

## **10 LANDSCAPE AND VISUAL IMPACT ASSESSMENT**

### **10.1 Introduction**

10.1.1 This chapter outlines the landscape and visual impact assessment associated with the Wan Chai Development Phase II (WDII) as Schedule 3 Project and six Schedule 2 Designated Projects (DPs) under Environmental Impact Assessment Ordinance (EIAO).

10.1.2 The following six Schedule 2 Designated Projects, which form part of the WDII and CWB projects include:

- Designated Project 1 (DP1) - Central-Wanchai Bypass (CWB) including its road tunnel and slip roads,
- Designated Project 2 (DP2) - Road P2 and other roads which are classified as primary/district distributor roads,
- Designated Project 3 (DP3) - Reclamation works including associated dredging works,
- Designated Project 4 (DP4) - Temporary typhoon shelter,
- Designated Project 5 (DP5) - Wan Chai East Sewage Outfall and
- Designated Project 6 (DP6) - Dredging for the Cross-harbour Water Mains from Wan Chai to Tsim Sha Tsui.

10.1.3 The assessment includes:

- a definition of the scope and contents of the study, including a description of the assessment methodology,
- a review of the relevant planning and development control framework,
- a review of comments received during Public Consultation and how these have been addressed in the design,
- a baseline study providing a comprehensive and accurate description of the baseline landscape resources, landscape character areas and Visual Sensitive Receivers (VSRs),
- recommendation of appropriate mitigation measures and associated implementation programmes,
- identification of the potential landscape and visual impacts and prediction of their magnitude and potential significance, before and after the mitigation measures, and
- an assessment of the acceptability or otherwise of the predicted residual impacts, according to the five criteria set out in Annex 10 of the EIAO-TM.

10.1.4 The landscape and visual impact assessment follows the criteria and guidelines as stated in Annexes 10 and 18 of the EIAO TM. Colour photographs showing baseline conditions, and photomontages and illustrative materials supporting conclusions are provided and the locations of all key viewpoints shall be clearly mapped. Photomontages at representative locations provide comparison between existing views, proposals on day 1 after completion without mitigation measures, on day 1 completion with mitigation measures, and in year 10 after with mitigation measures in accordance with EIAO Guidance Note No. 8/2002.

## 10.2 Environmental Legislation, Standards and Guidelines

10.2.1 The following legislation, standards and guidelines are applicable to landscape and visual impact assessment associated with the construction and operation of the project:

- Environmental Impact Assessment Ordinance (Cap.499.S.16) and the Technical Memorandum on EIA Process (EIAO TM), particularly Annexes 10 and 18,
- Environmental Impact Assessment Ordinance Guidance Note 8/2002,
- Town Planning Ordinance (Cap 131),
- ETWB TCW No. 36/ 2004 - Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS),
- ETWB TCW No. 10/2005 - Planting on Footbridges and Flyovers,
- ETWB TCW No. 13/2003A - Guidelines and Procedures for Environmental Impact Assessment of Government Projects and Proposals Planning for Provision of Noise Barriers,
- ETWB TCW No. 2/2004 - Maintenance of Vegetation and Hard Landscape Features,
- ETWB TCW No. 29/2004 - Registration of Old and Valuable Trees, and Guidelines for their Preservation,
- ETWB TCW No. 3/2006 - Tree Preservation,
- Hong Kong Planning Standards and Guidelines, Chapter 4 and Chapter 11,
- HyDTC No. 10/2001 – Visibility of Directional Signs,
- Land Administration Office Instruction (LAOI) Section D-12 - Tree Preservation,
- Study on Landscape Value Mapping of Hong Kong.
- WBTC No. 25/92 - Allocation of Space for Urban Street Trees, and
- WBTC No. 7/2002 - Tree Planting in Public Works.

10.2.2 In addition, reference has been made to the following approved EIA reports:

- EIA Report on Wan Chai Development Phase II, Territory Development Department, 2001 (EIA-058/2001),
- EIA Report on Central – Wan Chai Bypass and Island Eastern Corridor Link, Highways Departments, 2001 (EIA-057/2001),
- EIA Report on Central Reclamation Phase III – Studies, Site Investigation, Design and Construction, Territory Development Department, 2001 (EIA-055/2001), and
- EIA Report on Hong Kong Convention and Exhibition Centre, Atrium Link Extension, Hong Kong Trade Development Council, 2006 (EIA-120/2006).

### 10.3 Assessment Methodology

10.3.1 Landscape and visual impacts have been assessed separately for the construction and operational phases.

10.3.2 The assessment of landscape impacts has involved the following procedures:

- **Identification of the baseline landscape resources found within the study area.** This is achieved by site visit and desktop study of topographical maps, information databases and photographs.
- **Assessment of the degree of sensitivity to change of the landscape resources.** This is influenced by a number of factors including:
  - quality and maturity of landscape resources/characters,
  - rarity of landscape resources/characters,
  - whether is considered to be of local, regional, national or global importance,
  - whether there are any statutory or regulatory limitations/requirements relating to the landscape resource/characters, and
  - ability of the landscape resource/character to accommodate change.

The Sensitivity of each landscape resources and character areas is classified as follows:

**High:** Important landscape or landscape resources of particularly distinctive character or high importance, sensitive to relatively small changes.

**Medium** Landscape or landscape resources of moderately valued landscape characteristics and reasonably tolerant to change.

**Low:** Landscape or landscape resources of low valued landscape characteristics and high tolerant to change.

- **Identification of potential sources of landscape impacts.** These are the various elements of the construction works and operational procedures that would generate landscape impacts.
- **Identification of the magnitude of landscape impacts.** The magnitude of the impact (or magnitude of change) depends on a number of factors including:
  - the physical extent of the impact,
  - compatibility of the project with the surrounding landscape,
  - duration of impacts i.e. whether it is temporary (short, medium or long term), under construction and operation phases, and
  - reversibility of change.

The magnitude of landscape impacts is classified as follows:

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|----------------------|--|
| <b>Large:</b>        | The landscape or landscape resource would suffer a major change.                       |
| <b>Intermediate:</b> | The landscape or landscape resources would suffer moderate change.                     |
| <b>Small:</b>        | The landscape or landscape resources would suffer slight or barely perceptible change. |
| <b>Negligible:</b>   | The landscape or landscape resources would suffer no discernible change.               |

- **Identification of potential landscape mitigation measures.** Mitigation measures may take the form of
  - adopting alternative design or revisions to the engineering or the architectural design to prevent and/or minimize adverse impacts,
  - remedial measures such as colour and textural treatment of physical, engineering and building features,
  - compensatory measures such as the implementation of landscape design measures (e.g. tree planting, creation of new open space etc) to compensate for unavoidable adverse impacts and to attempt to generate potentially beneficial long term impacts.

A programme for the mitigation measures is provided. The agencies responsible for the funding implementation, management and maintenance of the mitigation measures are identified.

- **Predicted significance of landscape impacts before and after the implementation of the mitigation measures.** By synthesising the magnitude of the various impacts and the sensitivity of the various landscape resources it is possible to categorise impacts in a logical, well-reasoned and consistent fashion. **Table 10.1** shows the rationale for dividing the degree of significance into four thresholds, namely insubstantial, slight, moderate, and substantial, depending on the combination of a negligible-small-intermediate-large magnitude of impact and a low-medium-high degree of sensitivity of landscape resource/character.

**Table 10.1 Relationship between Receptor Sensitivity and Impact Magnitude in Defining Impact Significance**

<b>Magnitude of Impact (Change)</b>	Large	<b>Moderate</b>	<b>Moderate / Substantial</b>	<b>Substantial</b>
	Intermediate	<b>Slight / Moderate</b>	<b>Moderate</b>	<b>Moderate / Substantial</b>
	Small	<b>Insubstantial / Slight</b>	<b>Slight / Moderate</b>	<b>Moderate</b>
	Negligible	<b>Insubstantial</b>	<b>Insubstantial</b>	<b>Insubstantial</b>
		Low	Medium	High
<b>Receptor Sensitivity (of Landscape Resource, Landscape Character Area or VSRs)</b>				

- **Prediction of Acceptability of Impacts.** An overall assessment of the acceptability, or otherwise, of the impacts according to the five criteria set out in Annex 10 of the EIAOTM.

10.3.3 The assessment of visual impacts has involved the followings:

- **Identification of Zones of Visual Influence (ZVIs) during the construction and operational phase of the project.** This is achieved by site visit and desktop study of topographic maps and photographs, and preparation of cross-section to determine visibility of the project from various locations.
- **Identification of Visual sensitive receivers (VSRs) within the Zone of Visual Influence (ZVIs) at construction and operational stages.** These are the people who would reside within, work within, play within, or travel through, the ZVIs.
- **Assessment of the degree of sensitivity to change of the VSRs.** Factors considered include:
  - the type of VSRs, which is classified according to whether the person is at home, at work, at school, at play, or travelling. Those who view the impact from their homes are considered to be highly sensitive as the attractiveness or otherwise of the outlook from their home will have a substantial effect on their perception of the quality and acceptability of their home environment and their general quality of life. Those who view the impact from their workplace and at school are considered to be only moderately sensitive as the attractiveness or otherwise of the outlook will have a less important, although still material, effect on their perception of their quality of life. The degree to which this applies depends on whether the workplace is industrial, retail or commercial. Those who view the impact whilst taking part in an outdoor leisure activity may display varying sensitivity depending on the type of leisure activity. Those who view the impact whilst traveling on a public thoroughfare will also display varying sensitivity depending on the speed of travel.

- other factors which are considered (as required by EIAO GN 8/2002) include the value and quality of existing views, the availability and amenity of alternative views, the duration or frequency of view, and the degree of visibility.

The sensitivity of VSRs is classified as follows:

- High:** The VSR is highly sensitive to any change in their viewing experience.
- Medium:** The VSR is moderately sensitive to any change in their viewing experience.
- Low:** The VSR is only slightly sensitive to any change in their viewing experience.

- **Identification of relative numbers of VSRs.** This is expressed in term of whether there are very few, few, many or very many VSRs in any one category of VSR.
- **Identification of potential sources of visual impacts.** These are the various elements of the construction works and operational procedures that would generate visual impacts.
- **Assessment of the potential magnitude of visual impacts.** Factors considered include
  - the compatibility with the surrounding landscape,
  - the duration of the impact,
  - the reversibility of the impact,
  - the scale of the impact and distance of the source of impact from the viewer, and
  - the degree of visibility of the impact, and the degree of which the impact dominates the field of vision of the viewer.

The magnitude of visual impacts is classified as follows:

- Large:** The VSRs would suffer a major change in their viewing experience.
- Intermediate:** The VSRs would suffer a moderate change in their viewing experience.
- Small:** The VSRs would suffer a small change in their viewing experience.
- Negligible:** The VSRs would suffer no discernible change in their viewing experience.

- **Identification of potential visual mitigation measures.** These may take the form of adopting alternative designs or revisions to the basic engineering and architectural design to prevent and/or minimise adverse impacts, remedial measures such as colour and textural treatment of building features, and tree planting to screen the roads and associated bridge structures. A programme for the mitigation measures is provided. The agencies responsible for the implementation, management and maintenance of the mitigation measures are identified and their approval-in-principle has been sought.

- **Prediction of the significance of visual impacts before and after the implementation of the mitigation measures.** By synthesising the magnitude of the various visual impacts and the sensitivity of the VSRs, and the numbers of VSRs that are affected, it is possible to categorise the degree of significance of the impacts in a logical, well-reasoned and consistent fashion. **Table 10.1** shows the rationale for dividing the degree of significance into four thresholds, namely, insubstantial, slight, moderate and substantial, depending on the combination of a negligible-small-intermediate-large magnitude of impact and a low-medium-high degree of sensitivity of VSRs.

The significance of visual impacts is categorised as follows:

- Substantial:** Adverse / beneficial impact where the proposal would cause significant deterioration or improvement in existing visual quality.
- Moderate:** Adverse / beneficial impact where the proposal would cause a noticeable deterioration or improvement in existing visual quality.
- Slight:** Adverse / beneficial impact where the proposal would cause a barely perceptible deterioration or improvement in existing visual quality.
- Insubstantial:** No discernible change in the existing visual quality.

- **Prediction of Acceptability of Impacts.** An overall assessment of the acceptability, or otherwise, of the impacts according to the five criteria set out in Annex 10 of the EIAOTM.

10.3.4 It is assumed that funding, implementation, management and maintenance of the mitigation proposals can be satisfactorily resolved according to the principles in EIAO TM, ETWB TCW No. 2/2004 and 3/2006. All mitigation proposals in this report are practical and achievable within the known parameters of funding, implementation, management and maintenance. The suggested agents for the funding and implementation (and subsequent management and maintenance, if applicable) are indicated in **Table 10.5 and 10.6**. Approval-in-principle to the implementation, management and maintenance of the proposed mitigation measures is being sought from the appropriate authorities.

## 10.4 Scope and Content of the Study

10.4.1 The Study Area, as shown in **Figure 10.1**, is demarcated by Tong Shui Road Interchange to the east, Lockhart Road to the south, Fenwick Pier Street to the west and part of the Victoria Harbour to the north. It falls mainly within Hong Kong Planning Areas No. 25 (Wan Chai North), No. 8 (North Point) and No. 24 (Central District (Extension)). The total existing land area within the boundary measures approximately 53 hectares.

10.4.2 According to EIA Study Brief No. ESB-153/2006, the study area for the landscape impact assessment shall include all areas within 100m extended from the boundary of the scope of the EIA study as described in section 10.4.1 above. The assessment of landscape character areas will include all areas within the study area. The assessment area for the visual impact assessment shall be defined by the visual envelope of the Project and associated works.

- 10.4.3 In this study, relevant Outline Development Plans (ODPs), Outline Zoning Plans (OZPs), Layout Plans and other relevant published land use plans, planning briefs and studies which may identify areas of high landscape value, open space and amenity area will be reviewed. Any guidelines on landscape strategies, landscape frameworks, urban design concepts, building height profiles, special design areas, landmarks, designated view corridors, open space networks, landscape links that may affect the appreciation of the Project and associated works will also be reviewed. The landscape and visual requirements contained in the Visions and Goals for Victoria Harbour formulated by the Town Planning Board (October 1999) are also reviewed. Any conflict with statutory town plan(s) and any published land use plans shall be highlighted and appropriate follow-up action will be recommended.
- 10.4.4 In the landscape assessment, the existing and planned landscape resources and character of the assessment areas will be described, appraised, analyzed and evaluated. Plans of suitable scale showing the baseline landscape resources and landscape character mapping of impact assessment are used to present the findings of impact assessment. A broad brush tree survey which identifies the species and approximate numbers to be affected is included. The assessment focuses on the sensitivity of the landscape framework and its ability to accommodate change. The degree of compatibility of the Project and associated works with the existing and planned landscape settings will be identified. The landscape impact assessment quantifies the potential landscape impacts as far as possible, so as to illustrate the significance of such impacts arising from the Project and associated works. All landscape impacts are clearly mapped.
- 10.4.5 In the visual impact assessment, clear illustrations including mapping of visual impact will be provided. The assessment includes:
- Identification and plotting of visual envelope of the Project and associated works,
  - Identification of key groups of sensitive receivers within the visual envelope with regard to views from ground level, sea level and elevated vantage points,
  - Description of the visual compatibility of the Project and associated works within the surrounding, both existing and planned uses, its obstruction and interference with the key views of the adjacent areas, and
  - Description of severity of visual impacts in terms of nature, distance and number of sensitive receivers. The visual impact of the Project and associated works with and without mitigations shall be assessed, and the effectiveness of the mitigation measures shall be demonstrated.
- 10.4.6 The merits of preservation in totality, in parts or total destruction of existing landscape and the establishment of new landscape character areas are evaluated. Alternative alignment(s), design(s) and construction methods that would avoid or reduce the identified landscape and visual impacts have been evaluated for comparison before adopting other mitigation or compensatory measures to alleviate the impacts. The mitigation measures proposed will not only be concerned with damage reduction but will also include consideration of potential enhancement of existing landscape and visual quality.
- 10.4.7 Measures will be included in the detailed design, construction and operation of the Project and associated works to mitigate landscape and visual impact and reduce them to the acceptable levels. Relevant responsible parties will be identified for the on-going management and maintenance of the proposed mitigation works to ensure their effectiveness throughout the operation phase of the Project and associated works. A practical programme and funding proposal for the implementation of the recommended mitigation measures is provided.



## **10.5 Review of Planning and Development Control Framework**

### ***General***

- 10.5.1 Earlier strategic studies were predicated on a strong commitment to economic growth, a portion of which was to be reliant upon large-scale land formation. These studies had advocated the creation of a substantial area of reclamation in the Central and Wan Chai Districts to provide land for a high profile extension of the Central Business District (CBD) out to the new waterfront.
- 10.5.2 There has been, in recent years, a shift in the development framework, with regards to the grounds for justifying any proposed reclamation in the Harbour (i.e. the Protection of the Harbour Ordinance) and specifically, the extent and functions of, and uses to be accommodated within, the proposed Central and Wan Chai Reclamation. Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area” (HER) was initiated by the Harbour-front Enhancement Committee (HEC) for the purpose of enhancing public participation in the Wan Chai Development Phase II (WDII) Review. This will ensure that draft OZP and draft RODP reflect consensus.
- 10.5.3 This section provides an overview of Government’s development intentions of the Study Area, specifically from landscape and visual standpoints. These have been identified from Government studies and documents which represent strategic development proposals for the Central and Wan Chai Reclamation.

### ***Review of Stage II Study on Review of Metroplan (2002)***

- 10.5.4 Stage II Study on Review of Metroplan (2002) aims at establishing a coherent planning policy statements based on the finding of previous studies, and reviewing and updating the land use-transport-environmental framework for the Metro Area up to the year 2016. The Metroplan advocates the construction of a continuous promenade, public open space and landscaping facilities along the waterfront of the Inner Harbour Core. Victoria Harbour is one of the major contextual elements that forms reference point providing distinctiveness and legibility and helps to structure the urban environment.
- 10.5.5 Open spaces and associated recreational facilities are proposed as the primary landuses for the reclaimed land which enhance amenity value of the harbour front. Existing fragmented waterfront promenades are linked to form a continuous Harbour front edge from Central to North Point. The provision of continuous waterfront promenades, associated piazzas and hinterland pedestrian links and landscaping facilities at (1) Central and Wan Chai planned reclamations and (2) between Causeway Bay Typhoon Shelter and Oil Street is proposed. Comprehensive pedestrian Circulation Framework is proposed to integrate the harbour front with the existing open space and streetscape framework. Under the proposed development, the Metroplan proposals are followed and further reinforced.

