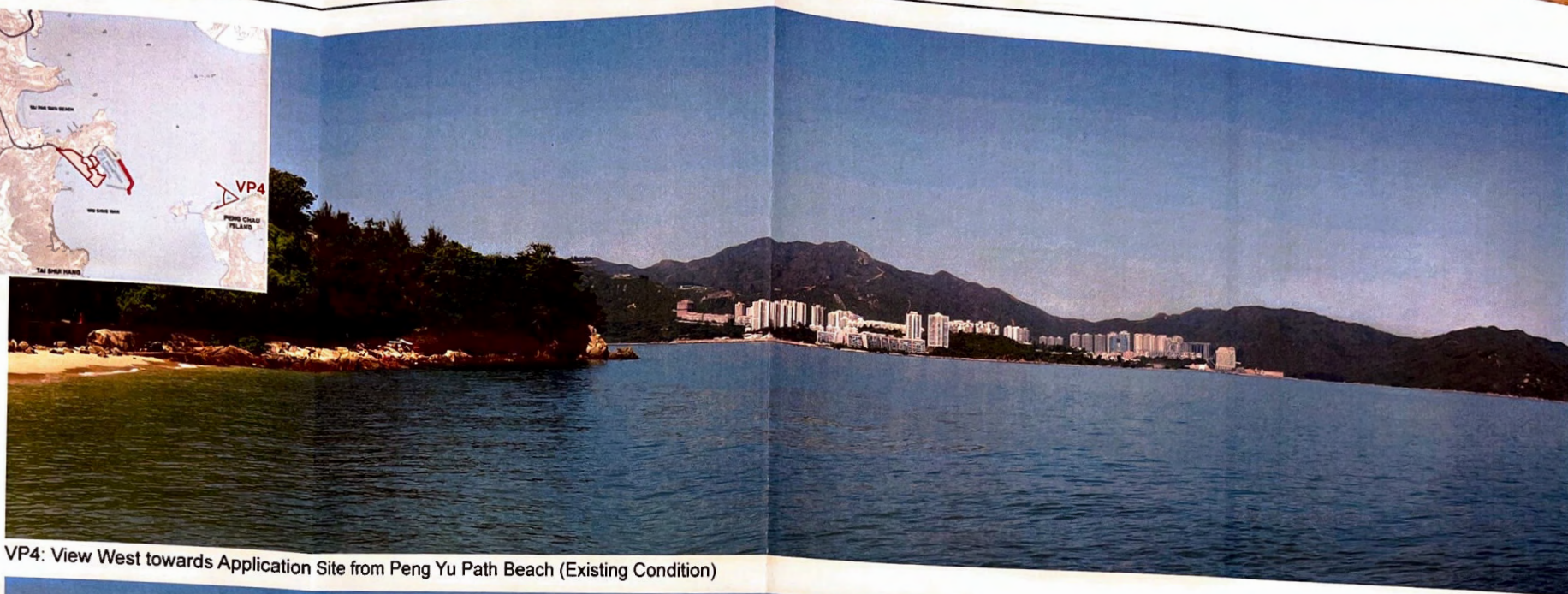


VP4: View West towards Application Site from Peng Yu Path Beach (Existing Condition)

