

13 LANDSCAPE AND VISUAL IMPACT

13.1 Introduction

13.1.1 This Section outlines the landscape and visual impact assessment associated with the Kai Tak Development in accordance with the EIA Study Brief No. ESB-152/2006, the criteria and guidelines as stated in Annexes 10 and 18 of the TM and EIAO Guidance Note No. 8/2002 on “Preparation of Landscape and Visual Impact Assessment under the Environmental Impact Assessment Ordinance” for evaluating and assessing combined landscape and visual impacts of the Project and associated works. The assessment shall identify, describe and quantify any potential landscape and visual impacts, evaluate the significance of such impacts on sensitive receivers and propose measures to avoid or mitigate these impacts.

13.1.2 This section covers the Schedule 3 LVIA. The following Schedule 2 Designated Projects are identified under the Kai Tak Development:

- DP1 - New distributor roads serving the planned KTD,
- DP2 - New sewage pumping stations serving the hinterland and the planned KTD,
- DP3a - Decommissioning of the remaining parts (Ex-GFS Building and Radar Station) of the former Kai Tak Airport,
- DP3b - Decommissioning of the remaining parts (HKAC site and existing EMSD Headquarters) of the former Kai Tak Airport,
- DP4 - Decommissioning of the former Kai Tak Airport other than the North Apron,
- DP5 - Kai Tak Airport North Apron decommissioning,
- DP6 - Dredging works for proposed cruise terminal at Kai Tak,
- DP7 - Outdoor sporting facility of the proposed Stadium Complex,
- DP8 - Kwun Tong Transportation Link,
- DP9 - 400kV electricity substation and transmission line,
- DP10 - Trunk Road T2 (including the associated dredging works and reconstruction of submarine sewage outfall from Kwun Tong PTW),
- DP11 - Central Kowloon Route,
- DP12 - Shatin to Central Link,
- DP13a - Environmentally Friendly Transport System (if the selected transport system is rail type),
- DP13b - Maintenance Depot for Environmentally Friendly Transport System (if the selected type of transport system requires a depot),
- DP14 - Submarine gas pipeline relocation, and
- DP15 - Pumping station of DWFI Compound for JVBC.

13.1.3 Under this EIA Study, the Schedule 3 Designated Project, and Schedule 2 DP1, DP2, and DP3a are studied in detail for the purpose of direct EP application. LVIA for DP1, DP2 and DP3a are conducted in detail under Section 3, 4 and 5 respectively.

13.1.4 This Section covers the following:

- list of the relevant environmental legislation and guidelines;
- description of assessment methodology;

- description of the project, scope and contents of the study;
- review of the relevant planning and development control framework;
- baseline study providing a comprehensive and accurate description of the baseline landscape resources, landscape character areas and visual sensitive receivers (VSRs);
- assessment and evaluation of the landscape and visual impacts and cumulative effects arising from the proposed project sufficient to identify those issues of key concern during the construction and operation of the project;
- 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
- 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.

13.1.5 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, 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.

13.2 Environmental Legislation, Policies, Plans, Standards and Criteria

13.2.1 The following legislation, standards and guidelines are applicable to the evaluation of landscape and visual impacts 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;
- Town Planning Ordinance (Cap 131);
- EIAO Guidance Note 8/2002;
- ETWB TCW No. 10/2005 - Planting on Footbridges and Flyovers;
- ETWB TCW No. 2/2004 - Maintenance of Vegetation and Hard Landscape Features, and Tree Preservation;
- ETWB TCW No. 29/2004 - Registration of Old and Valuable Trees, and Guidelines for their Preservation;
- ETWB TCW No. 3/2006 - Tree Preservation;
- ETWB TCW No. 36/2004 - Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS);
- Hong Kong Planning Standards and Guidelines;
- 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.

13.2.2 Reference has also been made to the following studies:

- Comprehensive Feasibility Study for The Revised Scheme of South East Kowloon Development; and
- Kai Tak Planning Review.

13.2.3 In addition, reference has been made to the following OZP:

- Approved Kai Tak (KPA22) Outline Zoning Plan no. S/K22/2 (6.11.2007);
- Approved Ngau Chi Wan (KPA 12) Outline Zoning Plan no. S/K12/16 (2.11.2004);
- Approved Ngau Tau Kok and Kowloon Bay (KPA 13 & 17) Outline Zoning Plan No.S/K13/25 (12. 9.2006);
- Approved Tsz Wan Shan, Diamond Hill & San Po Kong (KPA 11) Outline Zoning Plan No. S/K11/2/23 (22.08.2008);
- Approved Wang Tau Hom & Tung Tau (KPA 8) Outline Zoning Plan No. S/K8/17 (12.4.2005);
- Draft Kwun Tong (South) (KPA 14 Pt.) Outline Zoning Plan No. S/K14S/15 (5.10.2007);
- Draft Ma Tau Kok (KPA 10) Outline Zoning Plan No. S/K10/19 (18.01.2008);
- Draft Hung Hom (KPA9) Outline Zoning Plan No. S/K9/21 (29.02.2008); and
- Draft Cha Kwo Ling, Yau Tong and Lei Yue Mun (KPA 15) Outline Zoning Plan No. S/K/5/16 (23.5.2008).

13.3 Assessment Methodology

13.3.1 Landscape and visual impacts have been assessed separately for the construction and operation phases.

13.3.2 The assessment of landscape impacts has involved the following procedures.

- **Identification of the baseline landscape resources (physical and cultural) and landscape characters 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 whether the resource/character is common or rare, whether it is considered to be of local, regional, national or global importance, whether there are any statutory or regulatory limitations/ requirements relating to the resource, the quality of the resource/character, the maturity of the resource, and the ability of the resource/character to accommodate change.