### ***Review of Planning Study on the Harbour and its Waterfront Areas (2003)***

- 10.5.6 Planning Study on the Harbour and its Waterfront Areas (2003) formulate a Harbour and Waterfront Plan to guide the use of waterfront areas and the Harbour up to 2016 and beyond. Central, Wanchai and Causeway Bay is part of the Inner Harbour Core. Oil Street is one of the redevelopment sites along the waterfront.
- 10.5.7 Several key issues have been identified in the planning study. There is a lack of accessibility to Harbour due to at-grade or elevated major roads alongside or parallel to the Harbour shore. Several incompatible uses were found along the Victoria Harbour which are unsuitable for tourism development: essential port-related uses, such as cargo working areas and typhoon shelters; sewage screening plants, wholesale markets, helicopter pads. Most of the existing waterfront promenades and open spaces are unattractive, with inadequate landscaping and facilities.

10.5.8 The Planning Study suggested that urban design and landscape should aim at enhancing visual relief provided by Harbour, protecting Harbour setting, providing easy pedestrian access to waterfront and encouraging variety and visual excitement.

10.5.9 It is considered that the WDII and associated projects will meet the objectives of Planning Study on the Harbour and its Waterfront Areas.

***Review of Visions and Goals for Victoria Harbour by Town Planning Board (1999)***

10.5.10 The Town Planning Board recognises that the Victoria Harbour is a special public asset and part of the natural heritage of Hong Kong. The Board also shares the community's desire to protect and preserve the Harbour. It is based on public aspiration that the Board has formulated its "Vision and Goals for Victoria Harbour".

10.5.11 The vision is to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour for life.

10.5.12 Goals include:

- To bring the people to the Harbour and the Harbour to the people.
- To enhance the scenic views of the Harbour and maintain visual access to the harbour-front.
- To enhance the Harbour as a unique attraction for our people and tourists.
- To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links.
- To facilitate the improvement of water quality of the Harbour.
- To maintain a safe and efficient harbour for transport of people and goods and for the operation of an international hub port.

10.5.13 It is considered that the WDII and associated projects comply with the Visions and Goals for Victoria Harbour formulated by the Town Planning Board in 1999.

***Review of the Outline Zoning Plans (OZPs)***

10.5.14 A review of the existing and planned development framework for the proposed works and for the surroundings has been considered. It aims to identify issues for the neighbouring planned land uses, to identify potential resources and sensitive receivers, and to ensure a high compatibility between the proposed project and the surroundings.

10.5.15 The Study Area is largely covered by OZPs. These are the Wan Chai North (HPA 25) Outline Zoning Plan (No. S/H25/1), Wan Chai OZP (No. S/H5/24), the Causeway Bay OZP (No. S/H6/14) and the North Point OZP (No. S/H8/21). One other OZP, the Central District (Extension) (No. S/H24/6) also covers areas adjacent to WDII. Based on desktop study, there will not be any impact on Wan Chai OZP (No. S/H5/24) and Causeway Bay OZP (No. S/H6/14). The review of OZPs has not only included a review of the plans, but also of the 'Notes' and 'Explanatory Statements' which accompany, and form part of, these plans. The proposed development are overlaid on the affected OZPs are shown in **Figure 10.1.1-10.1.3**.

10.5.16 The main landscape features depicted on the OZPs are limited to the open space network and the pedestrian linkages. The OZPs illustrate the broad principle development within each planning area based on the previous approved Wanchai Development Phase II scheme. However, under the current proposals, the broad planning principles approved in the previous scheme are maintained with reduced extent of reclamation, changes in the nature and extent of the Trunk Road and associated ground level roads.

10.5.17 A comparison of the Previous Approved Scheme as shown in OZPs and the Current Preferred Scheme is described below.

*Extension of Reclamation*

10.5.18 Under the Previous Approved Scheme as shown in OZPs, a total reclamation area of 28.5ha was envisaged. Under the Current Preferred Scheme, an area of some 12.7 ha will be reclaimed permanently, with the newly reclaimed land forming a narrow strip of land along the existing Wan Chai shoreline from the interface with the Central Reclamation Phase III (CRIII) project west of the HKCEC Extension, along the Wan Chai shoreline up to the west of the ex-PCWA, and along the North Point shoreline from the east of the CBTS to the west of City Garden.

10.5.19 During the Trunk Road construction, temporary reclamation will be required in the ex-PCWA basin and the CBTS to facilitate cut-and-cover tunnel construction of the Trunk Road. Existing moorings in the CBTS will need to be relocated to a temporary typhoon shelter outside the CBTS. After construction of the Trunk Road, the temporary reclamation will be removed and the ex-PCWA basin and the CBTS will be reinstated.

*Open Space*

10.5.20 Under both the Previous and Current Schemes, reclaimed lands are primarily used as open spaces. In the Previous Approved Scheme, open spaces included the marine basin to the west of the HKCEC Extension, the Wan Chai waterfront east of the HKCEC Extension, the Yacht Club Marina, the Harbour Park, the CBTS promenade and Under Road Open Space. In the Current Preferred Scheme, major open spaces include the marine basin west of the HKCEC Extension, the Wan Chai waterfront, the marine recreational basin at the west side of the RHKYC (the ex-PCWA basin) and the North Point waterfront park.

*Pedestrian Links*

10.5.21 A system of overhead pedestrian walkways is a major feature of the area. This system links major developments and serves to improve pedestrian circulation throughout the Study Area.

10.5.22 Under the Current Scheme, the following new pedestrian links to the new harbour-front are as follows (**Appendix 10.4**):

- (a) a footbridge connecting the HKAPA with its Extension and the provision of an at-grade crossing across Road P2 to the waterfront,
- (b) a landscape deck from the garden adjacent to Grand Hyatt Hotel to the promenade area west of the HKCEC,
- (c) an at-grade crossing at the junction of Fleming Road and the re-aligned Hung Hing Road to the waterfront,
- (d) a landscape deck from Harbour Centre/Great Eagle Centre across the proposed Exhibition Station and the re-aligned Hung Hing Road to the waterfront,

- (e) an at-grade crossing at the junction of Tonnochy Road and the re-aligned Hung Hing Road to the waterfront,
- (f) a footbridge along Wan Shing Street and over the re-aligned Hung Hing Road to the waterfront,
- (g) a landscape deck connecting the Victoria Park to the waterfront,
- (h) an at-grade pedestrian link extending from Watson Road to the waterfront, and
- (i) an at-grade pedestrian link along the Oil Street and underneath the Island Eastern Corridor (IEC) and the proposed Trunk Road to the waterfront.

*Summary*

10.5.23 It is considered that the proposed development and associated works are in principle following the planning intentions for the study areas as set out in the OZPs. However, in response to the CFA judgment on the PHO, the extent of reclamation has been reduced to a minimum. Nevertheless, the new concept plan for the waterfront and enhanced connectivity to the waterfront from the hinterland do reinforce the planning intentions of the waterfront from Wan Chai to North Point.

## **10.6 Comments on Landscape and Visual Issues received during Consultations**

10.6.1 The public engagement project titled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area” (HER) was initiated by the Harbour-front Enhancement Committee (HEC) for the purpose of enhancing public participation in the Wan Chai Development Phase II (WDII) Review.

10.6.2 A 3-stage Public Engagement Strategy has been formulated so as to enable a more structured approach to be adopted to the HER public engagement activities:

- “Envisioning Stage” - Public to provide their visions, wishes and concepts, as well as Sustainability Principles and Indicators forming as a basis for the development of the Concept Plans,
- “Realization Stage” - Public to evaluate Concept Plans to arrive at consensus,
- “Detailed Planning Stage” - Ensure draft OZP and draft RODP reflect consensus.

10.6.3 Five public forums, two community design charrettes, opinion surveys, an Expert Panel Forum on Sustainable Transport Planning and Central Wan Chai Bypass (Expert Panel), and a Consolidation Forum were convened during the Envisioning Stage from May to July 2005 of, at which views on the development proposal were obtained from a wide range of interested and concerned parties.

10.6.4 Views of the public and concerned parties were obtained at the following presentations and forums:

- Public Consultation Forum on 23 May 2005 (Wan Chai)
- Public Consultation Forum on 31 May 2005 (Eastern)
- Public Consultation Forum on 2 Jun 2005 (Central and Western)
- Public Consultation Forum on 7 Jun 2005 (Southern)

- Public Consultation Forum on 13 Jun 2005 (Yau Tsim Mong)
- Community Charrette on 18 Jun 2005 (Wan Chai)
- Community Charrette on 25 Jun 2005 (Yau Tsim Mong).

10.6.5 Issues raised were commonly focused on the following specific areas of concern related to landscape and visual aspects.

*Vibrancy*

10.6.6 There is a general consensus that the vibrancy of the waterfront should be enhanced with the provision of leisure activities, like cycling, walking, fishing and alfresco dining, and cultural activities. Water sports should also be encouraged to enliven the harbour. The image of harbour-front was considered important.

*Pedestrian Connectivity and Accessibility*

10.6.7 Most consultees commented that the connectivity and accessibility of the existing waterfront must be improved to bring more public to the waterfront. To achieve this, an east-west continuous waterfront should be ensured for public enjoyment but more particularly, north-south pedestrian accessibility to the waterfront through a well-designed pedestrian network system should be provided. The present separation of the waterfront from the hinterland should be rectified. Many consultees proposed the extension of Victoria Park towards the waterfront, possibly through a new landscape deck.

*Land and Marine Use Compatibility*

10.6.8 Many consultees agreed that to ensure maximum land/ marine use compatibility is an important design principle for the waterfront. There should be no large-scale or high-rise buildings along the waterfront, so as to protect the ridgeline. There should also be no residential or office uses along the waterfront, in order to maximize public enjoyment and minimize traffic generation. Moreover, the land requirement for the construction of distributor roads should be minimized to release more land for waterfront and leisure activities.

*Natural and Cultural Heritage*

10.6.9 The public in general shared the sentiment that the existing cultural and historical heritage along the waterfront, including the Noon-day Gun should be conserved. Reclamation should be minimized to preserve the Victoria Harbour, the natural asset of the society. Causeway Bay Typhoon Shelter is also considered as an important cultural asset. Revitalization of past activities in the Typhoon Shelter like seafood cuisine and sampan tour is recommended to reflect its historical value and to attract tourism.

*Comments of Planning Department on viewpoint*

10.6.10 As requested by Planning Department (agreed on 30 April, 2007 email), 4 additional photomontages from the hinterland of the Wan Chai and North Point areas, Central Library and Arts Centre, and 3 perspectives showing views within the proposed open spaces are provided (**Figure 10.7.10-10.7.14**). The visual impacts from viewpoints are assessed.

## 10.7 Baseline Study

10.7.1 The Study Area is bordered by the following elements:

- Northern Boundary - views to the north are dominated by Victoria Harbour and the Kowloon peninsula. The harbour resource lends the site an open character which varies according to climate and visibility,
- Eastern Boundary – dense urban development of a high rise nature extends along the eastern boundary of the Study Area, providing a backdrop to Victoria Park. Development is characterised by modern commercial and office buildings, including the Citicorp Centre, to the north and older medium rise residential building extending to the south. Land rises steeply behind the eastern boundary to Lin Fa Kung Hill and Tai Hang,
- Southern Boundary - an ‘urban wall’ of high rise developments along the southern edge of Gloucester Road provides a robust backdrop to the site, allowing limited visual permeability to the streetscapes of Wan Chai and Causeway Bay directly behind. The urban structure is characterised by older medium rise residential buildings with taller more modern commercial in-fill development, such as the Sino Plaza and World Trade Centre, and
- Western Boundary – developments on the western boundary are interspersed with a network of open spaces leading to a visually permeable interface with Admiralty and Central districts. Landmarks of note are the PLA Headquarter at Tamar and the City Hall complex and ferry piers beyond.

### *Physical Landscape Resources*

10.7.2 The baseline landscape resources that will be affected during the Construction Phase and Operation Phase, together with their sensitivity to change, are described below. The locations of baseline landscape resources are mapped in **Figure 10.2 and 10.2A**. Photo views illustrating the landscape resources within the study area are illustrated in **Figure 10.2.1 to 10.2.6** inclusive. For ease of reference and co-ordination between text, tables and figures, each landscape resource is given an identity number.

### **Landform**

10.7.3 The study area generally comprises flat reclaimed land. The only topographical feature of note is:

**LR1** – Natural Coastline at the RHKYC at Kellett Island

10.7.4 This approximately 100m long rocky foreshore is the sole remaining stretch of natural coastline between Kennedy Town and Chai Wan and, as such, it also has some minor historical interest.

### *Drainage*

10.7.5 Apart of Victoria Harbour itself, there is no natural drainage or water body in the Study Area.

**LR1A** – Victoria Harbour

10.7.6 The harbour itself is a valuable physical resource and is the one of the key primary elements that generates the unique landscape and visual identity and character of Hong Kong. The “Harbour” area, defined according to the original Protection of Harbour Ordinance, is the area between the Western Harbour Crossing in the west, and the line joining the Hung Hom Ferry Pier and North Point Ferry Pier in the east. This represents an area of approximately 700 hectares.

### ***Open Space and Vegetation***

- 10.7.7 There are several open spaces and amenity areas which provide active and passive recreation opportunities, and which contain areas of existing vegetation which are considered to enhance the landscape and visual quality of the Study Area. These areas are recorded in **Figure 10.2 and 10.2A** and are described below.

#### **LR2 – Academy Podium Garden**

- 10.7.8 The Academy Podium Garden (~0.9ha) is a split-level space containing a water feature, and small open air amphitheatre, with substantial quantities of semi-mature tree planting at grade and along the public footpath adjacent to Gloucester Road. The trees are an important element in diffusing the elevated Fenwick Pier Street flyover from the passive amenity space within the garden. There are approximately 50 trees found within the Garden. Species are primarily *Hibiscus* and *Macaranga* spp. in the garden and *Aleurites moluccana* along the public footpath adjacent to Gloucester Road.

#### **LR3 – Fenwick Pier Street Public Open Space**

- 10.7.9 The public open space (~0.7ha) adjacent to the MTRC ventilation building next to Fenwick Pier Street is laid out in the style of a conventional Leisure and Cultural Services Department (LCSD) garden, with covered seating, raised planters and a children's play area. Trees within the garden are reaching maturity and comprise *Casuarina equisetifolia* along the interface with Fenwick Pier Street, and *Macaranga* and *Ficus* spp. in the garden interior. Whilst the garden seems to be under-utilised in terms of visitors, it is well maintained and provides a valuable green space at the junction of Fenwick Pier Street with Convention Avenue. It contains approximately 90 trees. Part of the Open Space is currently used for temporary working areas.

#### **LR4 – Grand Hyatt Hotel Public Podium Plaza**

- 10.7.10 The public plaza (~0.9ha) adjacent to the Grand Hyatt Hotel boasts sculptures, lawn areas, covered seating and a central water feature. The garden will not be directly affected by the works. Tree planting is limited due to the podium nature of the space and comprises, predominantly, *Hibiscus* spp. and *Melaleuca leucadendron*, with approximately 170 trees in total, none of which will be affected by the works. The garden is elevated above Harbour Road and Convention Avenue, limiting inward views from ground level. The garden is an important visual element, however, for VSRs located in surrounding buildings.

#### **LR5 – Hong Kong Convention and Exhibition Centre Promenade**

- 10.7.11 Vegetation surrounding the HKCEC provides a useful green interface between the extensive hardworks surrounding the development and the harbour edge. The local open space along the waterfront at the north end of the HKCEC (~1.35ha) is a popular resource with both local people and visitors and is well used by recreation fishing lovers. Only the western and eastern extremities (~0.2ha) of this promenade will be directly affected by the works which proposes extension and enhancement of the promenade to the east and west. The promenade tree planting is primarily composed of *Ficus* and *Hibiscus* spp, with shrubs and groundcover beneath, whilst the approach roads are limited to predominantly *Macaranga* spp.

**LR6** – Renaissance Harbour View Hotel Eastern Boundary Landscaping Area

- 10.7.12 The small open space (~0.2ha) at the eastern boundary of the Renaissance Harbour View Hotel is set back from Fleming Road behind raised planters and contains a wide paved space with a water feature. The planters are stocked with *Ficus microcarpa*, the crowns of which have merged in places to form a valuable screen between the hotel lobby and the busy road. There are approximately 37 trees along the northern edge of the area next to Convention Avenue.

**LR7** – Central Plaza Open Space

- 10.7.13 Local open space (~0.43ha) wraps around Central Plaza on two sides. The open space contains a central fountain, a large sculpture, raised planters and seating, and will not be directly affected by the works. *Ficus microcarpa* have been planted in tree grilles at grade and in raised planters with shrubs. The single species tree planting is effective in creating a buffer between the open space and the busy Gloucester Road and Fleming Road. The trees are an important visual asset for VSRs in surrounding buildings and for pedestrians and passing motorists. There are approximately 80 trees in the local open space and the adjacent paved areas.

**LR8** – Harbour Road Garden

- 10.7.14 The garden (~0.54ha) adjacent to the China Resources Building is enclosed on three sides and separated from Harbour Road by a high wall. This layout results in a secluded and sheltered space in an otherwise busy streetscape. The garden is laid out in a traditional Chinese style with a central pool and cascade. A variety of mature and semi-mature trees make the garden an important visual element for VSRs in surrounding buildings, though its principal quality is as peaceful amenity retreat for pedestrians.

**LR9** – Gloucester Road Tree Planting including Cross Harbour Tunnel Entrance Area and Tunnel Approach Rest Garden (LR9A)

- 10.7.15 Mature *Aleurites moluccana* line the northern edge of Gloucester Road located in raised planters adjacent to the China Resources Building, Sun Hung Kai Centre, and the Wan Chai Sports Ground. The trees are of a generally uniform height and size and are of excellent health and amenity quality. The Cross Harbour Tunnel Entrance Area contains Interchange Garden and several amenity areas with assorted trees, shrubs and palms. However there is no overall structure to the planting which is too fragmented to provide a suitable landscape context for the roads. There are approximately 256 trees.