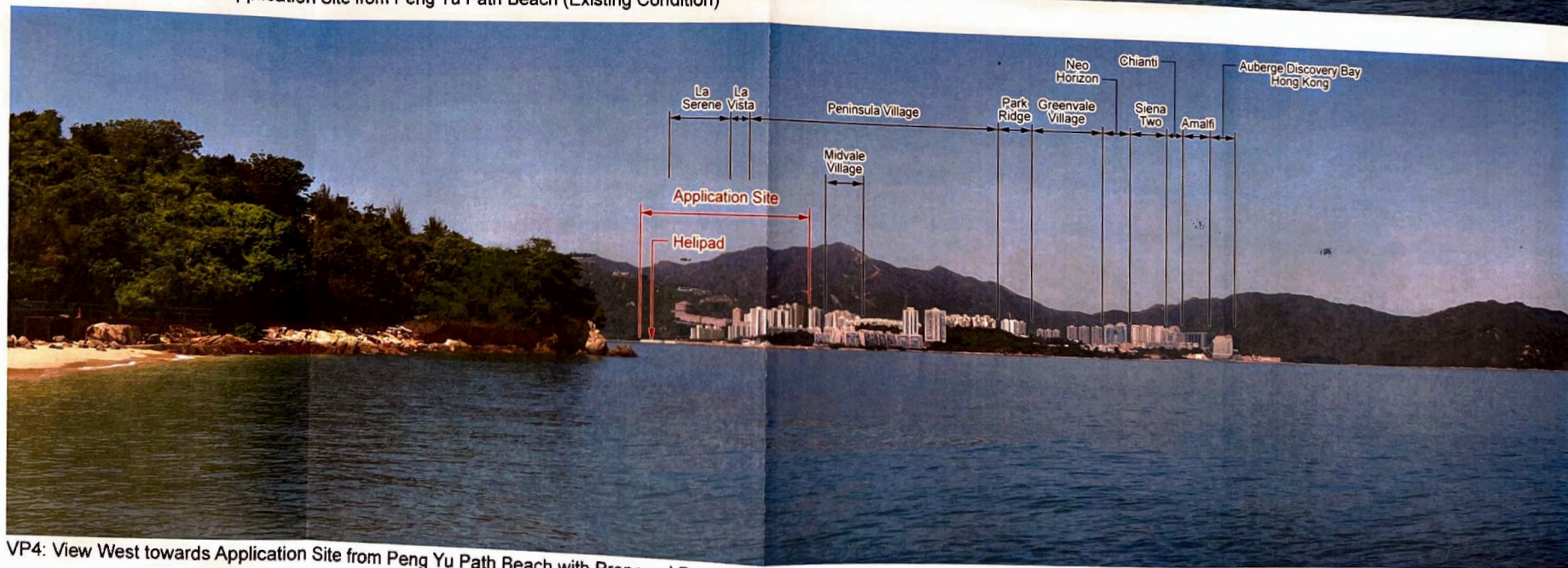




Key Plan



VP4: View West towards Application Site from Peng Yu Path Beach (Existing Condition)



VP4: View West towards Application Site from Peng Yu Path Beach with Proposed Development



TITLE :

PHOTOMONTAGE - VP4 (VSR REC8) FROM PENG YU PATH BEACH

PROJECT : PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND GOVERNMENT, INSTITUTION OR COMMUNITY (GIC) ZONES TO "RESIDENTIAL" ("R(C)") AND "SERVICE AREA & SPORTS AND RECREATION CLUB" ZONES, DISCOVERY BAY, HONG KONG

FIGURE:

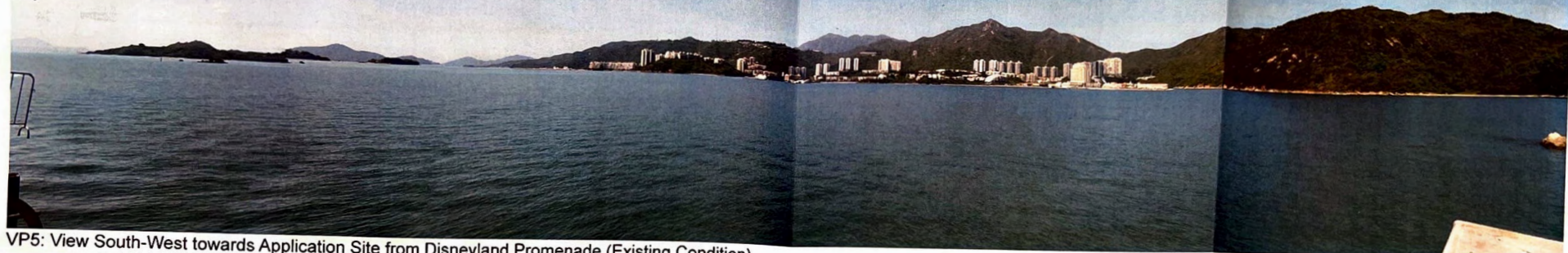
6.4

REVISION: 0

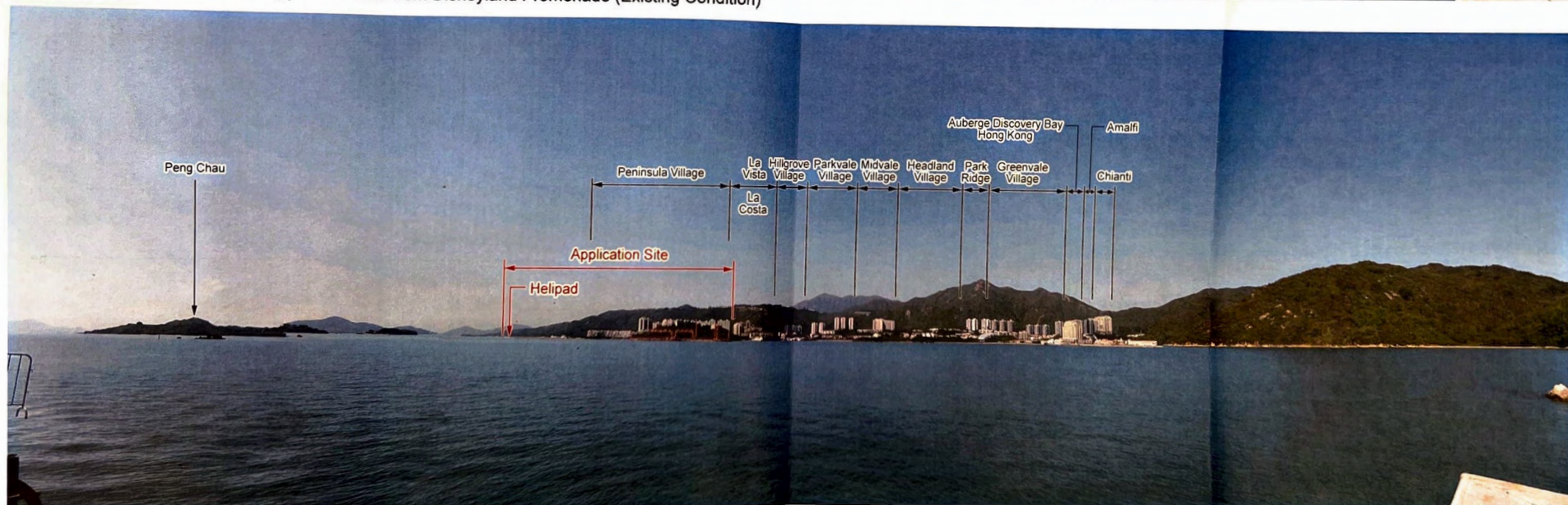
DATE: SEPT 2022



Key Plan



VP5: View South-West towards Application Site from Disneyland Promenade (Existing Condition)



VP5: View South-West towards Application Site from Disneyland Promenade with Proposed Development



TITLE:

PHOTOMONTAGE - VP5 (VSR REC9) FROM DISNEYLAND PROMENADE

PROJECT: PLANNING APPLICATION FROM REZONING FOR A SITE AT DISCOVERY BAY FROM "OTHER SPECIFIED USES" ("OU") AND Government, Institution or Community (GIC) ZONES TO "RESIDENTIAL" ("R(C)"). THE APPLICATION SITE COVERS AREAS 4A, 10B, 22 AND LANTAU YORK CLUB IN DISCOVERY BAY, HONG KONG

FIGURE:

6.5

REVISION: 0

DATE: SEPT 2022

7. CONCLUSION AND SUMMARY OF IMPACTS

7.1 Appraisal of Visual Composition

- 7.1.1** The existing visual quality of the Proposed Development site is low. It is considered that the residential character of the proposed development is compatible with the surrounding existing residential character of the neighbourhood and the general visual. The size and massing of the proposed residential towers is similar to the existing residential towers of Peninsula Village and their siting and stepped profile towards the coast reduces the degree of visual impact and minimises the visual intrusion into the existing landscape composition. The height of the proposed towers is lower than the existing hill ranges behind and from most viewpoints the towers do not break the ridgelines behind.

7.2 Appraisal of Visual Obstruction

- 7.2.1** The degree of visual obstruction created by the proposed towers is generally low due to the fact that the towers are located within the context of Peninsula Village which has existing towers of similar scale. From many viewpoints, the proposed towers will be partially screened by the existing towers and or buildings and generally only the upper floors provide a degree of additional visual obstruction. Any obstruction that occurs tends to be of existing buildings or green slopes behind the new buildings.