The sensitivity of each landscape feature and character area is classified as follows:

- High:** Important landscape or landscape resource of particularly distinctive character or high importance, sensitive to relatively small changes.
- Medium:** Landscape or landscape resource of moderately valued landscape characteristics reasonably tolerant to change.
- Low:** Landscape or landscape resource, the nature of which is largely tolerant to change.

- **Identification of potential sources of landscape impacts.** These are the various elements of the construction works and operation 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, the landscape and visual context of the impact, the compatibility of the project with the surrounding landscape; and the time-scale of the impact - i.e. whether it is temporary (short, medium or long term), permanent but potentially reversible, or permanent and irreversible. Landscape impacts have been quantified wherever possible.

The magnitude of landscape impacts is classified as follows:

- Large:** The landscape or landscape resource would suffer a major change.
- Intermediate:** The landscape or landscape resource would suffer a moderate change.
- Small:** The landscape or landscape resource would suffer slight or barely perceptible changes.
- Negligible:** The landscape or landscape resource would suffer no discernible change.

- **Identification of potential landscape mitigation measures.** These may take the form of adopting alternative designs or revisions to the basic engineering and architectural design to prevent and/or minimize adverse impacts; remedial measures such as colour and textural treatment of building features; and 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.
- **Prediction of the significance of landscape impacts before and after the implementation of the mitigation measures.** By synthesizing 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 13.1** 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.
- **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.

Table 13.1 Relationship between Receptor Sensitivity and Impact Magnitude in Defining Impact Significance

Magnitude of Impact (Both Adverse and Beneficial Impact are assessed.)	Large	Slight / Moderate	Moderate / Substantial	Substantial
	Intermediate	Slight / Moderate	Moderate	Moderate / Substantial
	Small	Insubstantial / Slight	Slight / Moderate	Slight / Moderate
	Negligible	Insubstantial	Insubstantial	Insubstantial
		Low	Medium	High
		Receptor Sensitivity (of Landscape Resource, Landscape Character Area or VSRs)		

Note: All impacts are Adverse unless otherwise noted with Beneficial.

13.3.3 The assessment of visual impacts has involved the following procedures.

- **Identification of the Zones of Visual Influence (ZVI) during the construction and operation phases of the project.** This is achieved by site visit and desktop study of topographic maps and photographs, and preparation of cross-sections to determine visibility of the project from various locations.
- **Identification of the VSRs within the ZVIs at construction and operation phases.** 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 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 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 travelling 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 “many”, “medium” and “few” VSRs in any one category of VSR.
- **Identification of potential sources of visual impacts.** These are the various elements of the construction works and operation 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 minimize 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 synthesizing 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 13.1** 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. Consideration is also given to the relative numbers of affected VSRs in predicting the final impact significance - exceptionally low or high numbers of VSRs may change the result that might otherwise be concluded from **Table 13.1**.

The significance of visual impacts is categorized as follows:

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|-----------------------|--|
| 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.

- 13.3.4 Funding, implementation, management and maintenance of the mitigation proposals will be 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 included in the report.

13.4 Scope and Content of the Study

Description of the Project

- 13.4.1 The nature and scope of the Project is described in **Section 1** of this Report. In accordance with the Study Brief, this study will assess the landscape and visual impacts during the construction and operation phase for the proposed development, i.e. Schedule 3 Designated Project, and Schedule 2 DP1, DP2, and DP3a. This section considers and assesses the landscape and visual impacts due to the Schedule 3 DP. LVIA For DP1, DP2 and DP3a are described in Section 3, 4 and 5 of this report respectively. Other DPs will be covered under separate Schedule 2 EIA.

Consideration of Alternatives and Development of Preferred Option

- 13.4.2 To foster community support and general consensus to the key issues and study proposals, a 3-stage public participation exercise was conducted to enable more structured public engagement activities in the development of Kai Tak. Several development options including the three concept plans and PODP, have been proposed under previous Planning Review Study. Details of the comparison of various development options and how the preferred option is formulated and translated into the RODP are summarized in **Section 2**. The RODP, which forms the basis on this LVIA, is derived from a continuous and reiterative process to achieve a high quality urban development with due considerations on public preferences, technical feasibility and environmental concerns.

Limits of the Study Area

- 13.4.3 The Project is located in the south-eastern part of Kowloon Peninsula, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling. It covers a land area of about 328 hectares. The Project also covers Kowloon Bay and Kwun Tong Typhoon Shelter and the adjacent water bodies. As required by the EIA Study Brief, the area for the landscape impact assessment shall include all area within 500 metres from the boundary of the scope of the EIA study as indicated in **Figure 13.1**.

- 13.4.4 The area for the visual impact assessment shall be defined by the visual envelope of the Project and associated works during the construction and operation phases. The defined visual envelope is illustrated in **Figure 13.1**.

13.5 Review of Planning and Development Control Framework

General

- 13.5.1 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 Kai Tak Development.

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

- 13.5.2 The Town Planning Board recognizes 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". 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. 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 safety and efficiently harbour for transporting people and goods and for operating an international hub port.

It is considered that the proposed Kai Tak Development and associated works comply with the Visions and Goals for Victoria Harbour formulated by the Town Planning Board in 1999.

Review of Stage II Study on Review of Metroplan and The Related Kowloon Density Study Review (2003)

- 13.5.3 Review of Stage II Study on Review of Metroplan and The Related Kowloon Density Study Review (2003) 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 construction of a cruise terminal, aviation museum, retail, leisure and entertainment uses, hotels and promenade, as part of the South East Kowloon Development (i.e. Kai Tak Development). The South East Kowloon Development is planned to accommodate public and private housing with associated community facilities. Other major facilities within the overall development include a Metropolitan Park and an international sports stadium. Comprehensive pedestrian Circulation Framework is proposed to integrate the South East Kowloon district with the existing open space and streetscape framework. It is considered that the proposed Kai Tak Development and associated works follows and further reinforces the aims of Metroplan.