**LR10** – Tree Planting adjacent to Sewage Works, Hung Hing Road

- 10.7.16 Roadside trees line the boundary of the sewage works on Hung Hing Road as it veers north on viaduct and crosses Wan Shing Street. The trees are not uniformly spaced and lack an overall structure, but do provide important visual relief in an otherwise degraded setting. Species consist predominantly of *Aleurites moluccana* and *Ficus* spp. A small sitting out area has been placed beneath the elevated road on the eastern boundary of the sewage works, which is well maintained but appears to be under-utilised. There are approximately 80 trees.



**LR11 – Royal Hong Kong Yacht Club**

- 10.7.17 There are two areas of trees at the Yacht Club, namely *Ficus* spp. laid out in rows within the car park, and *Ficus* spp. and palms planted on the northern boundary adjacent to the club house and restaurant. The car park trees are of a semi-mature to mature size and greatly reduce visual impacts from heavy traffic descending into the Cross Harbour Tunnel. The trees also reduce the visual impact from the car park itself which comprises a substantial area of tarmac in a visually prominent position on the waterfront. There are approximately 80 trees found within the Yacht Club. When viewed from buildings on the southern boundary of Gloucester Road, the Yacht Club vegetation provides a strong contrast with the unvegetated Cargo Handling Basin to the west.

**LR12 – Tree Planting to Southern Boundary of the Police Officers' Club**

- 10.7.18 In common with tree planting (approximate 20 trees) along Gloucester Road to the west the *Aleurites* spp. planted along the southern and western boundaries of the Police Officers' Club are mature, healthy specimens of high visual amenity. Their location along the edge of the busy Canal Street East, as it descends to join Gloucester Road, makes the trees very visible to motorists. They also provide a valuable visual buffer to the users of the Police Officers' Club.

**LR13 – Waterfront area along Causeway Bay Typhoon Shelter (Heritage Precinct during operation)**

- 10.7.19 Causeway Bay Typhoon Shelter (CBTS) has a continuous seawall with landing steps along its southern boundary with Gloucester Road/Victoria Park Road. At the point where Gloucester Road veers to the south-west on elevated structure, the waterfront area becomes wider and accommodates mature and semi-mature tree planting. There are approximately 45 trees. The trees are primarily *Macaranga* spp, *Cassia* spp, *Casuarina* spp, and *Aleurites* spp. Sitting out areas have been provided along the waterfront with flowering shrubs and trees (e.g. *Plumeria rubra*) located in raised planters. The trees along the waterfront are an important greening element for the Victoria Park Road corridor and provide a soft visual interface with the waterfront. This area will be preserved and the historical elements of CBTS will be enhanced. The floating Tin Hau Temple on-shore to the site of the existing A-King boatyard will be re-provisioned.

**LR14 – Victoria Park**

- 10.7.20 Victoria Park (portion north of Causeway Bay Road is ~19.3ha) contains approximately 2,500 trees within its bounds, most of which are located in the northern half of the park. There are some mature trees at its northern boundary with Victoria Park Road. These trees are an important visual resource for VSRs along Victoria Park Road and Gloucester Road and help to define the character of this eastern end of the Study Area. There are several examples of the protected species *Ailanthus fordii* in the north-west corner of the Park, one of which is a Champion Tree. There are several other Champion trees in the northern end of the Park, including two *Washingtonia robusta*, one *Taxodium distichum* and fifteen *Roystonea regia*. Views from the Park into the Study Area are largely screened by vegetation, though there remains a negative visual impact from heavy westbound traffic on the IEC. There are two lawn bowl greens at the northern part of the Victoria Park.

**LR15 – Harcourt Garden**

- 10.7.21 Harcourt Garden (~1.5ha) is a public open space built on top of an underground car park and opened in 1992. It contains approximately 450 trees.

**LR16 – Wan Chai Sports Ground**

- 10.7.22 This is a major recreational facility (~2.5ha) with high landscape value. This facility, combined with the adjacent indoor sports centre and training pool to the west, is a major landscape node which should be reinforced in any future development. It is an attraction which may, in future, draw pedestrian movement in an east-west direction along the waterfront. There are approximately 43 trees.

**LR20 – Street trees along Convention Avenue and Hung Hing Road**

- 10.7.23 There are approximately 56 street trees located along Convention Avenue and Hung Hing Road.

**LR21 –Tung Lo Wan Garden**

- 10.7.24 This is a small local open space (0.3ha) on the east side the westbound slip road from Victoria Park Road and connected to Victoria Park. The space would not be affected by the works. There are approximately 38 trees located in the space.

**LR22 – Amenity Areas between Fenwick Peer Street and Harbour Road**

- 10.7.25 This is a small amenity area (Approx. 550m<sup>2</sup>) between Harbour Road and Fenwick Pier Street. There are 28 trees, including *Albizia lebbbeck*, *Melaleuca quinquenervia* and *Roystonea regia*.

**LR23 – Planned Open Space for Street Market with Outdoor Performance Area**

- 10.7.26 This is a new open space (3 ha) near HKCEC as a result of reclamation. This open space will link up with the planned regional open space (CDE2) reclaimed under Central Reclamation Phase III and form part of the Wanchai waterfront promenade.

**LR24 – Planned Waterfront Regional Open Space**

- 10.7.27 This is a new open space (4 ha) near HKCEC reclaimed under proposed development. This open space will connect to the existing HKCEC Open spaces and form part of the Wanchai waterfront promenade.

**LR25 – Planned Kiosks and Leisure Boating Area, and Water Sport Centre**

- 10.7.28 This area is the existing Wanchai Public Cargo Working Area will be redeveloped to a water recreation precinct.

**LR26 – Planned Waterfront Park**

- 10.7.29 This is a reclaimed area at North Point to be planned as a waterfront park. A 20m landscaped walkway along the waterfront of the Oil Street development and a 15m landscaped walkway along Oil Street to waterfront park will be provided.

### *Cultural Landscape Resources*

10.7.30 In addition to the resources identified above, there are several additional cultural landscape resources that exist within the Study Area. These are described as follows:

#### **LR17** – Noonday Gun

10.7.31 The Noonday Gun in this small open space (0.05ha) is of historic and cultural interest and is a minor tourist attraction.

#### **LR18** – Floating Tin Hau Temple

10.7.32 This is located in Causeway Bay Typhoon Shelter and is of cultural interest.

#### **LR19** – Typhoon Shelter

10.7.33 This provides moorings for many boats, including yachts associated with the RHKYC and cruisers, and is an area of very high landscape value. The character of the 'marina' is a major visual focus in the area.

### *Landscape Character Zones*

10.7.34 Landscape character zones have been identified within the Study Area. These are described below and illustrated in **Figure 10.3** and **10.3A**.

#### **LZ1** – Fleet Arcade, Wan Chai West Sewage Screening Plant

10.7.35 The low-rise development of the Servicemen's Guides Association Building, commonly referred to as the Fleet Arcade, is of low visual amenity and does not dominate the surrounding space. Adjacent to the three-storey building to the east is the Wan Chai West Sewage Screening Plant.

#### **LZ2** – The Hong Kong Academy for Performing Arts (HKAPA)

10.7.36 This zone is occupied primarily with the HKAPA building and its garden area and car park. The HKAPA is a medium rise development with largely windowless facades which is visually dominated by a blue steel frame on its western facade. A raised walled garden extends to the west which contains a small amphitheatre, hard paving and tree planting.

#### **LZ3** - Fenwick Pier Street Public Open Space

10.7.37 This small open space is primarily paved. Tree and shrub planting are provided in raised planters. Some street furniture items such as benches are also present. This space offers good views out over the Harbour to the Kowloon peninsula. Part of the Open Space is currently used for temporary working areas.

#### **LZ4** – The HKCEC Open Space

10.7.38 This is a podium sculpture garden on top of a car park which is accessible to the public. It comprises raised planters, grass areas and tree planting. Paved pathways meander through the space. Good views are afforded over the harbour. The garden space also enhances the amenity of the Grand Hyatt entry and lobby.

**LZ5** – The HKCEC, Grand Hyatt / Renaissance Harbour View Hotels

- 10.7.39 This is a block development occupying an entire city block. It is a visually dominating structure of glass and brown granite. Its huge scale provides a backdrop to the new HKCEC Extension. Its block like form contrasts with the curves of the HKCEC Extension structure. Together, these structures visually define the western end of the Study Area, and provide visually impermeable mass which blocks views to the south.

**LZ5A** – Renaissance Harbour View Plaza

- 10.7.40 This is a paved forecourt space with groves of fig trees and lawns. Some seating areas are provided beneath the tree canopies, the majority of which are located in raised planters. Narrow water features extend around the edge of the hotel facade.

**LZ6** – The HKCEC Extension

- 10.7.41 The HKCEC Extension is the visual focus of Hong Kong Harbour. It dominates the Hong Kong Island north-shore. Its form and unusual roof, combined with glass and light coloured stone facade create an attractive defining form within the Study Area.

**LZ6A** – The HKCEC Extension Open Space

- 10.7.42 This area primarily comprises a public promenade extending around the entire perimeter of the HKCEC Extension. This is a wide paved promenade with tree palm and shrub planting. It provides important public access to the harbour edge and is used for strolling, recreation fishing and general passive recreation activities. This space also includes a ferry pier and plazas containing commemorative 'Handover' sculptures. The space also functions as a visual platform for the building. The seawall comprises custom steel railings mounted upon a curved granite foot wall above a sloping granite rock armoured wall.

**LZ7** – Government Towers, Shui On Centre

- 10.7.43 This zone comprises three Government tower blocks, the Young Men's Christian Association (YMCA) block, Telecom House, the Hong Kong Arts Centre and Shui On Centre. The three Government towers (the Wan Chai, Revenue and Immigration Towers) are dark, imposing buildings visually dominating the area, due to their overall height and mirror glass facades, set against black cladding.

**LZ7A** – Gloucester Road Garden

- 10.7.44 The three Government Towers define the plaza/forecourt which is an important passive recreation space comprising paving, water features, sculptures and tree planting. The plaza is busy throughout the day and is used by office staffs and visitors.

**LZ8** – Central Plaza

- 10.7.45 This is one of the tallest buildings in Hong Kong and dominates the Hong Kong Island skyline. It is a highly recognisable form and is seen as a visual landmark.

**LZ8A – Central Plaza Open Space**

- 10.7.46 This is an attractive plaza space primarily functioning as a forecourt to Central Plaza. It a large area paved with homogenous tiles and a cascading water feature in its centre. Vegetation is characterised by dense fig tree planting mainly in raised planters with shrubs and ground cover. The vegetation is well maintained and provides important visual relief from the surrounding hard surface.

**LZ9 – China Resources Building, Sun Hung Kai Centre**

- 10.7.47 This zone comprises of a number of office buildings and three older residential blocks. The China Resources Building has some wide podium-top deck areas which are important for pedestrian circulation and passive recreation. The Sun Hung Kai Centre is visually dominating with a dark glass facade and white edges. Pedestrian links are provided to adjacent developments above street level.

**LZ9A – Harbour Road Garden**

- 10.7.48 This is a quiet, walled Chinese style garden at street level, offering quiet shaded seating areas beneath pergolas, gazebos and trees. Its design concept is based on a traditional Chinese Garden with water, in the form of ponds and a waterfall cascade, as the focal element.

**LZ10 – Great Eagle Centre, Harbour Centre**

- 10.7.49 The Great Eagle Centre consists of a dark twin tower development on podium. Of particular note are the large advertising signs occupying the harbour front facade of the podium. These are prominent structures and can be seen from the harbour and from Kowloon.

**LZ11 – Public Transport Interchange (PTI)**

- 10.7.50 This bus interchange is a busy, concrete hardstand area which generally is not a comfortable pedestrian environment. Of particular note are the overhead walkways linking the Wan Chai Ferry Pier and Harbour Centre. Their red roofs and blue steel box frames make them a visually striking element in this zone.

**LZ12 –Harbour Road Sports Centre, Wan Chai Swimming Complex**

- 10.7.51 This is a public recreation complex consisting of a low rise hall and outdoor training pool. The ground floor on the Harbour Road side is set within an attractively planted garden and car park.

**LZ13 – Wan Chai Ferry Pier**

- 10.7.52 The Wan Chai Ferry Pier consists of a pier structure of a similar style to the Central Star Ferry Pier. It is an important transport node, which, in conjunction with the adjacent PTI across the road, creates a very active space.

**LZ14 – Wan Chai Sports Ground**

- 10.7.53 The Wan Chai Sports Ground is the largest open area within the Study Area. Although access and use is controlled and limited, it allows open air space above which contrasts with the surrounding built up development and allows views across the Study Area from developments to the west and south.

**LZ15** – Society for the Prevention of Cruelty to Animals (SPCA) Building and Utilities

- 10.7.54 This zone consists of a number of small buildings and utility structures occupying two small blocks. Its main landscape assets are the trees, many of which are mature, which are scattered around the perimeter of the development.

**LZ16** – Wan Chai Interchange

- 10.7.55 This zone consists of intersecting multi-lane roadways divided by areas of open amenity space. Most of this open space consists of grass areas and shrub patterning. Access to these areas is limited to the central garden (Zone 16A described below), other areas are inaccessible to the public.

**LZ16A** – Tunnel Approach Rest Garden

- 10.7.56 This zone consists of the central garden within the Cross Harbour Tunnel interchange Area. It is accessible from overhead walkways and provides an attractive passive park with a central waterwall. Its position in the middle of the interchange limits its value as an open space, but it is an attractive, if fleeting, visual element to motorists and provides some visual interest to VSRs in buildings located along the southern edge of Gloucester Road.

**LZ17** – Ex-Wan Chai Public Cargo Working Area (planned as Water Recreation Precinct)

- 10.7.57 This zone comprises a hardstand wharf area and a small enclosed waterway. The marine facility is now vacant, with the cargo working area previously relocated to Chai Wan. A temporary government helipad is located on the breakwater. Currently, the area is generally unsightly, and has been fenced off with tall steel railings.
- 10.7.58 This area is proposed for water recreation uses during operation. ‘Water recreation’ is the main theme for this area as the basin is already protected against seawaves. A water sports centre and a harbour education centre are proposed, with new landing steps built into the seawall providing access to the water. The land area by the harbour-side will be developed into a leisure area for public use.

**LZ18** – The Royal Hong Kong Yacht Club (RHKYC)

- 10.7.59 The RHKYC consists of a small building with maritime references with surrounding terraces, pool court and car park. The car park and terrace areas contain some significant tree planting. Much of the site is taken up with hardstand for the boat service area. Of particular significance is the fact that this site has one of the last remaining areas of natural coastline on the Harbour waterfront and was originally an island (Kellett Island) accessed by boat from Causeway Bay.

**LZ19** – The Police Officers’ Club

- 10.7.60 This complex consists of a number of linked buildings with an outdoor pool, tennis courts and car park area. This area also has several mature trees on its perimeter. A line of mature trees is located along the club boundary with Gloucester Road which is an effective greening element within a busy vehicular corridor.

**LZ20 – The Noonday Gun, Typhoon Shelter Edge**

- 10.7.61 This zone consists of a narrow paved promenade stretching alongside the typhoon shelter waterfront. Of particular significance are the Noonday Gun and the existing mature trees located between the promenade path and Victoria Park Road. Due to the location of the Noonday Gun, this small area is a recognised land mark and visitor destination.

**LZ21 – The Causeway Bay Typhoon Shelter**

- 10.7.62 The Typhoon Shelter provides moorings for many craft including yachts, cruisers, sampans and 'junks'. It has a high value as an area of visual interest. Its 'marina' style atmosphere makes it a significant area within the Study Area. However, the vent structure associated with the CHT, which is located adjacent to the yacht club, is unattractive and visually dominating.

**LZ22 – Shipyard and Fire Station**

- 10.7.63 This zone comprises a shipyard, fire station, an electrical substation and residual water area of the Typhoon Shelter. This zone is visually separated from the rest of the typhoon shelter by the overhead road structure of the Island Eastern Corridor (IEC). Some significant mature trees also exist in this zone.

**LZ23 – Gloucester Road, Victoria Park Road**

- 10.7.64 This is a major road with little pedestrianised streetscape. It forms the southern boundary of the Study Area. It is a busy dual-3 lane highway with fast moving vehicles and numerous slip lanes and is generally not a comfortable pedestrian space. It is a major artery for the Central and Wan Chai areas. Despite the lack of space set aside for landscaping, Gloucester Road maintains some important tree planting notably along its central reservation and within pavement areas adjacent to the China Resource Building and Sun Hung Kai Centre.

**LZ24 – Harbour Road**

- 10.7.65 This is a smaller road with wider footpaths and some streetscape atmosphere. This road extends from Wan Chai through to the Hong Kong Academy for Performing Arts servicing the adjacent developments. Street tree planting is generally immature but is beginning to provide a useful greening effect along this corridor.

**LZ25 – Convention Avenue**

- 10.7.66 Convention Avenue runs between the HKCEC and its Extension providing a loop with Harbour Road. The avenue benefits from an adjacent sitting out area along its northern edge.

**LZ26 – Fleming Road**

- 10.7.67 Fleming Road is dominated by the viaduct structure which rises to cross Gloucester Road to the south. There has been some tree planting carried out along the pavements and within the central reservation but this area is uncomfortable for pedestrians due to high traffic volumes and numerous road junctions.

**LZ27 – Tonnochy Road**

- 10.7.68 Tonnochy Road is dominated by the Sun Hung Kai Centre and the Wan Chai Sports Ground. The road is elevated as it links with Gloucester Road.

**LZ28** –Marsh Road, Hung Hing Road, Wan Shing Street

- 10.7.69 These roads do not have a welcoming pedestrian environment due to the light industrial nature of adjacent land, large numbers of heavy goods vehicles and narrow footpaths.