7.3 Effect on Visual Resources

- 7.3.1** The Proposed Development lies on the edge of the Peninsula Village residential area and close to existing low rise and residential towers of similar character. The effects of the development on the positive visual resources identified in *Section 4.1* above are as follows:

Visual Attractors

- 7.3.2 Sea and Coast:** the only coastline affected will be the site waterfront resulting in positive visual benefits due to a rationalisation of the reclamation edge with purpose-built promenade and staging areas for kaitos and mooring. A small helipad will be constructed on the outer edge of the existing marina breakwater but this will be low-lying and will not affect any existing natural coastline.
- 7.3.3 Topography:** the toe of the slope to the north western end of the site will be impacted by the construction of the tower block podium. Visually, this will be screened by the development itself. The construction of Site 4a low rise residential units may involve some minor adjustments to the slope facing the marina but this will be reinstated and planted. All other development will take place on existing or extended reclamation and therefore no other existing slopes will be affected.
- 7.3.4 Woodland and amenity planting:** the existing trees on the slopes at the back of the site will largely be retained as a green buffer to views of the development from the north but most of the existing vegetation on the flat portion of the site will be removed in order to construct the development. Some existing trees will be retained around the edges of the marina and new boatyard. New tree and shrub amenity planting along streets, promenade and on the podium and terraces will offset the loss of existing vegetation and contribute to the visual mitigation of the proposed development.
- 7.3.5 Rural Fringe Residential Resort Character:** the Proposed Development will be highly compatible with the existing residential resort character.

Visual Detractors

- 7.3.6 The visual detractors identified on the existing site including the Sewage Treatment Works, Golf Cart Service Centre, Refuse Collection Point, Bus Maintenance Depot, Staff Quarters and Petrol Filling Station will be removed and relocated beneath the podium of the proposed development or off-site. This will provide a positive visual benefit. The existing boatyard will stay in approximately the current location but will be reconfigured. Its location adjacent to the marina is visually compatible.

7.4 Effect on Public Viewers

- 7.4.1 Two of the ten public VSR groups identified (**VSR REC4 – Hikers and Users of Nim Shue Wan Pier and Promenade** and **VSR REC5 – Hikers at Cheung Sha Lan**) are assessed as experiencing *Moderate* residual visual impact following construction and implementation of visual mitigation measures. These are the closest viewpoints with direct views of the site. Whilst some of the impacts are negative (such as visual obstruction caused by the tower blocks and loss of existing vegetation on the existing site), these will be offset to some extent by the positive effect of the general upgrading of the site from one of low visual quality into a logical extension of the existing residential areas. Mitigation measures including disposition, massing and spacing of the building blocks, stepped height profiles, provision of landscaped spaces at street and promenade level, podium and terraces and slope greening will all help integrate the proposed development into the existing visual context.
- 7.4.2 Three of the public VSR groups (**VSR REC1 – Visitors to Tai Pak Wan Beach**, **VSR REC2 – Hikers at Discovery Bay Lookout** and **VSR REC6 – Hikers at Tai Shui Hang**) are assessed as experiencing *Slight* residual visual impact following construction and implementation of visual mitigation measures. For VSR REC1, the proposed development is well screened by existing development. VSRs REC2 and REC6, have elevated views at greater distances (over 1,000m) and the proposed development forms a much smaller part of the overall visual composition and the resulting visual impact is therefore less.
- 7.4.3 All other VSR Groups (**REC3 – Hikers at Lo Fu Tau Lookout and Hiking Trail**, **REC7 – Visitors at Peng Chau Promenade**, **REC8 – Visitors to Peng Yu Path Beach**, **REC9 – Visitors to Disneyland Promenade** and **T1 – Passengers in Ferries at Tai Pak Wan**) will experience *Insubstantial* visual impacts due primarily to their much greater distance of view.

7.5 Evaluation of Overall Visual Impact

- 7.5.1 It is considered that the overall visual impact of the Proposed Development would be '*Slightly Adverse*' in terms of the criteria of TPB PG-No. 41, that is, it will, with or without mitigation measures, result in some negative visual impacts to most of the identified key public viewing points. Whilst closer VSRs will benefit from the removal of the existing visual detractors on the site, their replacement by the proposed development will result in an intensification of the built environment. As much of the existing visual quality is derived from the relatively natural context and low-density character, this intensification will result in a net adverse effect on the visual quality as perceived from key public viewpoints. However, the degree of adverse visual impact from most of the key public viewpoints is relatively low due to distance of view and the compatibility of the proposed development with the existing visual context. Appropriate mitigation measures including sympathetic configuration, massing and height profiles and landscape treatments will contribute to reducing the overall level of adverse visual impact and the integration of the new development into the existing visual context.

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