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

- 13.5.4 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. A key waterfront opportunity space is provided by the former Kai Tak Airport runway. 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. The airport site is planned to accommodate a residential district. The end of the former runway offers wide views and has been identified as the most suitable location for accommodating additional cruise terminal facilities. A significant cluster of tourism-related facilities are also proposed for this location, including an aviation museum, heliport, retail, leisure and entertainment uses and hotels. These will require convenient linkage to the main tourist attractions in the Inner Harbour Core. It is considered that the proposed Kai Tak Development and associated works will meet the objectives of Planning Study on the Harbour and its Waterfront Areas.

Review of Preliminary Outline Development Plan and Outline Zoning Plan

- 13.5.5 Planning Department commissioned the Kai Tak Planning Review (KTPR) in July 2004. It was tasked to formulate a Preliminary Outline Development Plan (PODP) for Kai Tak Development (KTD), with 'no reclamation' as the starting point and facilitate public participation in the process. The KTPR had proceeded with extensive public engagement activities under the objective of "Planning with the Community" to help building up consensus on the development proposals. The PODP has served as a basis of formulation of the current statutory Kai Tak OZP.
- 13.5.6 Key features, which include Sports-Orientated, People-Orientated, Sustainable, Environmental-friendly, Distinguished and Attractive Urban Form, of the PODP is summarized in Section 2. In general, the PODP for Kai Tak is an outcome of a public participation, planning and design as well as technical studies. It is considered that the PODP meets the planning and development objectives of KTD.
- 13.5.7 A review of the existing and planned development framework for the proposed works and for the surroundings has been considered. It aims to ensure that the proposed development is further developed under the Engineering Review Study such that planning framework proposed is consistent with the approved OZPs. The Study Area largely covers various OZPs. There are Kai Tak (KPA22) Outline Zoning Plan (No. S/K22/2), Ngau Chi Wan (KPA 12) Outline Zoning Plan (No. S/K12/16), Ngau Tau Kok and Kowloon Bay (KPA 13 & 17) Outline Zoning Plan (No.S/K13/25), Tsz Wan Shan, Diamond Hill & San Po Kong (KPA 11) Outline Zoning Plan (No. S/K11/22), Wang Tau Hom & Tung Tau (KPA 8) Outline Zoning Plan (No. S/K8/17), Kwun Tong (South) (KPA 14 Pt.) Outline Zoning Plan (No. S/K14S/15), Ma Tau Kok (KPA 10) Outline Zoning Plan (No. S/K10/19) and Hung Hom (KPA9) Outline Zoning Plan (No. S/K9/21).
- 13.5.8 Based on the PODP and subsequent review and study, key planning and urban design considerations to ensure the creation of a successful urban environment, responsive to its unique context and site conditions are set out as below:

Connectivity with Surrounding Neighbourhoods

- 13.5.9 Pedestrian linkage and continuity of movement patterns are critical to the success and usability of the area. This will help to revitalize the older areas and ensure high levels of interface and visitation to the new area, with district urban quarters that are responsive to their context. At the same time, transport connections are integrated to support operations within the area, and with other areas.

Creation of Physical and Activity Nodes

- 13.5.10 The plan is formulated around the creation of district and sub-regional nodes which must function, in urban design terms, as vibrant destinations whether they act as sports hub, commercial centre or tourism-leisure hub. In turn their success is dependent on strong connectivity and transit strategy.

Establishment of an Active Waterfront

- 13.5.11 The waterfront is regarded as an enormous natural asset for public accessibility, perambulation and enjoyment. Pedestrian movement shall be continuous, and link together a range of diverse programmes and activities which offer a sequence of promenades, parklands, commercial and retail oriented areas.

Establishment of a Continuous Open Space System

- 13.5.12 The identity of Kai Tak will, to a large extent, be determined by its open space framework which allows for 'green' continuity, informal pedestrian circulation, and which connects together leisure, recreational, cultural and commercial areas.

Creation of a Pedestrian Friendly Environment

- 13.5.13 Apart from a continuous and connective pedestrian system, the pedestrian experience shall be user friendly in terms of comfortable walking radii from public transport, visually contrasting expenses, environmentally convenient and safe connections, both horizontally and vertically.

Creating Dynamic and Visually Interesting Urban Places

- 13.5.14 The various planning areas should present a mix of architectural and spatial compositions at various scales as appropriate. While height limitations have been set in various areas, there is a need for an interesting mix of building forms, scales and skyline profile to establish the image and identity of the Kai Tak area.

Integrate Urban Gateways

- 13.5.15 Gateways must express the various transitions that occur within the Kai Tak area, and between the new development district and the surround area. These can take on a variety of different forms and types, and normally signal points of arrival, changes of pedestrian or vehicular condition, specific types of street function and expressive visual markers.

Legibility, Orientation and Views

- 13.5.16 It is necessary to provide visual cues that assist the process of orientation. Within the overall spatial framework, this entails the integration of visual corridors and important view sheds to regional or city-wide features, the use of prominent landmark elements, and the serial 'framing' of sequential visual experiences throughout the overall movement framework.

Creation of Streetscape

- 13.5.17 Whenever possible the creation of coherent and continuous streetscape should form a key consideration of avenue design through 'joined together' elements to provide consistent built edge, consistency of height profiles, architectural identity, signage channels, and landscape.
- 13.5.18 The OZPs [which OZPs or only one OZP] illustrate the broad principle development within each planning area based on the PODP. Under the current proposals, the broad planning and urban design principles and considerations are maintained and further refined.