**LZ29** – Victoria Harbour

- 10.7.70 The harbour resource is defined by Hong Kong Island and Kowloon Peninsula and is characterised by craft including ‘Star’ ferries, private vessels, cargo ships, and cruise ships. Access to the southern harbour edge for passive recreation is limited to the Fenwick Pier, the HKCEC Extension promenade, the Yacht Club, and the Noon Day Gun. The harbour is the visual focus for north and south facing development on Hong Kong Island and Kowloon Peninsula respectively. In turn, it is dominated by these urban skylines.

**LZ30** –Island Eastern Corridor

- 10.7.71 This road is inaccessible to pedestrians. There are large numbers of heavy goods vehicles and narrow footpaths.

**LZ31** – Victoria Park

- 10.7.72 This is regional open space provide both active and passive recreation for the region.

**LZ32** –Fleet Arcade and Planned HKAPA Extension and Open Space

- 10.7.73 This planned HKAPA Extension and Open Space will replace Wan Chai West Sewage Screening Plant and Fenwick Pier Street Public Open Space.

**LZ33** – Planned Open Space for Street Market with Outdoor Performance Area

- 10.7.74 This is a new open space (3 ha) near HKCEC as a result of reclamation. This open space will link up with the planned regional open space (CDE2) reclaimed under Central Reclamation Phase III and form part of the Wanchai waterfront promenade. It will form part of the proposed Arts and Culture Precinct. An ‘arts and culture’ theme is proposed for this part of harbour-front enhancement to enhance the existing character by providing complementary uses, such as outdoor performance areas, street markets, waterfront related retail uses, etc. These facilities will also provide services to visitors to the Golden Bauhinia Square, an important tourist attraction and icon of Hong Kong.

**LZ34** – Planned Waterfront Regional Open Space

- 10.7.75 This is a planned waterfront regional open space to the east of HKCEC. A ‘water park’ theme is recommended to this precinct. Ornamental lakes (or water gardens), fountains and other water features will be the main features of this theme with the provision of pathways and small bridges around and through these water features. An amphitheatre for performance with fountain show is proposed to provide a new experience of open-air entertainment surrounded by water.

**LZ35** – Planned Waterfront Park

- 10.7.76 This is a planned waterfront park under the proposed reclamation along the harbour-front to the east of CBTS. A ‘leisure and recreation’ theme is proposed for this local park to address the shortfall of open space in the district and for opening up the currently inaccessible North Point waterfront. This new harbour-front create a continue promenade. The park will be mainly for passive recreation and small food kiosks and beverage outlets are proposed.



**LZ36 – Planned Regional Open Space**

10.7.77 This is planned open space reclaimed under Central Reclamation Phase III. The water front landscape character will be further extended to the proposed open space reclaimed under the proposed development.

***Landscape Sensitivity to Change***

10.7.78 The landscape resources and landscape character zones that will be potentially affected during the construction phase and operation phase, together with their sensitivity to change, are listed in **Table 10.2**.

**Table 10.2 List of the Landscape Resources / Landscape Character Zones and Their Sensitivity to Change**

<b>Id. No.</b>	<b>Landscape Resource / Landscape Character Zone</b>	<b>Sensitivity to Change (Low, Medium, High)</b>
LR1	Natural Coastline at the RHKYC at Kellett Island	High
LR1A	Victoria Harbour	High
LR2	Academy Podium Garden	High
LR3	Fenwick Pier Street Public Open Space	High
LR4	Grand Hyatt Hotel Public Podium Plaza	High
LR5	Hong Kong Convention and Exhibition Centre Promenade	High
LR6	Renaissance Harbour View Hotel Eastern Boundary Landscaping	High
LR7	Central Plaza Open Space	High
LR8	Harbour Road Garden	High
LR9	Gloucester Road Tree Planting including Cross Harbour Tunnel Entrance Area	High
LR9A	Tunnel Approach Rest Garden	High
LR10	Tree Planting adjacent to Sewage Works, Hung Hing Road	Medium
LR11	Royal Hong Kong Yacht Club	High
LR12	Tree Planting to Southern Boundary of the Police Officers' Club	High
LR13	Waterfront area along Causeway Bay Typhoon Shelter	High
LR14	Victoria Park	High
LR15	Harcourt Garden	High
LR16	Wan Chai Sports Ground	High
LR17	Noon Day Gun	High
LR18	Floating Tin Hau Temple	High
LR19	Typhoon Shelter	Medium
LR20	Street trees along Convention Avenue and Hung Hing Road	Medium
LR21	Tung Lo Wan Garden	High
LR22	Amenity Areas between Fenwick Peer Street and Harbour Road	High
LR23	Planned Open Space for Street Market with Outdoor Performance Area	High
LR24	Planned Waterfront Regional Open Space	High
LR25	Planned Kiosks and Leisure Boating Area, and Water Sport Centre	High
LR26	Planned Waterfront Park	High

<b>Id. No.</b>	<b>Landscape Resource / Landscape Character Zone</b>	<b>Sensitivity to Change (Low, Medium, High)</b>
LZ1	Fleet Arcade / Wan Chai West Sewage Screening Plant	Low
LZ2	The Hong Kong Academy for Performing Arts (HKAPA)	High
LZ3	Fenwick Pier Street Public Open Space	High
LZ4	The HKCEC Open Space	High
LZ5	The HKCEC, Grand Hyatt, Renaissance Harbour View Hotels	High
LZ5A	Renaissance Harbour View Plaza	High
LZ6	The Hong Kong Convention and Exhibition Centre Extension	High
LZ6A	The Hong Kong Convention and Exhibition Centre Extension Open Space	High
LZ7	Government Towers, Shui On Centre	High
LZ7A	Gloucester Road Garden	High
LZ8	Central Plaza	High
LZ8A	Central Plaza Open Space	High
LZ9	China Resources Building, Sun Hung Kai Centre	High
LZ9A	Harbour Road Garden	High
LZ10	Great Eagle Centre, Harbour Centre	High
LZ11	Public Transport Interchange (PTI)	Low
LZ12	Harbour Road Sports Centre, Wan Chai Swimming Complex	Medium
LZ13	Wan Chai Ferry Pier	Medium
LZ14	Wan Chai Sports Ground	High
LZ15	Society for the Prevention of Cruelty to Animals (SPCA) Building and Utilities	Medium
LZ16	Wan Chai Interchange	Medium
LZ16A	Tunnel Approach Rest Garden	Medium
LZ17	Ex-Wan Chai Public Cargo Working Area	Low
LZ18	The Royal Hong Kong Yacht Club (RHKYC)	High
LZ19	The Police Officers' Club	High
LZ20	The Noon Day Gun, Typhoon Shelter Edge	High
LZ21	The Causeway Bay Typhoon Shelter	Medium
LZ22	Shipyards and Fire Station	Low
LZ23	Gloucester Road, Victoria Park Road	Medium
LZ24	Harbour Road	Medium
LZ25	Convention Avenue	Medium
LZ26	Fleming Road	Medium
LZ27	Tonnochy Road	Medium
LZ28	Marsh Road, Hung Hing Road, Wan Shing Street	Medium
LZ29	Victoria Harbour	High
LZ30	Island Eastern Corridor	Low
LZ31	Victoria Park	High
LZ32	Fleet Arcade and Planned HKAPA Extension and Open Space	High
LZ33	Planned Open Space for Street Market with Outdoor Performance Area	High
LZ34	Planned Waterfront Regional Open Space	High

Id. No.	Landscape Resource / Landscape Character Zone	Sensitivity to Change (Low, Medium, High)
LZ35	Planned Waterfront Park	High
LZ36	Planned Regional Open Space	High

*Zone of Visual Influence (ZVI)*

10.7.79 The primary and secondary ZVI for the Project during the construction and operation phases are illustrated in **Figure 10.4, 10.4A** and **10.4B**. Photo views illustrating the Visual Sensitive Receivers (VSRs) within the study area are illustrated in **Figure 10.4.1-10.4.10**. Primary ZVI is the area within 2000m from the proposed developments while secondary ZVI is the area with an average distance of more than 2000m from the developments.

*Visual Sensitive Receivers (VSRs)*

10.7.80 **Table 10.3** lists the key VSRs found within the ZVIs. For ease of reference, each VSR is given an identity number, which is used in all relevant tables and figures in this report. VSR are divided into 6 types: Commercial, Commercial/ Residential, Residential, Recreational, Government/ Institution/ Community and Transport related.

10.7.81 “Frequency of View” depends on the type and nature of VSRs: all hotel-related VSRs, Residential VSRs and Commercial/ Residential VSRs are frequent; all other commercial VSRs are occasional; for Government/ Institution/ Community VSRs, institution-related, post-office-related VSRs and those with ‘Glimpse Degree of Visibility’ are rare, all other Government/ Institution/ Community VSRs are occasional; all Recreational VSRs within the waterfront are very frequent, those with ‘glimpse Degree of Visibility’ are rare, the others are occasional; transport related VSRs depends on ‘Minimum Distance between VSRs and Impact Source’ and ‘Degree of Visibility’, S1 and T3 are Frequently because they have 0-10 m ‘Minimum Distance between VSRs and Impact Source’ and ‘Full Degree of Visibility’, T1 and T2 are rare because they have 500-1000 m ‘Minimum Distance between VSRs and Impact Source’ and ‘Partial Degree of Visibility’. Exceptions on “Frequency of View” include C2 is rare because it is more transported related; GIC11 is Frequent because it is hotel-related.

10.7.82 “Sensitivity to Change” are high for VSRs with medium to many ‘Number of Individuals’, good ‘Quality of Existing View’, 0-200 m ‘Minimum Distance between VSRs and Impact Source’, partial to full ‘Degree of Visibility’ **and** occasional to very frequent ‘Frequency of View’; “Sensitivity to Change” are low for VSRs with glimpse ‘Degree of Visibility’, equal or more than 950 m ‘Minimum Distance between VSRs and Impact Source’, **or** rare ‘Frequency of View’; otherwise “Sensitivity to Change” are Medium.

**Table 10.3 Visual Sensitive Receivers (VSRs) and Their Sensitivity to Change**

<b>Id. No.</b>	<b>Key Visual Sensitive Receivers (VSRs)</b>	<b>Type of VSRs</b>	<b>Number of Individuals (Many/Medium/Few/Very Few)</b>	<b>Quality of Existing View (Good/Fair/Poor)</b>	<b>Availability of Alternative Views (Yes/No)</b>	<b>Minimum Distance between VSRs and Impact Source (m)</b>	<b>Degree of Visibility (Full/Partial/Glimpse)</b>	<b>Frequency of View (Very Frequent/Frequent/Occasional/Rare)</b>	<b>Sensitivity to Change (Low, Medium, High)</b>
<b>Part 1 - Existing VSRs</b>									
C1	International Finance Centre	Commercial	Medium	Good	Yes	1000	Full	Occasional	Low
C2	Hong Kong Station Development Phase 2	Commercial	Medium	Good	Yes	1030	Partial	Rare	Low
C3	Exchange Square	Commercial	Medium	Good	Yes	1050	Partial	Occasional	Low
C4	Jardine House	Commercial	Medium	Good	Yes	980	Partial	Occasional	Low
C5	Mandarin Hotel	Commercial	Medium	Good	Yes	950	Partial	Frequent	Low
C6	Hong Kong Club	Commercial	Medium	Good	Yes	800	Partial	Occasional	Medium
C7	Ritz Carlton Hotel	Commercial	Medium	Good	Yes	740	Partial	Frequent	Medium
C8	AIA Tower	Commercial	Medium	Good	Yes	690	Partial	Occasional	Medium
C9	Hutchison House	Commercial	Medium	Good	Yes	620	Partial	Occasional	Medium
C10	Bank of America Tower	Commercial	Medium	Good	Yes	580	Partial	Occasional	Medium
C11	Far East Financial Centre	Commercial	Medium	Good	Yes	480	Partial	Occasional	Medium
C12	Admiralty Centre	Commercial	Medium	Good	Yes	400	Partial	Occasional	Medium
C13	United Centre	Commercial	Medium	Good	Yes	450	Partial	Occasional	Medium
C14	CITIC Tower	Commercial	Medium	Good	Yes	160	Partial	Occasional	High
C15	Fleet Arcade	Commercial	Medium	Good	Yes	0	Full	Occasional	High
C16	Asian House	Commercial	Medium	Good	Yes	350	Partial	Occasional	Medium
C17	Chung Nam Building	Commercial	Medium	Good	Yes	300	Glimpse	Occasional	Low
C18	Fleet House, Harcourt House	Commercial	Medium	Good	Yes	250	Full	Occasional	Medium
C19	Telecom House, Hong Kong Arts Centre, Harbour View International House	Commercial	Medium	Good	Yes	130	Full	Occasional	High
C20	Shui On Centre	Commercial	Medium	Good	Yes	130	Full	Occasional	High
C21	Central Plaza	Commercial	Medium	Good	Yes	130	Partial	Occasional	High
C22	Grand Hyatt Hotel	Commercial	Medium	Good	Yes	10	Full	Frequent	High

97103\_EIA9 (Dec07)

Id. No.	Key Visual Sensitive Receivers (VSRs)	Type of VSRS	Number of Individuals (Many/Medium/Few/Very Few)	Quality of Existing View (Good/Fair/Poor)	Availability of Alternative Views (Yes/No)	Minimum Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/Partial/Glimpse)	Frequency of View (Very Frequent/Frequent/Occasional/Rare)	Sensitivity to Change (Low, Medium, High)
C23	Renaissance Harbour View Hotel	Commercial	Medium	Good	Yes	10	Full	Frequent	High
C24	Hong Kong Convention and Exhibition Centre	Commercial	Medium	Good	No	0	Full	Occasional	High
C25	Great Eagle Centre	Commercial	Medium	Good	Yes	70	Full	Occasional	High
C26	Harbour Centre	Commercial	Medium	Good	Yes	60	Full	Occasional	High
C27	China Resources Building	Commercial	Medium	Good	Yes	120	Full	Occasional	High
C28	Sun Hung Kai Centre	Commercial	Medium	Good	Yes	140	Full	Occasional	High
C29	AXA Centre	Commercial	Medium	Good	Yes	280	Partial	Occasional	Medium
C30	Sino Plaza	Commercial	Medium	Good	Yes	340	Full	Occasional	Medium
C31	World Trade Centre	Commercial	Medium	Good	Yes	550	Full	Occasional	Medium
C32	Excelsior Hotel	Commercial	Medium	Good	Yes	50	Full	Frequent	High
C33	The Park Lane Hotel	Commercial	Medium	Good	Yes	200	Partial	Frequent	High
C34	Windsor House	Commercial	Medium	Fair	Yes	750	Partial	Occasional	Medium
C35	19-31 Yee Wo Street	Commercial	Medium	Fair	Yes	820	Partial	Occasional	Medium
C36	Citicorp Centre	Commercial	Medium	Good	Yes	180	Full	Occasional	High
C37	Victoria Centre	Commercial/Residential	Medium	Good	Yes	50	Full	Occasional	High
C38	Ocean Terminal	Commercial	Medium	Good	Yes	1300	Full	Occasional	Low
C39	Star House	Commercial	Medium	Good	Yes	1200	Full	Occasional	Low
C40	Peninsula Hotel	Commercial	Medium	Good	No	1200	Full	Frequent	Low
C41	Sheraton Hotel	Commercial	Medium	Good	No	1250	Full	Frequent	Low
C42	InterContinental Hotel	Commercial	Medium	Good	No	1100	Full	Frequent	Low
C43	New World Centre and Hotel	Commercial	Medium	Good	No	1200	Full	Frequent	Low
C44	Wing On Plaza	Commercial	Medium	Good	No	1610	Full	Occasional	Low
C45	Shangri-La Hotel	Commercial	Medium	Good	No	1610	Full	Frequent	Low
C46	Tsim Sha Tsui Centre	Commercial	Medium	Good	No	1590	Full	Occasional	Low
C47	Empire Centre	Commercial	Medium	Good	No	1580	Full	Occasional	Low

Id. No.	Key Visual Sensitive Receivers (VSRs)	Type of VSRs	Number of Individuals (Many/Medium/Few/Very Few)	Quality of Existing View (Good/Fair/Poor)	Availability of Alternative Views (Yes/No)	Minimum Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/Partial/Glimpse)	Frequency of View (Very Frequent/Frequent/Occasional/Rare)	Sensitivity to Change (Low, Medium, High)
C48	Grand Stamford Harbour View Hotel	Commercial	Medium	Good	No	1580	Full	Frequent	Low
C49	Nikko Hotel	Commercial	Medium	Good	Yes	1580	Full	Frequent	Low
C50	Four Season Hotel	Commercial	Medium	Good	No	1700	Partial	Frequent	Low
C51	Harbour Plaza Metropolis	Commercial	Medium	Good	Yes	1230	Full	Frequent	Low
C52	AIA Tower	Commercial	Medium	Good	Yes	100	Full	Occasional	High
C53	Newton Hotel	Commercial	Medium	Good	Yes	140	Full	Frequent	High
C54	Electric Centre	Commercial	Medium	Good	Yes	40	Full	Occasional	High
C54A	Sea View Estate	Commercial	Medium	Good	Yes	20	Full	Occasional	High
C58	Commercial Properties in the Secondary ZVI on the North Slopes of Hong Kong Island	Commercial	Medium	Good	Yes	3000	Partial	Occasional	Low
C/R1	Causeway Centre	Commercial/ Residential	Medium	Good	Yes	120	Full	Frequent	High
C/R2	160-169 Gloucester Road	Commercial/ Residential	Medium	Good	Yes	280	Full	Frequent	Medium
C/R3	210-226 Gloucester Road	Commercial/ Residential	Medium	Good	Yes	280	Full	Frequent	Medium
C/R4	Elizabeth House	Commercial/ Residential	Medium	Good	Yes	280	Full	Frequent	Medium
C/R5	Riviera Mansion	Commercial/ Residential	Medium	Good	Yes	50	Full	Frequent	High
C/R6	Prospect Mansion	Commercial/ Residential	Medium	Good	Yes	60	Full	Frequent	High
C/R7	Miami Mansion	Commercial/ Residential	Medium	Good	Yes	70	Full	Frequent	High
C/R8	Marco Polo Mansion	Commercial/ Residential	Medium	Good	Yes	80	Full	Frequent	High
C/R9	Victoria Park Mansion	Commercial/ Residential	Medium	Good	Yes	150	Partial	Frequent	High
C/R10	Chesterfield Mansion	Commercial/ Residential	Few	Fair	Yes	250	Partial	Frequent	Medium
C/R11	Greenfield Mansion	Commercial/ Residential	Few	Fair	Yes	300	Partial	Frequent	Medium
C/R12	Properties fronting Causeway Road	Commercial/ Residential	Medium	Good	Yes	710	Partial	Frequent	Medium
C/R13	Park Towers	Commercial/ Residential	Medium	Good	Yes	250	Full	Frequent	Medium