Review of Major Changes from PODP to RODP

13.5.19 Major changes from PODP to RODP are reviewed and potential landscape and visual impact is summarized in **Table 13.2**. The locations of these changes are indicated in **Figure 13.1**. Many of the changes have further strengthened the urban and landscape character of KTD as well as enhanced the connectivity within the development and with the adjacent district. In general, the proposed changes are beneficial in landscape and visual perspective, except the incorporation of a road in the planned bridge connection between the runway end and Kwun Tong and incorporation of a road reserve at the Runway Park which will induce adverse landscape and visual impacts. The impact for such changes should be further investigated in detailed design stage.

Table 13.2 Review of Major Revisions from PODP to RODP

	Major Revisions	Potential landscape and visual Impact
1.	<p>Fine-tune the layout of Kai Tak City Centre and to incorporate the planning vision to transform the existing Kai Tak Nullah into a river channel. The main amendments include:</p> <p>A. Rezoning of the sites at the northern part of NAKTA on both sides of the possible future river channel to “Comprehensive Development Areas” (“CDAs”) such that these developments would be subject to the TPB’s approval. The building heights of these sites, as well as the adjacent “Government, Institution or Community” (“G/IC”) sites, are lowered to improve visual connectivity between the new city centre with the surrounding built-up areas.</p> <p>B. The footbridge system is further enhanced by incorporating a curvilinear landscaped elevated walkway linking Kai Tak with Kowloon City and San Po Kong.</p> <p>C. Imposition of a two-tier building height restrictions for the Kai Tak Government Offices’ site.</p> <p>D. Two new commercial sites at eastern end of the Station Square for provision of two iconic towers.</p> <p>E. Minor adjustment of the development mix in the “Other Specified Uses” annotated “Mixed Use (2)” (“OU(Mixed Use)”) site.</p> <p>F. Two “Residential Zone 2” (“R2”) located to the north of the Stadium site has been amalgamated into one R2 site.</p> <p>G. Road pattern for Road L16 at the western part of the Kai Tak City Centre has been simplified. Adjustments have been made to the boundaries of the sites located to the north and south of Road L16.</p>	<p>In general, the proposed changes in the layout of Kai Tak City Centre will further reinforce the urban identity of the Kai Tak City Centre. Details of changes are reviewed as below.</p> <p>It is considered that there is beneficial visual impact as the visual connectivity between the new centre with the surrounding built-up areas is improved.</p> <p>It will be an iconic pedestrian feature of the area. It is considered this change is beneficial landscape and visual impact.</p> <p>It will further reinforce the urban design character of the area and it is therefore considered as beneficial landscape and visual impact.</p> <p>It will further reinforce the urban design character of the area and it is therefore considered as beneficial landscape and visual impact.</p> <p>No significant visual impact.</p> <p>No significant visual impact.</p> <p>It will create stronger streetscape character and such change is therefore considered as beneficial landscape and visual impact.</p>

	Major Revisions	Potential landscape and visual Impact
2.	Extension of the monorail reserve along Hoi Yuen Road and incorporation of a monorail depot reserve in the Metro Park.	There will be reduction of open space within Metro Park due to the occupation of the monorail depot. Roof garden on monorail depot reserve connecting the Metro Park shall be proposed to mitigate the reduction of open space area of Metro Park. This should be incorporated as the design mitigation measures of the Monorail Depot in the detailed design study.
3.	Incorporation of a road in the planned bridge connection between the runway end and Kwun Tong and incorporation of a road reserve at the Runway Park for future connection.	This will create significant adverse landscape and visual impact to the planned Runway Park. The incorporation of road on the planned bridge will increase the bulkiness of the bridge structure. Its impact should be further studied in detailed design of the bridge connection.
4.	Provision of an additional elevated walkway to connect a “CDA(2)” site at Ma Tau Kok with the future Sung Wong Toi Park.	It should be a beneficial landscape and visual impact as the connectivity to the adjacent district is enhanced.
5.	Total flat production at the two public rental housing sites at the North Apron has been revised from 11,000 flats to 13,002 flats. Total planned population has been revised from 35,100 to 35,000.	No significant landscape and visual impact.
6.	Design population for Kai Tak Government Office (KTGO) has been revised from 2,350 to 2,500. A total of 3,200 visitors per day are planned for KTGO.	No significant landscape and visual impact.
7.	Re-organization of GIC facilities to be provided at Site 1D3 and Site 1J3 in the North Apron area.	No significant landscape and visual impact.
8.	Footprints of the Main and Secondary Stadia from the Preliminary Planning for Stadium have been incorporated.	No significant landscape and visual impact.
9.	Revision of the layout of Road D3 and landscaped elevated walkway located above Road D3. A. Width of Central Boulevard along the Runway Precinct is maintained to 32m B. Width of footpath of Road L13 along the waterfront facing the development sites have been reduced from 10m to 7m C. As a result of the above changes, areas of the residential and commercial sites (Sites 4A1 to 3, 4B1 to 5 and 4C1 to 5) have been slightly adjusted.	In general, the proposed changes for Road D3 will not have significant landscape and visual impact.
10.	Slight increase in site area of the proposed Fire Station at South Apron area	No significant landscape and visual impact.

	Major Revisions	Potential landscape and visual Impact
11.	Provision of Refuse Collection Points (RCPs) RCP at Site 1N3 as proposed on the PODP has been deleted. 4 RCPs will be provided on the latest RODP at Site 1J4, 2A10, 3B4 and 5C1	No significant landscape and visual impact.
12.	Extension of Road L3 at the Kai Tak City Centre. The extended road will be restricted for load/unloading purposes only.	No significant landscape and visual impact.
13.	Deletion of pumping station PS4	Landscape and visual impact due to PS4 will be eliminated.
14.	A footpath is added between two school sites (Sites 1A3 and 1A4) at North Apron. Site boundaries of Site 1A2, 1A3 and 1A4 have been slightly adjusted to accommodate the footpath but site area have remained unchanged.	No significant landscape and visual impact.
15.	Provision of a short section of footpath in-between Kai Fuk Road and Road D4 at hospital sites	No significant landscape and visual impact.
16.	Boundaries of 4 undesignated “G” sites (Sites 3B 1 to 4) at South Apron have been re-organized and site areas have been revised accordingly.	No significant landscape and visual impact.
17.	Provision of a 10m wide utility reserve strip at Site 1D2	No significant landscape and visual impact.
18.	Revised location and provision of drainage reserves	No significant landscape and visual impact.
19.	Common access at Refuse Collection Point at Site 2A10	No significant landscape and visual impact.
20.	Setback of site boundaries of hospital and fire station at Site 3C1 and 3C2 respectively.	Setback will provide additional space for amenity planting provide along the streetscape. It is a beneficial change in landscape and visual perspective.
21.	Inclusion of To Kwa Wan SCL Station	No significant landscape and visual impact.
22.	Relocation of Ma Tau Kok Station and re-named as Ma Tau Wai Station.	No significant landscape and visual impact.
23.	Provision of Turnaround and Over-height Accesses for T2/CKR Interchange	No significant landscape and visual impact.

Review of Greening Master Plan

- 13.5.20 Greening Master Plan (GMP) for Sham Shui Po District, Kowloon City District, Wong Tai Sin District and Kwun Tong District by Civil Engineering Development Department (CEDD) plans to upgrade the landscape quality by planting more greenery within these districts. The GMP study is ongoing and the findings of the recommended GMPs are not available at this stage. However, it is considered that Kai Tak Development and associated projects will not create any insurmountable impact on the proposed GMPs.

Review of Further Alternative Options under KTD

Kai Tak Nullah

- 13.5.21 Kai Tak Nullah would be modified into open channel cum box culvert. It will reduce open space (approximately 2400m²) as compared with the box culvert scheme in the RODP and it is considered to be beneficial in terms of landscape and visual impacts as it will create new landscape and visual resource to the area and add vibrancy to the design.

Through Road L3

- 13.5.22 Alternating the current non-through arrangement at the end of Road L3 to a through road will only reduce the amenity area by approximate 100 m². It is considered that the through road will have slight landscape and visual impact.

EFTS

- 13.5.23 The proposed routing of EFTS near the MPSC site will be re-aligned next to Road L6 for better land use integration. There will be no landscape and visual impact due to the re-aligned EFTS.

13.6 Baseline Study

- 13.6.1 The study area is located in the south-eastern part of Kowloon Peninsula, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling. It covers a land area of about 328 hectares. The Project also covers Kowloon Bay and Kwun Tong Typhoon Shelter and the adjacent water bodies.
- 13.6.2 The site was the former Kai Tak Airport which was replaced by Chek Lap Kok Airport in 1998. After closure, the former airport site has been occupied by various temporarily uses such as public fill banks, bus depots, car sales exhibitions, and recreational grounds. Most of the buildings and structures within the former airport site have been cleared. Many of the significant landscape resources are along the periphery outside the former airport.

Physical Landscape Resources

Topography

- 13.6.3 The landform in the landscape study area which is the former Kai Tak Airport comprises flat reclaimed land with no features of topographical interest or value.

Ridgeline

- 13.6.4 The Ridgeline of the Kowloon Hills to the north of the southern areas of Kowloon provides a dramatic natural backdrop to the high-rise urban areas of Kowloon. The ridgeline is a physical landscape resource as well as a key visual resource in South East Kowloon. The ridgeline is partially breached by the existing high-rise developments particularly in Lam Tin, Sau Mau Ping and Ngau Tau Kok. Views to the natural ridgeline shall be preserved as far as possible particular from the strategic vantage points at Quarry Bay Park, Hong Kong Convention and Exhibition Centre New Wing, and Sun Yat Sen Memorial Park viewing from Hong Kong Island.

Victoria Harbour

- 13.6.5 Victoria Harbour is an unique public asset and natural heritage of Hong Kong, its preservation is for the benefit of the current generation as well as the future ones. This is considered to be of high value and sensitivity.

Drainage

- 13.6.6 There are no natural drainage features in the study area. The section of Kai Tak Nullah runs through the centre of the site and currently has little inherent landscape value.

Soil

- 13.6.7 The study area is the former Kai Tak Airport which primarily consist of preliminary concrete surface. There is no soil material which is of landscape interest and value.

Open Spaces

- 13.6.8 The study area is a densely urbanized area with limited open space which has significant amenity value. Approximately 18 nos. public open spaces with a total area of 38.6ha are identified, varying from small rest gardens, playgrounds, to large parks such as Kowloon Walled City Park and Hoi Sham Park. In general, within a densely urbanized area, all public open spaces are considered to be of high value and sensitivity due to their importance as landscape resources within the city.

Existing Trees

- 13.6.9 Broad brush tree survey has been carried out within the study area as show in **Figure 13.2A**. Within the study area, there are more than 6,000 no. of trees. Tree species include *Acacia confusa*, *Ailanthus fordii*, *Aleurites moluccana*, *Araucaria heterophylla*, *Archontophoenix alexandrae*, *Bauhinia blakeana*, *Bauhinia variegata*, *Bombax ceiba*, *Callistemon viminalis*, *Caryota ochlandra*, *Cassia siamea*, *Cassia surattensis*, *Casuarina equisetifolia*, *Celtis sinensis*, *Chrysalidocarpus lutescens*, *Cycas revoluta*, *Delonix regia*, *Eucalyptus citriodora*, *Eucalyptus robusta*, *Erythrina variegata*, *Ficus altissima*, *Ficus benjamina*, *Ficus elastica*, *Ficus microcarpa*, *Ficus virens* var. *sublanceolata*, *Hibiscus tiliaceus*, *Juniperus chinensis* cv. *Kaizuca*, *Lagerstroemia speciosa*, *Leucaena leucocephala*, *Livistona chinensis*, *Macaranga tanarius*, *Melaleuca quinquenervia*, *Michelia x alba*, *Morus alba*, *Phoenix roebelenii*, *Plumeria rubra*, *Podocarpus macrophyllus*, *Roystonea regia* and *Spathodea campanulata*. Many of the trees are found within LCSD open spaces. They are in general of medium to high amenity value and sensitivity to change. Trees found within the former airport site are in low to medium amenity value and small in size. There are one OVT (ref. no. LCSD KT/1, a *Sterculia lanceolata* in Elegance Road Garden) and 2 Champion Trees (*Albizia lebbek* and *Ficus microcarpa* on Lomond Road) identified within the 500m landscape study boundary. However, these trees are far away from the proposed development and will not be affected.