<b>Id. No.</b>	<b>Key Visual Sensitive Receivers (VSRs)</b>	<b>Type of VSRs</b>	<b>Number of Individuals (Many/Medium/Few/Very Few)</b>	<b>Quality of Existing View (Good/Fair/Poor)</b>	<b>Availability of Alternative Views (Yes/No)</b>	<b>Minimum Distance between VSRs and Impact Source (m)</b>	<b>Degree of Visibility (Full/Partial/Glimpse)</b>	<b>Frequency of View (Very Frequent/Frequent/Occasional/Rare)</b>	<b>Sensitivity to Change (Low, Medium, High)</b>
C/R14	Viking Garden	Commercial/ Residential	Medium	Good	Yes	100	Full	Frequent	High
C/R15	50-52 Hing Fat Street	Commercial/ Residential	Few	Good	Yes	50	Full	Frequent	High
C/R16	Mayson Garden Building	Commercial/ Residential	Medium	Good	Yes	50	Full	Frequent	High
C/R17	Gordon House	Commercial/ Residential	Few	Good	Yes	50	Full	Frequent	High
C/R18	Belle House	Commercial/ Residential	Medium	Good	Yes	150	Full	Frequent	High
C/R19	Top Glory Tower	Commercial/ Residential	Medium	Fair	Yes	150	Full	Frequent	High
C/R20	Hoi Kung Court	Commercial/ Residential	Medium	Fair	Yes	120	Full	Frequent	High
C/R21	Hoi To Court	Commercial/ Residential	Medium	Fair	Yes	70	Full	Frequent	High
C/R22	Hoi Deen Court	Commercial/ Residential	Medium	Fair	Yes	50	Full	Frequent	High
C/R23	Pacific Place Complex	Commercial/ Residential	Medium	Fair	Yes	560	Partial	Frequent	Medium
GIC1	General Post Office	Government/ Institution/ Community	Medium	Good	Yes	950	Partial	Rare	Low
GIC2	City Hall	Government/ Institution/ Community	Medium	Good	Yes	660	Partial	Occasional	Medium
GIC3	PLA Headquarters at Tamar	Government/ Institution/ Community	Medium	Good	Yes	480	Full	Occasional	Medium
GIC4	Hong Kong Police Force Headquarters, May House	Government/ Institution/ Community	Medium	Good	Yes	340	Full	Occasional	Medium
GIC5	Revenue Tower	Government/ Institution/ Community	Medium	Good	Yes	250	Full	Occasional	Medium
GIC6	Wan Chai Tower	Government/ Institution/ Community	Medium	Good	Yes	260	Full	Occasional	Medium
GIC7	Police Officers' Club	Government/ Institution/ Community	Medium	Good	Yes	250	Partial	Occasional	Medium

Id. No.	Key Visual Sensitive Receivers (VSRs)	Type of VSRs	Number of Individuals (Many/ Medium/ Few/ Very Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Minimum Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Frequency of View (Very Frequent/ Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
GIC8	Queen's College	Government/ Institution/ Community	Medium	Fair	Yes	450	Glimpse	Rare	Low
GIC9	Hing Fat Street Post Office	Government/ Institution/ Community	Medium	Fair	Yes	650	Glimpse	Rare	Low
GIC10	Victoria Park School for the Deaf	Government/ Institution/ Community	Medium	Fair	Yes	150	Partial	Rare	Low
GIC11	YMCA	Government/ Institution/ Community	Medium	Good	Yes	1220	Full	Frequent	Low
GIC12	Electric Road Municipal Services Building	Government/ Institution/ Community	Medium	Good	Yes	100	Partial	Occasional	High
O1	Fenwick Pier Street Public Open Space	Recreational	Medium	Fair	Yes	5	Glimpse	Rare	Low
O2	HKCEC Open Space	Recreational	Medium	Fair	Yes	5	Partial	Occasional	High
O3	HKCEC Extension Open Space and Promenade	Recreational	Medium	Good	Yes	0	Full	Very Frequent	High
O4	Renaissance Harbour View Plaza	Recreational	Medium	Fair	Yes	5	Glimpse	Rare	Low
O5	Central Plaza Open Space	Recreational	Medium	Fair	Yes	120	Glimpse	Rare	Low
O6	Wanchai Sports Ground	Recreational	Medium	Fair	Yes	20	Glimpse	Rare	Low
O7	Tunnel Approach Rest Garden	Recreational	Medium	Fair	Yes	150	Glimpse	Rare	Low
O8	Victoria Park	Recreational	Many	Fair	Yes	0	Partial	Occasional	Medium
O9	Tsim Sha Tsui Waterfront Promenade	Recreational	Medium	Good	Yes	1200	Full	Very Frequent	Low
O10	Hill-walkers in the Secondary ZVI on the north slopes of Hong Kong Island	Recreational	Many	Good	Yes	1000 – 2400	Partial	Occasional	Low
OU1	Royal Hong Kong Yacht Club	Recreational	Medium	Good	Yes	0	Full	Occasional	High
R1	Residential Properties fronting Tung Lo Wan Road	Residential	Medium	Good	Yes	870	Partial	Frequent	Medium
R2	Residential Properties in the Secondary ZVI on the north slopes of Hong Kong Island	Residential	Many	Good	Yes	1000 – 2400	Partial	Frequent	Low
R4	Harbour Heights	Residential	Medium	Good	Yes	10	Full	Frequent	High



Id. No.	Key Visual Sensitive Receivers (VSRs)	Type of VSRs	Number of Individuals (Many/ Medium/ Few/ Very Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Minimum Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Frequency of View (Very Frequent/ Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
R5	Residential Properties fronting King Wah Road	Residential	Medium	Good	Yes	80	Full	Frequent	High
R6	City Garden	Residential	Medium	Good	Yes	170	Full	Frequent	High
R7	Provident Centre	Residential	Medium	Good	Yes	400	Glimpse	Frequent	Low
S1	Harbour Traffic	Transport related	Many	Good	Yes	0-1200	Full	Frequent	High
T1	Wanchai North Road Network – vehicular, pedestrian	Transport related	Many	Fair	Yes	100	Partial	Rare	Low
T2	Gloucester Road Corridor – vehicular, pedestrian	Transport related	Many	Fair	Yes	500	Partial	Rare	Low
T3	Island Eastern Corridor	Transport related	Many	Good	Yes	10	Full	Frequent	High
<b>Part 2 - Planned VSRs which are part of WDII</b>									
C55	Planned Trunk Road Administration Building (Beneath Island Eastern Corridor)	Commercial	Medium	Good	No	0	Full	Occasional	High
GIC13	Railway Station WDII/15, Harbour Road Sports Centre and Wan Chai Swimming Pool re-provisioned above the railway station	Government/ Institution/ Community	Medium	Good	Yes	0	Full	Occasional	High
GIC14	Planned Hong Kong Academy of Performing Arts Extension	Government/ Institution/ Community	Many	Good	Yes	0	Full	Occasional	High
O11	Planned Street Market with Outdoor Performance Area	Recreational	Many	Good	No	0	Full	Very Frequent	High
O12	Planned Waterfront Regional Open Space	Recreational	Many	Good	No	0	Full	Very Frequent	High
O13	Planned Kiosks and Leisure Boat Landing Area	Recreational	Many	Good	No	0	Full	Very Frequent	High
O14	Planned Water Sports Centre	Recreational	Many	Good	No	0	Full	Very Frequent	High
O15	Planned Boardwalk	Recreational	Many	Good	No	0	Full	Very Frequent	High
O16	Planned Harbour Education Centre	Recreational	Many	Good	No	0	Full	Very Frequent	High
O17	Planned Local Open Space	Recreational	Many	Good	No	0	Full	Very Frequent	High
O18	Planned Waterfront Park	Recreational	Many	Good	No	0	Full	Very Frequent	High

97103\_EIA9 (Dec07)

Id. No.	Key Visual Sensitive Receivers (VSRs)	Type of VSRs	Number of Individuals (Many/ Medium/ Few/ Very Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Minimum Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Frequency of View (Very Frequent/ Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
OU4	Planned Waterfront Related Commercial and Leisure Use (East – WDII/13, WDII/14, WDII/17)	Recreational	Many	Good	No	0	Full	Very Frequent	High
<b>Part 3 Planned VSRs which are part of the CRIII Development</b>									
GIC15	Planned Central Government Complex (CDE8)	Government/ Institution/ Community	Medium	Good	Yes	0	Full	Occasional	High
GIC16	Planned Government Complex (CDE10)	Government/ Institution/ Community	Medium	Good	Yes	0	Full	Occasional	High
O19	Planned Regional Open Space (CDE2)	Recreational	Many	Good	No	0	Full	Very Frequent	High
OU2	Planned Waterfront Related Commercial and Leisure Uses (CDE4)	Recreational	Many	Good	No	0	Full	Very Frequent	High
OU3	Planned Waterfront Related Commercial and Leisure Uses (CDE9)	Recreational	Many	Good	No	0	Full	Very Frequent	High
GIC17	Planned CDA Development (CDE3)	Recreational	Many	Good	No	0	Full	Very Frequent	High
<b>Part 4 Other Planned VSRs</b>									
C/R24	Planned CDA at North Point	Commercial/ Residential	Medium	Good	Yes	50	Full	Frequent	High
C/R25	Planned CDA (1) at North Point	Commercial/ Residential	Medium	Good	Yes	0	Full	Frequent	High

## 10.8 Landscape Impact Assessment

### Sources of Landscape Impacts

#### *Construction Phase*

10.8.1 Sources of impacts in the construction phase would include:

- construction of the Central - Wan Chai Bypass, including its road tunnel and slip roads, connection to existing IEC, its East Tunnel Portal, Administration Building, Central Ventilation Building, East Ventilation Building and its associated vent shaft, the repovisioned bowling green due to the construction of slip road for CWB (DP1),
- construction of primary/district distributor roads (DP2),
- the physical reclamation itself (DP3),
- construction of a temporary typhoon shelter (DP4),
- construction of new buildings, including Salt Water Pumping Station, Cooling Water Pumping Stations,
- construction of the Wan Chai East Sewage Outfall (DP5) and the pipe,
- construction of Cross-harbour Water Main from Wan Chai to Tsim Sha Tsui, including the dredging work(DP6) and the pipe,
- construction of noise barriers/screening/semi-enclosures,
- construction of landscape decks,
- construction of helipad,
- construction traffic,
- the laying down of utilities, including water, drainage and power,
- temporary site access areas, site cabins and heavy machinery,
- construction site traffic on the reclamation,
- increased road traffic congestion,
- after dark lighting and welding, and
- dust during dry weather.

#### *Operation Phase*

10.8.2 The sources of impacts of the project at the operational stage would be:

- the Central-Wan Chai Bypass, including its tunnel and slip roads, the connection to the existing IEC, the East Tunnel Portal, the Central Ventilation Building, the East Ventilation Building and its associated vent shaft and Administrative Building (DP1), the repovisioned bowling green due to the construction of CWB,
- at grade and elevated roads, new transport infrastructure (DP2),
- the proposed reclamation itself (about 12.7 ha) (DP3),
- Salt Water Pumping Station (DP5),
- the noise barriers/screening/semi-enclosures,
- landscape decks,
- helipad, and
- extensive landscaped spaces.

### Degree of compatibility of the Project and associated Works

- 10.8.3 The proposed harbour front open spaces under reclamation (DP3) are in accordance with the planned landscape framework. A continuous waterfront with different themed precincts is proposed to enhance the visual amenity value of existing waterfront. With both active and passive recreations provided along the waterfront will bring people to the waterfront. The enhance connectivity, at grade and grade separated crossings; will bring the waterfront closer to the people in the hinterland. It is considered that the proposed reclamation for the provision of open spaces will upgrade the existing landscape setting and is highly compatible to the planned landscape framework.
- 10.8.4 The proposed Road P2 will be extended from the proposed road under CRIII and pass through the HKCEC Extension to the realigned Hung Hing Road. The proposed Road P2 is well integrated with the existing and proposed road networks and it is considered that Road P2 is compatible to the adjacent landscape settings.
- 10.8.5 The proposed Trunk Road consists primarily of a road tunnel, Central Ventilation Building, East Tunnel Portal, East Ventilation Building and an Associated Vent Shaft at the eastern breakwater of CBTS. At the eastern end, the Trunk Road rises on flyover structure to connect with the IEC. Most of the Trunk Road is underground or submerged under CBTS and there will not be significant impact on the existing or planning landscape settings. The proposed Central Ventilation Building, East Ventilation Building and the vent shaft will be the main source of impact. The alternative options of these building are shown in **Appendix 10.1**. They will pay due respect to the surrounding developments in design and scale. The height of Central Ventilation Building and that of East Ventilation Building will be approximately 22mPD and 12.5mPD respectively. The maximum height of the Vent Shaft will be around 25mPD. These buildings are essential infrastructures and are restricted in height. Equipments have been considered to put in basement level as far as practicable to reduce the building height. There will be planting to soften the proposed structures. With the implementation of proposed mitigation measures in the construction and operation phases, the provision of these buildings in the urban environment will not create substantial impact on existing or proposed landscape setting.
- 10.8.6 The Administration Building will be approximately 15mPD high and located underneath the IEC bridge deck. The height of the reprovisioned Salt Water Pumping Station is approximately 14.5mPD and it is an essential infrastructure and has been restricted in height. Equipments have been considered to put in basement level as far as practicable to reduce the height of these buildings. With the implementation of proposed mitigation measures in the construction and operation phases, the provision of these buildings in the urban environment will not create substantial impact on existing or proposed landscape setting.
- 10.8.7 The proposed Wan Chai East Sewage Outfall (DP5), the proposed Cross-harbour Water Main from Wan Chai to Tsim Sha Tsui (DP6), the pipes (for DP5 and DP6) and the Cooling Water Pumping Stations will basically be underground structures. It will not have impacts on existing or proposed landscape setting.

- 10.8.8 The proposed noise barriers/screening/semi-enclosures will be built on the elevated Island Eastern Corridor where it connects with the Central-Wan Chai Bypass and at the helipad. There are two types of noise barrier. One is 3.5m high vertical noise barrier. Another one is 5.5m high cantilevered noise barrier with 1m or 3.5m cantilever inclined at 45 degree. The height of semi-enclosure will be around 11m from the road level to the top of semi enclosure. The noise barriers/screening/semi-enclosures mainly composes of transparent noise barrier panel above and green panel below with intermediate column at around 4m intervals. Planters will be provided along the eastbound and westbound of IEC with vertical greening of semi-enclosures for around 3m above the planter to soften the structures (**Figures 10.5.5, 10.7.3, 10.7.5, 10.7.7 and 10.7.7a**). It is considered the noise barriers/screening/semi-enclosures will not create substantial impact on existing or proposed landscape setting.
- 10.8.9 There will be planting between the Administration Building and the Oil Street Sale Site and the public landscaped walkway along the northeastern side of the Sale Site. Special paving will be used at the northern end of Oil Street. It is considered that the planting will match with existing or proposed landscape setting.
- 10.8.10 The proposed temporary typhoon shelter (DP4) during the construction stage within the Victoria Harbour is similar to the character and scale of the existing CBTS. It is considered the temporary typhoon shelter is compatible to existing seascape setting.
- 10.8.11 As a whole, the proposed project and associated works will not create substantial visual intrusion to the existing urban waterfront environment and is considered as compatible to the existing and proposed landscape settings.

#### Nature and Magnitude of Impacts of Unmitigated Landscape Impact in Construction Phase

- 10.8.12 The magnitude of the impacts, before implementation of mitigation measures, on the landscape resources and character areas that would occur in the construction phase are described and tabulated in **Table 10.4**. All impacts are adverse unless otherwise stated.