Human Landscape Resources

Cultural Features

- 13.6.10 The current Hong Kong Aviation Club Buildings were first built in 1958 and then subsequently expanded in 1974 and consist of a hangar, workshops and club building. The buildings were formerly part of the Far East Flying Training School and were sold to the Aviation Club in 1983. The Far East Flying Training School was established in 1943 and moved to the Sung Wong Toi Road in 1958. The Aviation Club Buildings will be preserved under the proposed the KTD proposed development.
- 13.6.11 The site of Fish Tail Rock was formerly an island, but was joined to the mainland by reclamation during the 1960's. The name comes from the fact that the large rock which resembles the tail of a fish diving into the sea and the site was used as a place of worship by the local boat people for many generations. The rock is not situated in Hoi Sham Park. Under the proposed KTD, it will not be affected.

- 13.6.12 The current Hong Kong Aviation Club Buildings were built in 1958 and consist of a hangar, workshops and club building. The buildings were formerly part of the Far East Flying School and were sold to the Aviation Club in 1983. The Far East Flying Training School was established in 1943 and moved to the Sung Wong Toi Road in 1958. The Aviation Club Buildings will be preserved under the proposed KTD.

Historical Features

- 13.6.13 Song Wong Toi Inscription Rock was originally situated at the top of the Sacred Hill and is associated with the last emperor of the Sung Dynasty. On expansion of the airport it was moved to the Sung Wong Toi Garden to the north of Olympic Avenue, retaining its view corridor to Lei Yue Mun. The Sung Wong Toi Inscription Rock will not be affected by the infrastructure work of KTD. However, whether the Sung Wong Toi Inscription Rock will be relocated to the new Sung Wong Toi Park in KTD will be subject to future consideration by the project proponent of the new Sung Wong Toi Park.
- 13.6.14 The baseline landscape resources (primarily existing open spaces and trees) which will be potentially affected by the development, together with their sensitivity to change and ability to accommodate changes are described in **Table 13.3**. The locations of baseline landscape resources are mapped in **Figure 13.2**. Photo views illustrating the landscape resources within the study area are illustrated in **Figures 13.2.1 to 13.2.10** inclusive.

Landscape Character Areas

- 13.6.15 Landscape character zones have been identified within the Study Area in accordance with the Study on Landscape Value Mapping of Hong Kong. These are described below and illustrated in **Figure 13.3**. Photo views illustrating the landscape character areas within the study area are illustrated in **Figures 13.3.1 to 13.3.3** inclusive.

Table 13.3 Landscape Resources / Landscape Character Areas and Their Sensitivity to Change

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
Baseline Landscape Resources		
LR01	Olympic Garden This is a public local open space (~ 0.7ha) at the west end of the Prince Edward Road East and located under existing flyover network of Kowloon City, containing seating areas and planting beds. It is a popular resting and gathering place for local residents. Ornamental tree and shrub planting are provided throughout the open space. There are more than 100 trees with height around 4-13 m, spread 2-10 m, trunk diameter 120-500 mm. Species include <i>Bauhinia blakeana</i> , <i>Callistemon viminalis</i> , <i>Chrysalidocarpus lutescens</i> , <i>Ficus microcarpa</i> , <i>Lagerstroemia speciosa</i> and <i>Roystonea regia</i> .	High
LR02	Sung Wong Toi Garden This is a formal public open space (~ 0.4ha) where the Emperor's Rock is kept comprising formal clipped hedgerows and screen tree planting along the periphery of the open space. There are approximately 30 mature trees with height around 4-8 m, spread 3-10 m, trunk diameter 150-700 mm. Species include <i>Aleurites moluccana</i> , <i>Casuarina equisetifolia</i> , <i>Ficus microcarpa</i> , <i>Livistona chinensis</i> and <i>Macaranga tanarius</i> .	High

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LR03	Sung Wong Toi Playground This is a public open space (~ 0.9ha) comprising basketball courts, meandering footpaths, seating areas and ornamental tree and shrub planting. There are more than 100 trees with height around 4-13 m, spread 2-8 m, trunk diameter 120-450 mm. Species include <i>Bauhinia blakeana</i> , <i>Bombax ceiba</i> , <i>Casuarina equisetifolia</i> , <i>Delonix regia</i> and <i>Ficus virens</i> var. <i>sublanceolata</i> .	High
LR04A	Rest Garden near Nga Tsin Wai Road The Rest Garden is a local open space (~ 0.2ha) with lush trees and shrub planting. It consists of children's play equipment and seating areas under tree shade primarily for passive recreation. There are approximately 10 mature trees with height around 4-8 m, spread 2-10 m, trunk diameter 300-750 mm. Species include <i>Aleurites moluccana</i> and <i>Ficus microcarpa</i> .	High
LR04B	Amenity area near Sha Po Road The amenity area consists of 26 trees of medium size and amenity value. The height of trees is around 5-6 m, spread 3 m, trunk diameter 150-200 mm. The species are mostly <i>Bauhinia blakeana</i> .	Medium
LR05	Shek Ku Lung Road Playground This is an open space (~1.4ha) with predominantly hard surface primarily for active recreation provision. Five-a-side football pitches and tennis courts are the main elements in the open space. Seating areas are also provided. There are more than 330 trees with height around 4-9 m, spread 3-8 m, trunk diameter 150-600mm. Species include <i>Acacia confusa</i> , <i>Ailanthus fordii</i> , <i>Bauhinia blakeana</i> , <i>Bombax ceiba</i> , <i>Cassia surattensis</i> , <i>Delonix regia</i> , <i>Erythrina variegata</i> , <i>Ficus microcarpa</i> , <i>Macaranga tanarius</i> , <i>Melaleuca quinquenervia</i> , <i>Michelia x alba</i> and <i>Plumeria rubra</i> .	High
LR06	Argyle Street Playground This is an open space (~ 0.8ha) with predominantly hard surface primarily for active recreation provision. Football pitches are the main elements in the open space. Seating areas are also provided at the northern side of the playground. There are approximately 20 trees with height around 4-7 m, spread 3-10 m, trunk diameter 180-400 mm. Species include <i>Delonix regia</i> and <i>Lagerstroemia speciosa</i> .	High
LR07	Trees in the Amenity Areas near Kai Fuk Road There are approximately 760 trees found in the Amenity Areas near Kwun Tong Road with height around 4-5 m, spread 2 m, trunk diameter 100-180 mm. The amenity value of these trees is considered as medium. Predominant species consist of <i>Acacia confusa</i> , <i>Celtis sinensis</i> , <i>Casuarina equisetifolia</i> , <i>Ficus microcarpa</i> , <i>Hibiscus tiliaceus</i> , <i>Macaranga tanarius</i> and <i>Melaleuca quinquenervia</i> .	Medium

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LR08	<p>Kai Tak East Playground</p> <p>This is an open space (~ 1.4ha) with an indoor playground and predominantly hard surface for active recreation provision. There is an indoor game hall at the southeast of the playground. Football pitches and basketball courts are the main elements in this open space. Seating areas are provided along both sides of these pitches. There are 40 trees primarily along the periphery of the open space. Some trees are mature. The height of trees is around 3-11 m, spread 2-9 m, trunk diameter 100-600 mm. Species include <i>Acacia confusa</i>, <i>Ailanthus fordii</i>, <i>Aleurites moluccana</i>, <i>Bauhinia blakeana</i>, <i>Bombax ceiba</i>, <i>Delonix regia</i>, <i>Ficus microcarpa</i> and <i>Melaleuca quinquenervia</i>.</p>	High
LR09	<p>To Kwa Wan Recreation Ground</p> <p>This is an open space (~ 2.8ha) with predominantly hard surface primarily for active recreation provision. There are approximately 150 trees in these amenity areas with height around 3-13 m, spread 2-7 m, trunk diameter 120-500 mm. Species include <i>Aleurites moluccana</i>, <i>Araucaria heterophylla</i>, <i>Bauhinia blakeana</i>, <i>Chrysalidocarpus lutescens</i>, <i>Juniperus chinensis</i> cv. <i>Kaizuca</i>, <i>Macaranga tanarius</i>, <i>Michelia x alba</i> and <i>Roystonea regia</i>.</p>	High
LR10	<p>Hoi Sham Park and King Wan Street Seafront</p> <p>This is an open space (~ 4.2ha) with predominantly hard surface primarily for active recreation provision. The waterfront location, the pagodas and natural boulders are the key attractions of the park. There are approximately 220 trees in these amenity areas with height around 4-10 m, spread 3-10 m, trunk diameter 200-700 mm. Species include <i>Acacia confusa</i>, <i>Aleurites moluccana</i>, <i>Bauhinia blakeana</i>, <i>Bombax ceiba</i>, <i>Cassia surattensis</i>, <i>Delonix regia</i>, <i>Ficus benjamina</i>, <i>Ficus microcarpa</i>, <i>Ficus virens</i> var. <i>sublanceolata</i>, <i>Hibiscus tiliaceus</i>, <i>Juniperus chinensis</i> cv. <i>Kaizuca</i> and <i>Melaleuca quinquenervia</i>.</p>	High
LR11	<p>Kowloon Walled City Park and Carpenter Road Park</p> <p>Kowloon Walled City Park is a one of the most historic sites in Kowloon. It is a regional open space (~ 3.3ha) in early Qing Dynasty style. The park consists of a mix of active and passive recreation in a tree and shrub landscape setting. It is a popular park for local residents and tourists. There are more than 350 trees of high amenity value with height around 4-10 m, spread 2-8 m, trunk diameter 200-700 mm. Species include <i>Aleurites moluccana</i>, <i>Bauhinia blakeana</i>, <i>Bombax ceiba</i>, <i>Delonix regia</i>, <i>Ficus microcarpa</i>, <i>Juniperus chinensis</i> cv. <i>Kaizuca</i>, <i>Lagerstroemia speciosa</i>, <i>Macaranga tanarius</i>, <i>Melaleuca quinquenervia</i>, <i>Michelia x alba</i> and <i>Roystonea regia</i>.</p> <p>Carpenter Road Park is a regional open space (~ 5.4 ha). The park provides active recreation with cycle track and passive recreation in a tree and shrub landscape setting. There are more than 150 trees of high amenity value with height around 4-8 m, spread 2-8 m, trunk diameter 200-500 mm. Predominate species include <i>Aleurites moluccana</i>, <i>Ficus microcarpa</i>, <i>Juniperus chinensis</i> cv. <i>Kaizuca</i> and <i>Roystonea regia</i>.</p>	High