**Table 10.4 Significant Landscape Impacts of the Proposed Works during Construction Phase**

Id No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LR1A	Victoria Harbour	WDII and CWB, DP1, DP3 and DP4 • Physical reclamation.	<ul style="list-style-type: none"> <li>• Approx. 12.7ha of Victoria Harbour will be permanently reclaimed due to DP3 for the construction of DP1, and</li> <li>• Approx. 6ha of Victoria Harbour will be temporarily occupied for DP4.</li> </ul>	Moderate
LR3	Fenwick Pier Street Public Open Space	WDII, DP2, HKAPA Extension, HK Visual Arts Education Centre • Construction of at-grade Road P2. • Temporary and Permanent alienation of the open space.	<ul style="list-style-type: none"> <li>• 158m<sup>2</sup> of the open space will be permanently alienated by the Road P2, and</li> <li>• Approx. 90 nos. of existing trees will be affected by the permanently works of HKAPA Extension, HK Visual Arts Education Centre.</li> </ul>	Large
LR5	Hong Kong Convention and Exhibition Centre Promenade	WDII, DP2, helipad • Construction of at-grade Road P2 and connections to slip roads. • Temporary and Permanent alienation of existing promenade. • Construction of helipad	<ul style="list-style-type: none"> <li>• Approx. 8,000m<sup>2</sup> of the Promenade will be permanently alienated by the Road P2.</li> <li>• Approximate 34 nos. of existing trees will be affected by the permanently works of DP2.</li> <li>• Approximate 36 nos. of existing trees will be affected by the permanently works of the helipad.</li> </ul>	Large

Id No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LR13	Waterfront Area along Causeway Bay Typhoon Shelter	Landscape Deck across Victoria Park Road	<ul style="list-style-type: none"> <li>Approx. 20 nos. of existing trees will be affected by the Landscape Deck across Victoria Park Road.</li> </ul>	Moderate
LR14	Victoria Park	WDII and CWB, DP1 and Landscape Deck across Victoria Park Road <ul style="list-style-type: none"> <li>Construction of Slip Road 8 of the Central – Wanchai Bypass.</li> <li>Temporary and Permanent alienation of part of Victoria park.</li> </ul>	<ul style="list-style-type: none"> <li>Approx. 2,400m<sup>2</sup> of Victoria Park will be permanently alienated by the Slip Road DP1.</li> <li>One bowling green court will be permanently alienated by the Slip Road DP1.</li> <li>Approx. 216 nos. of existing trees will be affected by the roadworks and</li> <li>Approx. 84 no. of existing trees will be affected by the reprovisioning of the affected facilities in the Victoria Park including the reprovisioning of a 9-lane bowling green, and</li> <li>Approx. 15 nos. of existing trees will be affected by the Landscape Deck across Victoria Park Road.</li> </ul>	Large
LR19	Typhoon Shelter	CWB, DP3, DP4 <ul style="list-style-type: none"> <li>Physical reclamation.</li> </ul>	<ul style="list-style-type: none"> <li>Existing Typhoon Shelter will be temporarily alienated by the construction of Central – Wanchai Bypass.</li> </ul>	Large
LR20	Street trees along Convention Avenue and Hung Hing Road	WDII, DP2 <ul style="list-style-type: none"> <li>Construction of at-grade Road P2.</li> </ul>	<ul style="list-style-type: none"> <li>Approx.56 nos. of existing trees will be affected.</li> </ul>	Large
LR22	Amenity Areas between Fenwick Peer Street and Harbour Road	WDII, DP2 <ul style="list-style-type: none"> <li>Construction of at-grade Road.</li> </ul>	<ul style="list-style-type: none"> <li>Approx. 20 nos. of existing trees will be affected.</li> </ul>	Large
LZ1	Fleet Arcade / Wan Chai West Sewage Screening Plant	WDII, DP2, DP3 <ul style="list-style-type: none"> <li>Construction of at-grade road,</li> <li>Construction traffic,</li> <li>Temporary site access areas, site cabins and heavy machinery.</li> </ul>	<ul style="list-style-type: none"> <li>Change of adjacent waterfront character to a site for construction activities.</li> </ul>	Large
LZ3	Fenwick Pier Street Public Open Space	WDII, DP2 <ul style="list-style-type: none"> <li>Construction of Road P2 and associated works,</li> <li>Storage of Construction equipment and plant,</li> <li>construction traffic,</li> <li>material stockpiling,</li> <li>night lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>Change of existing Open Space to a site for construction activities.</li> </ul>	Large
LZ6A	The Hong Kong Convention and Exhibition Centre Extension Open Space ,	WDII, DP2 <ul style="list-style-type: none"> <li>Construction of Road P2 and associated works.</li> <li>Storage of Construction equipment and plant.</li> <li>construction traffic,</li> <li>material stockpiling,</li> <li>night lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>Part of existing landscape areas and promenade will become sites for construction activities.</li> </ul>	Large
LZ13	Wan Chai Ferry Pier	WDII, DP3 <ul style="list-style-type: none"> <li>Physical Reclamation.</li> </ul>	<ul style="list-style-type: none"> <li>Demolition of existing Wan Chai Ferry Pier</li> </ul>	Large
LZ21	The Causeway Bay Typhoon Shelter	<ul style="list-style-type: none"> <li>same as the source of impact in LR19</li> </ul>	<ul style="list-style-type: none"> <li>same as the impacts on LR19</li> </ul>	Large

Id No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LZ24	Harbour Road	WDII, DP2 <ul style="list-style-type: none"> <li>• Construction of Road P2 and associated works,</li> <li>• Storage of Construction equipment and plant,</li> <li>• Construction traffic,</li> <li>• material stockpiling,</li> <li>• night lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Part of the amenity areas along Harbour Road will be affected by the construction work.</li> </ul>	Intermediate
LZ25	Convention Avenue	WDII and CWB, DP1, DP2 <ul style="list-style-type: none"> <li>• Excavation and construction of the Central Wan Chai Bypass, its East Tunnel Portal and Administration and Vent Buildings,</li> <li>• Construction traffic,</li> <li>• Construction of new buildings,</li> <li>• Storage of Construction equipment and plant,</li> <li>• Material stockpiling,</li> <li>• Night lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Part of the existing road character will be temporarily affected by the construction, excavation and temporary works as described.</li> </ul>	Intermediate
LZ28	Marsh Road, Hung Hing Road, Wan Shing Street	WDII, DP2, DP3 <ul style="list-style-type: none"> <li>• Reclamation and construction of Road P2</li> <li>• Construction traffic,</li> <li>• Construction of new buildings,</li> <li>• Storage of Construction equipment and plant,</li> <li>• Material stockpiling,</li> <li>• Night lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Part of the existing road character will be temporarily affected by the construction, excavation and temporary works as described.</li> </ul>	Intermediate
LZ29	Victoria Harbour	same as the source of impact in LR1A	<ul style="list-style-type: none"> <li>• same as the impacts on LR1A</li> </ul>	Large
LZ30	Island Eastern Corridor	WDII and CWB, DP1, DP3 <ul style="list-style-type: none"> <li>• Reclamation and construction tunnel portal of DP1,</li> <li>• Construction traffic,</li> <li>• Construction of new buildings,</li> <li>• Storage of Construction equipment and plant,</li> <li>• Material stockpiling,</li> <li>• Night lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Part of the existing road character will be temporarily affected by the construction, excavation and temporary works as described.</li> </ul>	Intermediate

### Nature and Magnitude of Impacts of Unmitigated Landscape Impact in Operation Phase

10.8.13 The magnitude of the impacts, before implementation of mitigation measures, on the landscape resources and character areas that will occur in the operation phase are the same as the permanent and irreversible impacts described in the construction phase.

### Landscape and Visual Mitigation Measures in Construction and Operation Phase

10.8.14 The proposed landscape and visual mitigation measures in the construction and operation are listed in **Table 10.5 and 10.6** below, together with an indication of Funding, Implementation and Maintenance Agencies. Generally, all landscape mitigation measures are to be implemented as early as possible and they are illustrated in **Figure 10.5, 10.5A, 10.5.1 to 10.5.5**.

**Table 10.5 Proposed Construction Phase Landscape Mitigation Measures**

ID No.	Landscape and Visual Mitigation Measures	Funding Agency	Implementation Agency
CM1 <sup>1,2</sup>	Topsoil, where identified, should be stripped and stored for re-use in the construction of the soft landscape works, where practical.	CEDD/HyD	CEDD/HyD's Contractor
CM2 <sup>1,2</sup>	Existing trees to be retained on site should be carefully protected during construction.	CEDD/HyD	CEDD/HyD's Contractor
CM3 <sup>1</sup>	Trees unavoidably affected by the works should be transplanted where practical.	CEDD/HyD	CEDD/HyD's Contractor
CM4 <sup>1</sup>	Compensatory tree planting should be provided to compensate for felled trees.	CEDD/HyD	CEDD/HyD's Contractor
CM5 <sup>1,2</sup>	Control of night-time lighting.	CEDD/HyD	CEDD/HyD's Contractor
CM6 <sup>1</sup>	Erection of decorative screen hoarding compatible with the surrounding setting.	CEDD/HyD	CEDD/HyD's Contractor

- Note: (1) CEDD/HyD shall be responsible for the implementation of road works and associated amenity landscape areas;  
CEDD shall identify the implementation agent for the waterfront promenade and open spaces.
- (2) Mitigation measures refer to Good Site Practices.

**Table 10.6 Proposed Operation Phase Landscape Mitigation Measures**

ID No.	Landscape and Visual Mitigation Measures	Funding Agency	Implementation Agency	Maintenance/ Management Agency
OM1	Aesthetic design of buildings and road-related structures, including viaducts, vent buildings, subways, footbridges and noise barriers and enclosure.	CEDD/HyD	CEDD/HyD	HyD
OM2	Shrub and Climbing Plants to soften proposed structures.	CEDD/HyD	CEDD/HyD	LCSD
OM3	Buffer Tree and Shrub Planting to screen proposed roads and associated structures.	CEDD/HyD	CEDD/HyD	LCSD
OM4	Aesthetic design of proposed waterfront promenade.	CEDD <sup>2</sup>	CEDD <sup>2</sup>	CEDD <sup>2</sup>
OM5	Aesthetic streetscape design.	CEDD/HyD	CEDD/HyD	HyD/LCSD <sup>1</sup>
OM6	Aesthetic design of roadside amenity areas.	CEDD/HyD	CEDD/HyD	LCSD

- Note: (1) HyD shall be responsible for the maintenance and management for hard streetscape works and LCSD shall be responsible for the maintenance and management of soft landscape works.
- (2) CEDD will identify an implementation agent



### **Programme of Implementation of Landscape and Visual Mitigation Measures**

- 10.8.15 The Construction Phase Measures listed above shall be adopted from the commencement of construction and shall be in place throughout the entire construction period. The Operation Phase Measures listed above shall be adopted during the detailed design and be built as part of the construction works so that they are in place at the date of commissioning of the Project.

#### ***Prediction of Significance of Landscape Impacts***

- 10.8.16 The potential significance of landscape impacts during the construction and operation phases, before and after mitigation, is provided below in **Table 10.7**. The landscape impacts for the construction and operation phases with mitigations are mapped in **Figure 10.6.1 to 10.6.4**. The assessment follows the proposed methodology and assumes that the appropriate mitigation measures identified in **Table 10.5 and 10.6** above would be implemented, and the full effect of the soft landscape mitigation measures would be realized after 10 years. Photomontages of the proposed project without and with mitigation measures and illustrations showing views within the proposed open spaces are shown in **Figure 10.7.1 to 10.7.14**. The locations of the viewpoints are indicated in **Figure 10.7 and 10.7A**.

#### ***Residual Landscape Impacts in Construction and Operation Phase***

- 10.8.17 Residual impacts on landscape resources in the Construction Phase are mapped in **Figure 10.6.1**. Residual impacts on landscape character areas in the Construction Phase are mapped in **Figure 10.6.2**. Impacts on landscape resources and character areas occur in the Operation Phase are same as the permanent and irreversible impacts in the construction phase, and are illustrated in **Figure 10.6.3 and 10.6.4**. Residual impacts of moderate to substantial significance are summarized as below.

#### ***Impact on Victoria Harbour***

- 10.8.18 The impact on the Victoria Harbour is primarily due to temporary and permanent loss in areas. Approximately 12.7 ha (1.8% of total 700ha harbour area) of Victoria Harbour will be permanently lost under the proposed reclamation. In addition, the Causeway Bay Typhoon Shelter will be temporarily alienated for the construction of the Trunk Road tunnel. A temporary typhoon shelter (DP4) with mooring area of approximately 4ha will be constructed in Victoria Harbour just outside existing typhoon shelter. The proposed temporary typhoon shelter (DP4) is similar to the character and scale of the existing CBTS. It is considered that the residual impacts on Victoria Harbour are moderate during construction phase but slight during operation phase with implementation of mitigation measures.

#### ***Impact on Natural Coastline at the RHKYC at Kellett Island***

- 10.8.19 There would be no impact on Natural Coastline at the RHKYC at Kellett Island.

#### ***Impact on Floating Tin Hau Temple***

- 10.8.20 As the CBTS will be temporarily reclaimed for the construction of the bypass tunnel, the floating Tin Hau Temple will be relocated to the temporary typhoon shelter (DP4) during the construction stage. This temporary relocation will impact this resource. However, during operation stage, the floating Tin Hau Temple may be relocated back within the CBTS or relocated to the ex-A King Shipyard site. It is considered that the residual impact as insubstantial.

*Impact on Existing Trees*

- 10.8.21 Based on broad brush survey, approximately 571 trees will be affected by due to the construction of Road P2, Slip Road 8 of the Trunk Road (including the reprovisioning of affected facilities in Victoria Park as presented in Annex A of **Appendix 2.4**, and proposed landscape deck connecting Causeway Bay Waterfront and Victoria Park (**Table 10.4**). None of these are LCSD Champion Trees or Registered Old and Valuable Trees. There are no rare species or endangered species but common species.
- 10.8.22 The Slip Road 8 will affect approximately 216 trees in Victoria Park (**Appendix 10.3**). Dominant species include *Acacia confusa*, *Aleurites moluccana*, *Bauhinia variegata*, *Crateva trifoliata*, *Delonix regia*, *Elaeis guineensis*, *Erythrina variegata*, *Ficus virens*, *Lagerstroemia speciosa*, *Livistona chinensis*, *Melaleuca quinquenervia*, *Michelia alba*, *Plumeria rubra* and *Spathodea campanulata*.
- 10.8.23 As discussed in **Annex A of Appendix 2.4**, option 1A for the reprovisioned bowling green is recommended if reprovisioning of the 9-lane bowling green is adopted. Approximately 84 existing trees will be affected for the reprovisioning of affected facilities in Victoria Park under option 1A (**Appendix 10.3**). Dominant species include *Acacia confusa*, *Bauhinia blakeana*, *Delonix regia*, *Erythrina variegata*, *Lagerstroemia speciosa*, *Liquidambar formosana* and *Livistona chinensis* (**Annex A of Appendix 2.4**). More than 92% of these trees are immature trees with trunk diameter less than 500mm. Most of the trees are of low and medium amenity value (63%) and only 37% of trees are of high amenity value. The two existing old and valuable trees (OVTs) next to the entrance of the bowling green office are retained in Option 1A. With mitigation measures, it is considered that the landscape impact on Victoria Park under option 1A is moderate during construction and slight during operation.
- 10.8.24 The Road P2 will affect approximately 110 trees in Hong Kong Convention and Exhibition Centre Promenade, along Convention Avenue and Hung Hing Road, and Amenity Areas between Fenwick Peer Street and Harbour Road. Dominant species include *Alstonia scholaris*, *Bauhinia blakeana*, *Cinnamomum camphora*, *Ficus microcarpa*, *Hibiscus tiliaceus*, *Macaranga tanarius*, *Roystonea regia* and *Thevetia Peruviana*.
- 10.8.25 The HKAPA Extension and HK Visual Arts Education Centre will affect approximately 90 trees in the Fenwick Pier Street Public Open Space. Dominant species include *Casuarina equisetifolia*, *Chrysalidocarpus lutescens*, *Ficus microcarpa* and *Livistona chinensis*.
- 10.8.26 The landscape deck will affect approximately 35 trees in Waterfront Area along Causeway Bay Typhoon Shelter and Victoria Park. Dominant species include *Casuarina equisetifolia* and *Delonix regia*. To minimize the impacts to the existing trees, the design of the landscaped deck within the Victoria Park would be in the form of tree top boardwalks between trees. An illustration showing the conceptual design of the boardwalks between trees is annexed in **Appendix 10.2**.
- 10.8.27 The helipad will affect approximately 36 trees in Hong Kong Convention and Exhibition Centre Promenade. The trees include *Livistona chinensis* and *Roystonea regia*.

10.8.28 Under the proposed scheme, impact on trees have been minimized as much as possible. All the trees with high amenity value which are unavoidably affected by the works will be transplanted where possible, the no. of transplanted trees will be approximately 30% of the affected trees for areas outside the Victoria Park. The no. of transplanted trees within the Victoria Park will be approximately 45% of the affected trees. Trees with poor health condition, low amenity value, or low survival rate after transplant are suggested to be felled. All the felled trees are common species. Based on the proposed works, approximately 1500 nos. of new trees will be planted in the new waterfront and along roadside amenity areas after the new open space is built to compensate for the loss of existing trees (new green area shown in **Figure 10.5**). Detailed tree preservation, transplanting and felling including compensatory planting proposals shall be submitted to relevant government departments for approval in accordance with ETWB TCW no. 3/2006. Therefore, the overall residual impacts on existing trees are considered as slight with mitigation measures.

*Impact on Existing Open Spaces*

10.8.29 Impact on existing open space is primarily due to permanent alienation of open space for the proposed works. Under the proposed development, Fenwick Pier Street Public Open Space will be temporarily affected during the construction stage. This open space will be permanently lost for the Hong Kong Academy of Performing Arts Extension. Approximately 0.24ha of land in Victoria Park will be permanently lost for the construction of Slip Road 8 for the Trunk Road. Within the lost area, the lawn bowling green and the nursery compound will be reprovisioned under the proposed development. As such, the residual landscape impact on Victoria Park is considered as moderate. Under the proposed development, new waterfront open spaces are proposed to strengthen the existing landscape framework from Central to North Point. It is considered the proposed development with mitigation measures will not create adverse impact to open space framework but have positive substantial impact to the waterfront open space from Central to North Point.

*Impact on Landscape Character Areas*

10.8.30 Impact on Landscape Character Areas during construction will be primarily due to the construction activities including associated temporary works for the reclamation, Road P2, Trunk Road, etc. After implementation of mitigation measures, there will still be substantial negative impacts on the Fenwick Pier Street Public Open Space landscape character area and the CBTS landscape character area during construction. There will be moderate residual impacts on Victoria Harbour and Victoria Park during construction. During Operation, there are some slight negative impact on the Victoria Harbour and the Victoria Park. However, the existing landscape characters along the waterfront will be further enhanced by the proposed open space. Specific themes will be proposed to the waterfront from Central to North Point. Therefore, the residual impacts on various waterfront landscape characters are considered as substantial positive to moderate positive.

**Table 10.7 Significance of Landscape Impacts in the Construction and Operation Phases**

Id. No.	Landscape Resource / Landscape Character	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Impact Significance Day 1 after Mitigation		Impact Significance 10 years after Mitigation
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
<b>Part 1 – Physical Landscape Resources (Topography, Vegetation, Soil, Open Space, Special Features)</b>											
LR1	Natural Rocky Coastline at RHKYC	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR1A	Victoria Harbour	High	High	Large	Intermediate	Substantial	Moderate	CM5, CM6	Moderate	Slight	Slight
LR2	Academy Podium Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR3	Fenwick Pier Street Public Open Space (will become HKAPA Extension in operation stage)	High	-	Large	-	Substantial	-	CM1 to CM6	Substantial	-	-
LR4	Grand Hyatt Hotel Public Podium Plaza	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR5	HKCEC Promenade and Approach Roads	High	High	Large	Small	Substantial	Moderate	CM1 to CM6, OM1, OM2, OM4	Moderate	Insubstantial	Insubstantial
LR6	Renaissance Harbour View Hotel Eastern Boundary Landscaping	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR7	Central Plaza Open Space	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR8	Harbour Road Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR9	Gloucester Road Tree Planting including Cross Harbour Tunnel Entrance Area	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR9A	Tunnel Approach Rest Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR10	Tree Planting adjacent to Sewage Works, Hung Hing Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR11	RHKYC	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR12	Tree Planting to Southern Boundary of the Police Officers' Club	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LR13	Waterfront Area along Causeway Bay Typhoon Shelter (will become Planned Waterfront Board Walk during operation)	High	High	Intermediate	Negligible	Moderate	Insubstantial	CM1 to CM6, OM4 and OM6	Moderate	Moderate (Positive)	Substantial (Positive)

Id. No.	Landscape Resource / Landscape Character	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Impact Significance Day 1 after Mitigation		Impact Significance 10 years after Mitigation
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
LR14	Victoria Park	High	High	Large	Intermediate	Substantial	Moderate	CM1 to CM6, OM3 & OM4	Moderate	Moderate	Slight
LR15	Harcourt Garden	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LR16	Wan Chai Sports Ground	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LR17	Noon Day Gun	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LR18	Floating Tin Hau Temple	High	High	Large	Negligible	Substantial	Insufficient	Not required	Substantial	Insufficient	Insufficient
LR19	Typhoon Shelter	Medium	Medium	Large	Negligible	Substantial	Insufficient	CM1 to CM6	Substantial	Insufficient	Insufficient
LR20	Trees along Convention Avenue and Hung Hing road	Medium	Medium	Large	Large	Moderate	Moderate	CM1 to CM6, OM1, OM2, OM5, OM6	Slight	Slight	Insufficient
LR21	Cleveland Street Local Open Space	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LR22	Amenity Areas between Fenwick Peer Street and Harbour Road	Medium	Medium	Large	Intermediate	Moderate	Moderate	CM1 to CM6, OM6	Slight	Slight	Insufficient
LR23	Planned Open Space for Street Market with Outdoor Performance Area	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Slight (Positive)
LR24	Planned Waterfront Regional Open Space	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)
LR25	Planned Kiosks and Leisure Boating Area, and Water Sport Centre	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)
LR26	Planned Waterfront Park	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)
<b>Part 2 – Landscape Character Areas</b>											
LZ1	Fleet Arcade / Wan Chai West Sewage Screening Plant (Wan Chai West Sewage Screening Plant will become HKAPA Extension in operation)	Low	-	Large	-	Moderate	-	CM1 to CM6, OM5	Moderate	-	-
LZ2	The Hong Kong Academy for Performing Arts	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ3	Fenwick Pier Street Public Open Space (will)	High	-	Large	-	Substantial	-	CM1 to CM6	Substantial	-	-

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Id. No.	Landscape Resource / Landscape Character	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Impact Significance Day 1 after Mitigation		Impact Significance 10 years after Mitigation
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
	become HKAPA Extension in operation stage)										
LZ4	The HKCEC Open Space	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ5	The HKCEC, Grand Hyatt / Renaissance Harbour View Hotels	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ5A	Renaissance Harbour View Plaza	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ6	The HKCEC Extension	High	High	Large	Negligible	Substantial	Insufficient	Not required	Moderate	Insufficient	Insufficient
LZ6A	The HKCEC Extension Open Space and adjacent area	High	High	Large	Intermediate	Substantial	Moderate	CM1 to CM6, OM1, OM2, OM4	Moderate	Slight	Insufficient
LZ7	Government Towers / Shui On Centre	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ7A	Government Tower Plaza	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ8	Central Plaza	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ8A	Central Plaza Open Space	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ9	China Resources Building / Sun Hung Kai Centre	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ9A	Harbour Road Garden	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ10	Great Eagle Centre / Harbour Centre	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ11	Public Transport Interchange (PTI)	Low	Low	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ12	Harbour Road Sports Centre, Wan Chai Swimming Complex	Medium	Medium	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ13	Wan Chai Ferry Pier	Medium	Medium	Large	Negligible	Moderate	Insufficient	CM5, CM6	Moderate	Insufficient	Insufficient
LZ14	Wan Chai Sports Ground	High	High	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ15	Society for the Prevention of Cruelty to Animals (SPCA) Building and Utilities	Medium	Medium	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ16	Wan Chai Interchange	Medium	Medium	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient
LZ16A	Tunnel Approach Rest Garden	Medium	Medium	Negligible	Negligible	Insufficient	Insufficient	Not required	Insufficient	Insufficient	Insufficient

Id. No.	Landscape Resource / Landscape Character	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Impact Significance Day 1 after Mitigation		Impact Significance 10 years after Mitigation
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
LZ17	Ex-Wan Chai Public Cargo Working Area (Planned Kiosks and Leisure Boating Area, and Water Sport Centre)	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ18	The Royal Hong Kong Yacht Club (RHKYC)	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ19	The Police Officers' Club	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ20	The Noon Day Gun and Typhoon Shelter Edge	High	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM6, OM4	Insubstantial	Insubstantial	Insubstantial
LZ21	The Causeway Bay Typhoon Shelter	Medium	Medium	Large	Negligible	Substantial	Insubstantial	CM5, CM6	Substantial	Insubstantial	Insubstantial
LZ22	Shipyard and Fire Station	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ23	Gloucester Road / Victoria Park Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ24	Harbour Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ25	Convention Avenue	Medium	Medium	Large	Small	Moderate	Slight	CM1 to CM6, OM1, OM2, OM4, OM5, OM6	Moderate	Insubstantial	Insubstantial
LZ26	Fleming Road	Medium	Medium	Small	Negligible	Moderate	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ27	Tonnochy Road	Medium	Medium	Small	Negligible	Moderate	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial
LZ28	Marsh Road, Hung Hing Road, Wan Shing Street	Medium	Medium	Intermediate	Small	Moderate	Slight	CM1 to CM6, OM5	Slight	Slight	Insubstantial
LZ29	Victoria Harbour	High	High	Moderate	Small	Moderate	Moderate	CM1 to CM6, OM4	Moderate	Slight	Slight
LZ30	Island Eastern Corridor	Low	Low	Intermediate	Intermediate	Moderate	Moderate	OM6	Slight	Slight	Insubstantial
LZ31	Victoria Park	High	High	Large	Small	Substantial	Moderate	CM1 to CM6, OM5 and OM6	Moderate	Slight	Insubstantial
LZ32	Fleet Arcade and Planned HKAPA Extension and Open Space	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)
LZ33	Planned Open Space for Street Market with Outdoor Performance Area	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)
LZ34	Planned Waterfront Regional Open Space	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)

Id. No.	Landscape Resource / Landscape Character	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Impact Significance Day 1 after Mitigation (Insubstantial, Slight, Moderate, Substantial)		Impact Significance 10 years after Mitigation
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
LZ35	Planned Waterfront Park	-	High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)
LZ36	Planned Regional Open Space		High	-	Large	-	Substantial	OM4	-	Moderate (Positive)	Substantial (Positive)



## 10.9 Visual Impact Assessment

### Potential Sources of Visual Impacts

- 10.9.1 The sources of visual impacts due to the Project would create varying levels of visual impact during the construction and operation phases. Potential impacts would result from the elements stated in Section 10.8.1 and 10.8.2.

### Visual Mitigation Measures

- 10.9.2 The proposed Visual Mitigation Measures in the Construction and Operation Phases are summarized in **Table 10.5 and 10.6**, together with an indication of Funding, Implementation, Management and Maintenance Agencies. The mitigation Measures are illustrated in **Figure 10.5, 10.5A, 10.5.1 to 10.5.5**.

### Prediction of Significance of Visual Impacts

- 10.9.3 An assessment of the potential significance of the visual impacts during the construction and operation phases, before and after mitigation is provided in detail in **Table 10.8**. This follows the methodology outlined in Section 10.3 and assumes that the appropriate mitigation measures identified in **Table 10.5 and 10.6** above would be implemented, and that the full effect of the soft landscape mitigation measures would be realized after ten years. Photomontages of the proposed project before and illustrations showing views within the proposed open spaces are shown in **Figure 10.7.1 to 10.7.14**. The locations of the viewpoints are indicated in **Figure 10.7 and 10.7A**.
- 10.9.4 The proposed harbour front open spaces under reclamation (DP3) provide a continuous waterfront with different themed precincts. It is considered that the proposed reclamation for the provision of open spaces will upgrade the existing landscape setting and enhance the visual amenity value of existing waterfront.
- 10.9.5 The visual impact of proposed Trunk Road consists primarily of a road tunnel. At the eastern end, the Trunk Road rises on flyover structure to connect with the IEC. Most of the Trunk Road is underground or submerged under CBTS and there will not be significant visual impact on the existing or future VSR.
- 10.9.6 The proposed Central Ventilation Building and East Ventilation Building (DP1) will be the main source of impact. The alternative options of these buildings are shown in **Appendix 10.1** in Volume 6. They will pay due respect to the surrounding developments in design and scale. The height of Central Ventilation Building and that of East Ventilation Building will be approximately 22mPD and 12.5mPD respectively. These buildings are essential infrastructures and are restricted in height. Equipments have been considered to put in basement level as far as practicable to reduce the building height. The proposed Central Ventilation Building and East Ventilation Building will be structures with compatible deposition, form and finishing which match with the future harbour environment to achieve visual conformity. Architectural design theme with respect the overall image/ development of new harbour waterfront will be developed in detail design stage. Tree and shrub planting is proposed to soften the Central Ventilation Building and East Ventilation Building. With the implementation of proposed mitigation measures in the construction and operation phases, the provision of these buildings in the urban environment will not create substantial impact on existing or proposed landscape setting. With the implementation of proposed mitigation measures in the construction and operation phases, provision of these buildings in the urban environment will not create substantial visual impact on existing or proposed VSR.

- 10.9.7 The proposed Vent Shaft will be the main source of impact in North Point. The alternative options of the shaft are shown in **Appendix 10.1** in Volume 5 & 6. The Vent Shaft will be a structure with compatible disposition, form, colour and finishing to create a harmonious visual relationship with the Harbour. Finishing materials will have sensitively design in form, basic color, color/tone variation, micro- and macro-texture, and reflectivity/light absorbance to avoid glare. The maximum height of the Vent Shaft will be around 25mPD. The design considerations for the height of the Vent Shaft are as follows:
- (a) To achieve dispersion of the vitiated air from the tunnel to the open air, the recommended minimum height measured from the bottom of louvre is at least 12.5m. This height provides the required stack height to avoid impacts caused by the tunnel exhaust on future users of the breakwater.
  - (b) To provide an acceptable air discharge velocity and to achieve the required air flow rate, the minimum area of louvre is around 94 m<sup>2</sup>. (i.e. With the discharge direction towards the harbour, and the maximum width of Vent Shaft to be around 10m, the height of louvre will be around 7.5m for a sector of louvre of around 145° towards the harbour.)
- 10.9.8 Given the ground level of the eastern breakwater to be around 5mPD, the design height of the Vent Shaft will be around 25mPD (i.e. 5mPD+12.5m+7.5m). The actual height of the exhaust Vent Shaft is subject to detailed design. For example, the option presented in **Appendix 10.1** proposes a louvre height of 5m for a sector of around 250° and a diameter of approximately 9m (which still maintains the minimum louvre area >94 m<sup>2</sup> and the minimum stack height >12.5m from ground) and the overall height of the Vent Shaft is 25mPD. This will allow some design flexibility for future detailed designer to provide an architectural form which can fulfill the above criteria. With the implementation of proposed mitigation measures in the construction and operation phases, provision of the Vent Shaft in the urban environment will not create substantial visual impact on existing or proposed VSR.
- 10.9.9 The Administration Building will be approximately at 15mPD high and located underneath the IEC Bridge and the visual impacts will be slight. The reprovisioned Salt Water Pumping Station is approximately 14.5mPD high and is an essential infrastructure. With the implementation of proposed mitigation measures in the construction and operation phases, including aesthetic design of the buildings and buffer tree and shrub planting to screen structures, it is considered the visual impacts of the Administration Building and Salt Water Pumping Station are slight.
- 10.9.10 The proposed temporary typhoon shelter (DP4) is temporary in nature and at least 200m away from the closest existing and planned VSRs. It will be similar to the character and scale of the existing CBTS. All VSRs are quite far away from the proposed temporary typhoon shelter. Therefore, the proposed temporary typhoon shelter will not create any substantial visual impacts during construction phase and will not have any residual impacts during operation phase of the proposed WDII.
- 10.9.11 The proposed Wan Chai East Sewage Outfall (DP5), the proposed Cross-harbour Water Main from Wan Chai to Tsim Sha Tsui (DP6), the pipes (for DP5 and DP6) and the Cooling Water Pumping Stations will basically be underground structures and will not create any visual impacts.
- 10.9.12 The proposed noise barriers/screening/semi-enclosures will be built on the proposed Central-Wan Chai Bypass, Viaduct and at the helipad. There are two types of noise barrier. One is 3.5m high vertical noise barrier. Another one is 5.5m high cantilevered noise barrier with 1m or 3.5m cantilever inclined at 45 degree. The height of semi-enclosure will be around 11m from the road level to the top of semi enclosure. The noise barriers/screening/semi-enclosures will mainly compose of transparent noise barrier panel above and green panel below with intermediate column at around 4m intervals (**Figure 10.5.5**, Section I-I, **10.7.3**, **10.7.7**, **10.7.7a**).

The proposed noise barriers/screening/semi-enclosures of IEC will mainly affect VSR of lower floors of Victoria Centre, Harbour Heights, City Garden, Provident Centre and nearby schools in North Point. Taking into account the provision of the new waterfront open space, landscaped deck over the east tunnel portal, amenity planting provided along the eastbound and westbound of IEC with vertical greening of semi-enclosures for around 3m above the planter to soften the structures (**Figure 10.5.5**, Section I-I, **10.7.3**, **10.7.7**, **10.7.7a**), together with other mitigation measures proposed during the construction and operation phases, it is considered the visual impacts of noise barriers/screening/semi-enclosures are slight on VSRs in North Point.

10.9.13 The VSRs affected by the landscape deck mainly include:

1. transient users of the landscaped deck
2. transient vehicle occupants on Victoria Park Road and Island Eastern Corridor
3. transient users of the CBTS promenade

The extension of Victoria Park to the waterfront by means of landscaped deck is one of the key features of the harbour-front enhancement that was enthusiastically embraced by the public during the public engagement activities organized by the HEC under the “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area”. Retrofitting planters will be considered to make the temporary bridge more visually compatible to the landscape deck. As the visual intrusion of the landscaped deck will be softened by the proposed planting on and along the side of the deck (**Appendix 10.2**), the impacts on the above VSRs will be slight. The visual impact on other VSRs is slight or insubstantial as the distance is much further.

10.9.14 There will be planting between the Administration Building and the Oil Street Sale Site and the public landscaped walkway along the northeastern side of the Sale Site. Special paving will be used at the northern end of Oil Street. It is considered that the planting will match with existing and proposed background and enhance the visual quality of the site. (**Figure 10.7.7a**)

### **Residual Visual Impacts**

#### *Construction Phase*

10.9.15 Residual visual impacts in the Construction Phase are listed out in **Table 10.8** mapped in **Figure 10.6.5 and 10.6.6**. In the Construction Phases, after the implementation of proposed mitigation measures, there will still be some adverse residual visual impacts are shown in **Table 10.8**.

10.9.16 With implementation of mitigation measures during construction, there will still be some moderate negative impact on the VSRs at the front row of high rise buildings along the waterfront from Central to North Point. Residual impacts VSRs further away the Victoria harbour will be slight or insubstantial as that shown in **Figure 10.7.11 to 10.7.14**.

#### *Operation Phase*

10.9.17 Residual visual impacts in the Operation Phase are listed out in **Table 10.8** mapped in **Figure 10.6.7 and 10.6.8**. In the Operation Phase, after the implementation of proposed mitigation measures, there will still be some adverse residual visual impacts are shown in **Table 10.8**.

10.9.18 With implementation of mitigation measures during operation, there will be substantial to moderate positive impact on VSRs facing the new waterfront as the landscape and visual amenity are generally enhanced and strengthened with the proposed project. The residual impacts on remaining VSRs are slight negative to insubstantial.

**Table 10.8 Significance of Visual Impacts in the Construction and Operation Phases (Note: All impacts adverse unless otherwise noted.)**

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation		Construction	Operation	Construction	Operation	Construction	Operation	
											Construction
<b>Part 1 – Existing VSRS</b>											
C1	International Finance Centre	Low	Low	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C2	Hong Kong Station Development Phase 2	Low	Low	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C3	Exchange Square	Low	Low	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C4	Jardine House	Low	Low	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C5	Mandarin Hotel	Low	Low	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C6	Hong Kong Club	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C7	Ritz Carlton Hotel	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C8	AIA Tower	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C9	Hutchison House	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C10	Bank of America Tower	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C11	Far East Financial Centre	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial
C12	Admiralty Centre	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)			
		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Operation	Day 1	Year 10
C13	United Centre	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C14	CITIC Tower	High	High	WDII, DP1, DP2, DP3, DP4, DP6	Large	Negligible	Substantial	Insubstantial	CM5, CM6, OM1 to OM6	Moderate	Insubstantial	Slight (Positive)	
C15	Fleet Arcade	High	High	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Large	- Negligible	Substantial	Insubstantial	CM5, CM6	Moderate	Insubstantial	Slight (Positive)	
C16	Asian House	Medium	Medium	WDII, DP1, DP2, DP3, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1, OM4	Insubstantial	Insubstantial	Insubstantial	
C17	Chung Nam Building	Low	Low	WDII, DP1, DP2, DP3, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1, OM4	Insubstantial	Insubstantial	Insubstantial	
C18	Fleet House, Harcourt House	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)	
C19	Telecom House, Hong Kong Arts Centre, Harbour View International House	High	High	WDII, DP1, DP2, DP3, DP6	Large	Large	Substantial	Substantial	CM5, CM6, OM1 to OM6	Moderate	Moderate	Slight (Positive)	
C20	Shui On Centre	High	High	WDII, DP1, DP2, DP3, DP6	Large	Small	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
C21	Central Plaza	High	High	WDII, DP1, DP2, DP3, DP5, DP6	Large	Small	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
C22	Grand Hyatt Hotel	High	High	WDII, DP1, DP2, DP3, DP4, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Moderate (Positive)	
C23	Renaissance Harbour View Hotel	High	High	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Moderate (Positive)	
C24	Hong Kong Convention and Exhibition Centre	High	High	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Substantial (Positive)	
C25	Great Eagle Centre	High	High	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Moderate (Positive)	
C26	Harbour Centre	High	High	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Moderate (Positive)	
C27	China Resources Building	High	High	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Intermediate	Small	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)	

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)			
		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Operation	Day 1	Year 10
C28	Sun Hung Kai Centre	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Moderate (Positive)	
C29	AXA Centre	Medium	Medium	WDII, DP3, DP4, DP5	Intermediate	Small	Moderate	Slight	CM5, CM6, OM1 to OM6	Slight	Insubstantial	Insubstantial	
C30	Sino Plaza	Medium	Medium	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Small	Moderate	Slight	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C31	World Trade Centre	Medium	Medium	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Intermediate	Small	Moderate	Slight	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial	
C32	Excelsior Hotel	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Intermediate	Small	Moderate	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial	
C33	The Park Lane Hotel	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C34	Windsor House	Medium	Medium	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C35	19-31 Yee Wo Street	Medium	Medium	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C36	Citicorp Centre	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
C37	Victoria Centre	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
C38	Ocean Terminal	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C39	Star House	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C40	Peninsula Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C41	Sheraton Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)			
		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Operation	Day 1	Year 10
C42	InterContinental Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C43	New World Centre and Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C44	Wing On Plaza	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C45	Shangri-La Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C46	Tsim Sha Tsui Centre	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C47	Empire Centre	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C48	Grand Stanford Harbour View Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C49	Nikko Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C50	Four Season Hotel	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C51	Harbour Plaza Metropolis	Low	Low	WDII, DPI, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Slight	Insubstantial	Insubstantial	
C52	AIA Tower	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)	
C53	Newton Hotel	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)	
C54	Electric Centre	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)	
C54A	Sea View Estate	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)			
		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Operation	Day 1	Year 10
C58	Commercial Properties in the Secondary ZVI on the North Slopes of Hong Kong Island	Low	Low	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Small	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
C/R1	Causeway Centre	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial	
C/R2	160-169 Gloucester Road	Medium	Medium	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R3	210-226 Gloucester Road	Medium	Medium	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R4	Elizabeth House	Medium	Medium	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R5	Riviera Mansion	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R6	Prospect Mansion	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R7	Miami Mansion	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R8	Marco Polo Mansion	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R9	Victoria Park Mansion	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R10	Chesterfield Mansion	Medium	Medium	WDII, DPI, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R11	Greenfield Mansion	Medium	Medium	WDII, DPI, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R12	Properties fronting Causeway Road	Medium	Medium	WDII, DPI, DP3, DP4, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
C/R13	Park Towers	Medium	Medium	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	



Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Day 1	Year 10
C/R14	Viking Garden	High	High	WDII, DP1, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial
C/R15	50-52 Hing Fat Street	High	High	WDII, DP1, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial
C/R16	Mayson Garden Building	High	High	WDII, DP1, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial
C/R17	Gordon House	High	High	WDII, DP1, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial
C/R18	Belle House	High	High	WDII, DP1, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial
C/R19	Top Glory Tower	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial
C/R20	Hoi Kung Court	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial
C/R21	Hoi To Court	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial
C/R22	Hoi Deen Court	High	High	WDII, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial
C/R23	Pacific Place Complex	Medium	Medium	WDII, DP2, DP3, DP6	Small	Small	Slight	Slight	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial
GIC1	General Post Office	Low	-	WDII, DP1, DP3, DP4, DP5, DP6	Negligible	-	Insubstantial	-	CM5, CM6	Insubstantial	-	-
GIC2	City Hall	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM2 to OM4	Insubstantial	Insubstantial	Slight (Positive)
GIC3	PLA HQ at Tamar	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)
GIC4	Hong Kong Police Force Headquarters, May House	Medium	Medium	WDII, DP1, DP2, DP3, DP4, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Moderate (Positive)
GIC5	Revenue Tower	Medium	Medium	WDII, DP1, DP2, DP3, DP6	Small	Small	Slight	Slight	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts		Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Day 1	Year 10
GIC6	Wan Chai Tower	Medium	Medium	Intermediate	Intermediate	WDII, DP1, DP2, DP3, DP6	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial
GIC7	Police Officers' Club	Medium	Medium	Intermediate	Intermediate	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)
GIC8	Queen's College	Low	Low	Small	Small	WDII, DP1, DP6	Small	Insubstantial	Insubstantial	CM5, CM6, OM1	Insubstantial	Insubstantial	Insubstantial
GIC9	Hing Fat Street Post Office	Low	Low	Intermediate	Intermediate	WDII, DP1, DP3, DP4, DP5, DP6	Intermediate	Slight	Slight	CM5, CM6, OM1	Insubstantial	Insubstantial	Insubstantial
GIC10	Victoria Park School for the Deaf	Low	Low	Intermediate	Intermediate	WDII, DP1, DP3, DP4, DP5, DP6	Intermediate	Slight	Slight	CM5, CM6, OM1 to OM6	Slight	Insubstantial	Insubstantial
GIC11	YMCA	Low	Low	Small	Small	WDII, DP1, DP3, DP4, DP5, DP6	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial
GIC12	Electric Road Municipal Services Building	High	High	Intermediate	Intermediate	WDII, DP1, DP3, DP4, DP6	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Slight (Positive)
O1	Fenwick Pier Street Public Open Space	Low	-	Large	-	WDII, DP1, DP2, DP3, DP4, DP6	Large	Moderate	Moderate	CM5, CM6	Moderate	-	-
O2	HKCEC Open Space	High	High	Intermediate	Intermediate	WDII, DP1, DP2, DP3, DP4, DP6	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)
O3	HKCEC Extension Open Space and Promenade	High	High	Large	Intermediate	WDII, DP1, DP2, DP3, DP4, DP5, DP6	Large	Substantial	Moderate	CM5, CM6, OM4	Moderate	Slight	Substantial (Positive)
O4	Renaissance Harbour View Plaza	Low	Low	Small	Small	WDII, DP1, DP2, DP3, DP4, DP6	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial
O5	Central Plaza Open Space	Low	Low	Small	Small	WDII, DP2, DP3, DP6	Small	Insubstantial	Insubstantial	CM5, CM6, OM3, OM6	Insubstantial	Insubstantial	Insubstantial
O6	Wanchai Sports Ground	Low	Low	Small	Small	WDII, DP2, DP3, DP5, DP6	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial
O7	Tunnel Approach Rest Garden	Low	Low	Negligible	Negligible	WDII, DP2, DP3, DP5, DP6	Negligible	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial
O8	Victoria Park	Medium	Medium	Large	Intermediate	WDII, DP1, DP3, DP4, DP5, DP6	Large	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial
O9	Tsim Sha Tsui Waterfront Promenade	Low	Low	Small	Small	WDII, DP1, DP3, DP4, DP5, DP6	Small	Insubstantial	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)			
		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Operation	Day 1	Year 10
O10	Hill-walkers in the Secondary ZVI on the north slopes of Hong Kong Island	Low	Low	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Small	Small	Slight	Slight	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
OU1	Royal Hong Kong Yacht Club	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Intermediate	Intermediate	Moderate	Moderate	CM5, CM6, OM1 to OM6	Slight	Slight	Substantial (Positive)	
R1	Residential Properties fronting Tung Lo Wan Road	Medium	Medium	WDII, DPI, DP3, DP4, DP6	Small	Small	Slight	Slight	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
R2	Residential Properties in the Secondary ZVI on the north slopes of Hong Kong Island	Low	Low	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Small	Small	Slight	Slight	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
R4	Harbour Heights	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
R5	Residential Properties fronting King Wah Road	High	High	WDII, DPI, DP3, DP4, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
R6	City Garden	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight (Positive)	
R7	Provident Centre	Low	Low	WDII, DPI, DP3, DP4, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1, OM4, OM6	Slight	Insubstantial	Insubstantial	
S1	Harbour Traffic	High	High	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Slight	
T1	Wanchai North Road Network – vehicular, pedestrian	Low	Low	WDII, DPI, DP2, DP3, DP4, DP6	Intermediate	Small	Moderate	Slight	CM5, CM6, OM1 to OM6	Slight	Slight	Insubstantial	
T2	Gloucester Road Corridor – vehicular, pedestrian	Low	Low	WDII, DPI, DP2, DP3, DP4, DP5, DP6	Small	Negligible	Slight	Insubstantial	CM5, CM6, OM1 to OM6	Insubstantial	Insubstantial	Insubstantial	
T3	Island Eastern Corridor	High	High	WDII, DPI, DP3, DP4, DP5, DP6	Large	Intermediate	Substantial	Moderate	CM5, CM6, OM1 to OM6	Moderate	Slight	Insubstantial	
<b>Part 2 - Planned VSRS which are part of the WDII Development</b>													
C55	Planned Trunk Road Administration Building (Beneath Island Eastern Corridor)	-	High	WDII, DPI, DP3, DP5	-	Small	-	Moderate	OM1	-	Insubstantial	Substantial (Positive)	

Id No	Key Visual Sensitive Receiver (VSR)	Receptor Sensitivity (Low, Medium, High)		Main Source of Visual Impacts		Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance without Mitigation Measures (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance with Mitigations (Insubstantial, Slight, Moderate, Substantial)	
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation
GIC13	Railway Station WDII/15, Harbour Road Sports Centre and Wan Chai Swimming Pool repositioned above the railway station	-	High	-	WDII, DP1, DP2, DP3	-	Small	-	Moderate	OM3	-	Slight
GIC14	Planned Hong Kong Academy of Performing Arts Extension	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Small	-	Moderate	OM1 to OM3	-	Insubstantial
O11	Planned Street Market with Outdoor Performance Area	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial
O12	Planned Waterfront Regional Open Space	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Intermediate	-	Substantial	OM2, OM4	-	Slight
O13	Planned Kiosks and Leisure Boat Landing Area	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial
O14	Planned Water Sports Centre	-	High	-	WDII, DP2, DP3, DP5	-	Negligible	-	Insubstantial	OM3	-	Insubstantial
O15	Planned Boardwalk	-	High	-	WDII, DP2, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial
O16	Planned Harbour Education Centre	-	High	-	WDII, DP2, DP3, DP5	-	Small	-	Moderate	OM3	-	Insubstantial
O17	Planned Local Open Space	-	High	-	WDII, DP1, DP3, DP5	-	Small	-	Moderate	OM6	-	Insubstantial
O18	Planned Waterfront Park	-	High	-	WDII, DP1, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial
OU4	Planned Waterfront Related Commercial and Leisure Use (East – WDII/13, WDII/14, WDII/17)	-	High	-	WDII, DP2, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial
<b>Part 3 - Planned VSRS which are part of the CRIII Development</b>												
GIC15	Planned Central Government Complex (CDE8)	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Negligible	-	Insubstantial	OM3	-	Insubstantial
GIC16	Planned Government Complex (CDE10)	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Small	-	Moderate	OM3	-	Insubstantial
GIC17	Planned CDA Development (CDE3)	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Negligible	-	Insubstantial	OM3	-	Insubstantial
O19	Planned Regional Open Space (CDE2)	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial
OU2	Planned Waterfront Related Commercial and Leisure Uses (CDE4)	-	High	-	WDII, DP1, DP2, DP3, DP5	-	Negligible	-	Insubstantial	OM4	-	Insubstantial

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		Construction	Operation		Construction	Operation	Construction	Operation		Construction	Day 1	Year 10
OU3	Planned Waterfront Related Commercial and Leisure Uses (CDE9)	-	High	WDII, DPI, DP2, DP3, DP5	-	Small	-	Moderate	OM4	-	Insubstantial	Substantial (Positive)
<b>Part 4 Other Planned VSRS</b>												
C/R24	Planned CDA at North Point	-	High	WDII, DPI, DP3, DP5		Small		Moderate	OM1 to OM6		Insubstantial	Slight (Positive)
C/R25	Planned CDA (1) at North Point	-	High	WDII, DPI, DP3, DP5		Small		Moderate	OM1 to OM6		Insubstantial	Slight (Positive)

\* C = Commercial, C/R = Commercial/Residential, GIC = Government/Institution/Community, O = Open space, OU = Other use, R = Residential, S = Sea-borne travellers, T = Transport related (land).

## 10.10 Conclusion

- 10.10.1 The proposed development and associated works follow in principle the planning intentions from the Metroplan, Visions and Goals for Victoria Harbour prepared by Town Planning Board and the views of the public received during the engagement exercises of the HER that was carried out under the steer of HEC Sub-committee on WDII Review. In respond to the CFA judgment on the PHO, the extent of reclamation has been reduced to a minimum. With the new waterfront development proposals together with enhanced connectivity to the waterfront from the hinterland and east-west linkages along the northshore, the landscape planning framework of the waterfront from Wan Chai to North Point is strengthened and reinforced by the proposed project.
- 10.10.2 Approximately 12.7 ha (1.8% of total 700ha harbour area) of Victoria Harbour will be permanently lost under the proposed reclamation (DP3). Causeway Bay Typhoon Shelter will be temporarily alienated for the construction of the Trunk Road tunnel. The temporary reclamation will be removed and sea-bed reinstated after the completion of the tunnel construction. A temporary typhoon shelter (DP4) with mooring area of approximately 4ha will be constructed in Victoria Harbour just outside existing typhoon shelter. It is considered that the residual landscape impacts on Victoria Harbour are moderate during construction phase but slight during operation phase with implementation of mitigation measures.
- 10.10.3 Under the proposed development, Fenwick Pier Street Public Open Space will be temporarily affected during the construction stage. In the longer term, this open space will be permanently lost for the Hong Kong Academy of Performing Arts Extension. Approximate 0.24ha of Victoria Park will be permanently lost for the construction of Slip Road 8 of the Trunk Road. Under the proposed development, approximately 13.8ha of new waterfront open space will be provided to strengthen the existing landscape framework from Central to North Point. It is considered the proposed development with mitigation measures will not create adverse impact to open space framework but have positive substantial impact to the waterfront from Central to North Point.
- 10.10.4 It is estimated that, approximately 571 trees will be affected by the construction of Road P2, Slip Road 8, the reprovisioning of the bowling green, the landscape deck connecting Victoria Park to the Causeway Bay waterfront, the HKAPA Extension, the HK Visual Arts Education Centre and the helipad. None of these are LCSD Champion Trees or Registered Old and Valuable Trees. There are no rare species or endangered species, all trees are common species. All the trees with high amenity value which are unavoidably affected by the works will be transplanted where possible. Detailed tree preservation, transplanting and felling including compensatory planting proposals will be submitted to relevant government departments for approval in accordance with ETWB TCW no. 3/2006. Based on the proposed works, new trees will be planted along roadside amenity areas and new waterfront to compensate for the loss of existing trees.
- 10.10.5 The proposed Trunk Road consists primarily of a road tunnel, administration building, Central Ventilation Building, eastern tunnel portal, East Ventilation Building and an associated exhaust vent shaft at the eastern breakwater of CBTS. At the eastern end, the Trunk Road rises on flyover structure to connect with the existing IEC. Most of the Trunk Road is underground or underneath the CBTS and there will not be significant visual or landscape impacts. The eastern tunnel portal will be covered by a landscaped deck with lush planting. The noise barriers/semi-enclosures on the IEC will mainly compose of transparent noise barrier panels above and green panels below. Amenity planting will provided along the eastbound and westbound of IEC with vertical greening of noise barriers/semi-enclosures for around 3m above the planter to soften the structures. The location of the administration building is selected at the least prominent location along the available waterfront area; it is proposed at a location

underneath the elevated IEC and climbers will be planted on the building façade to soften the structure.

- 10.10.6 The Central Ventilation Building, East Ventilation Building and its associated exhaust vent shaft will be the main source of impact. These buildings will be structures with compatible disposition, form and finishing which match with the future harbour environment to achieve visual conformity. Tree and shrub planting is proposed to soften the Central Ventilation Building and East Ventilation Building. The location of the East Ventilation Building at the north of the FEHD Whitfield Depot and at the west end of the North Point reclamation area has been selected in order to increase the distance to the nearby residents as far as practicable. The building height has been minimised by placing some E&M equipment in a basement. The overall height of the building will be lower than the adjacent existing IEC elevated road. The exhaust of the East Ventilation Building has been separated from the East Ventilation Building and extended to the tip of the eastern breakwater of CBTS to further increase the distance to the residents. The vent shaft will be a structure with compatible disposition, form, colour and finishing to create a harmonious visual relationship with the Harbour. Finishing materials will be sensitively designed in form, basic color, color/tone variation, micro- and macro-texture, and reflectivity/light absorbance to avoid glare. The maximum height of the vent shaft will be restricted to +25mPD.
- 10.10.7 With implementation of mitigation measures during construction, there will still be some moderate negative visual impact on the VSRs in the front row of high rise buildings along the waterfront from Central to North Point. Residual impacts on VSRs further away the Victoria Harbour and in the hinterland will become slight or insubstantial. During operation, there will be substantial to moderate positive visual impact on VSRs along the new waterfront as the landscape and visual amenity are generally enhanced and strengthened by the proposed project. The visual impacts from the hinterland and the harbour will be slight or insubstantial.
- 10.10.8 Under the proposed scheme, there will be a significant area of new open space (13.8 ha) and a substantial number of new trees and other proposed planting (approximately 1500 new trees will be planted in the new waterfront and along roadside amenity areas after the new open space is built to compensate the felled trees). The existing landscape characters along the waterfront will be enhanced. There will still be slight residual visual impact due to the provision of noise barriers/screening/semi-enclosures in North Point. However, there will be significant area of new waterfront open space from Tin Hau to Oil Street with at-grade pedestrian connection to North Point. Therefore, overall, it is considered that the residual landscape and visual impacts of the proposed development and the associated designated projects are considered **acceptable with mitigation measures** during construction, **acceptable with mitigation measures** during operation up to 10 years and **beneficial with mitigation** in the long run after 20 to 30 years.