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LR12	Tin Kwong Road Recreation Ground This is an open space (~ 2.3ha) with predominantly hard surface primarily for active recreation provision. The football pitch is the main element in the open space. There are approximately 200 trees in these amenity areas with height around 4-10 m, spread 2-7 m, trunk diameter 150-450 mm. Species include <i>Acacia confusa</i> , <i>Aleurites moluccana</i> , <i>Casuarina equisetifolia</i> and <i>Ficus microcarpa</i> .	High
LR13	Nan Lian Garden This is a regional open space (~ 3.1ha) in Tang Dynasty style primarily for passive recreation. It is a popular garden for local residents and tourists. It is characterized by lots of trees with high amenity value. There are more than 500 trees within the garden with height around 2-13 m, spread 2-10 m, trunk diameter 100-700 mm. Dominant species include <i>Acacia confusa</i> , <i>Bombax ceiba</i> , <i>Ficus microcarpa</i> and <i>Podocarpus macrophyllus</i> .	High
LR14	Choi Hung Road Playground This is a regional open space (~ 4.0ha) with predominantly hard surface primarily for active recreation provision. The basketball court is the main element in the open space. Seating areas are also provided. There are approximately 100 trees within the playground with height around 3-9 m, spread 2-7 m, trunk diameter 100-350 mm. Species include <i>Acacia confusa</i> , <i>Bauhinia blakeana</i> , <i>Callistemon viminalis</i> , <i>Ficus microcarpa</i> and <i>Melaleuca quinquenervia</i> .	High
LR15	Laguna Park This is an open space (~ 4.2ha) with predominantly hard surface primarily for active and passive recreation provision. It is a popular resting and gathering place for local residents. There are approximately 300 trees in this park with height around 4-10 m, spread 2-8 m, trunk diameter 150-450 mm. Predominant species include <i>Acacia confusa</i> , <i>Araucaria heterophylla</i> , <i>Bauhinia blakeana</i> , <i>Bombax ceiba</i> , <i>Callistemon viminalis</i> , <i>Cassia surattensis</i> , <i>Ficus elastica</i> , <i>Ficus microcarpa</i> , <i>Hibiscus tiliaceus</i> , <i>Juniperus chinensis</i> cv. <i>Kaizuka</i> , <i>Melaleuca quinquenervia</i> , <i>Michelia x alba</i> and <i>Roystonea regia</i> .	High
LR16	Elegance Road Garden This is a local open space (~ 0.4ha) mainly for passive recreation. There are approximately mature 30 trees in this garden with height around 4-12 m, spread 2-10 m, trunk diameter 200-750 mm. The amenity value of these trees is considered as high. Predominant species include <i>Delonix regia</i> and <i>Ficus microcarpa</i> .	High
LR17	Trees near Aviation Club Buildings There are approximately 32 mature trees at the periphery of the development boundary along Song Wong Toi Road with height around 4-13 m, spread 3-7 m, trunk diameter 180-350 mm. The amenity value of these trees is considered as high. Predominant species consist of <i>Aleurites moluccana</i> , <i>Casuarina equisetifolia</i> , <i>Delonix regia</i> , <i>Ficus microcarpa</i> , <i>Macaranga tanarius</i> and <i>Morus alba</i> .	High

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LR18	<p>Trees at the periphery of existing lot boundary along Sung Wong Toi Road</p> <p>There are approximately 10 semi-mature/mature trees at the periphery of the existing lot boundary along Sung Wong Toi Road with height around 3-9 m, spread 3-10 m, trunk diameter 200-500 mm. The amenity value of these trees is considered as medium. Predominant species consist of <i>Bauhinia blakeana</i>, <i>Delonix regia</i>, <i>Ficus microcarpa</i>, <i>Macaranga tanarius</i>, <i>Michelia x alba</i> and <i>Phoenix roebelenii</i>.</p>	Medium
LR19	<p>Trees in the Amenity Areas along Sung Wong Toi Road</p> <p>There are approximately 19 trees found in the Amenity Areas near the Ventilation Building of the Airport Tunnel along Sung Wong Toi Road with height around 3-12 m, spread 2-8 m, trunk diameter 150-500 mm. Predominant species consist of <i>Acacia confusa</i>, <i>Aleurites moluccana</i>, <i>Bauhinia blakeana</i>, <i>Ficus microcarpa</i> and <i>Phoenix roebelenii</i>.</p>	Medium
LR20	<p>Trees in Amenity Areas of the interchange near Kwun Tong Road</p> <p>There are approximately 30 trees found in the Amenity Areas near Kwun Tong Road with height around 4-9 m, spread 3-5 m, trunk diameter 120-300 mm. The amenity value of these trees is considered as medium. Predominant species consist of <i>Aleurites moluccana</i>, <i>Bauhinia blakeana</i>, <i>Bombax ceiba</i>, <i>Casuarina equisetifolia</i>, <i>Ficus microcarpa</i>, <i>Leucaena leucocephala</i>, <i>Macaranga tanarius</i> and <i>Melaleuca quinquenervia</i>.</p>	Medium
LR21	<p>Existing trees along the runway</p> <p>There are more than 830 trees along runway. All the trees are immature mostly with height around 2-7 m, spread 1-4 m, trunk diameter 100-250 mm.. The amenity value of these trees is considered as low. Species include <i>Casuarina equisetifolia</i>, <i>Chrysalidocarpus lutescens</i>, <i>Eucalyptus citriodora</i>, <i>Ficus benjamina</i>, <i>Ficus microcarpa</i>, <i>Hibiscus tiliaceus</i> and <i>Macaranga tanarius</i>.</p>	Low
LR22	<p>Trees in Amenity Areas near the Interchange in Kowloon Bay</p> <p>There are more than 510 existing trees in the amenity areas near the interchange in Kowloon Bay with height around 4-13 m, spread 2-7 m, trunk diameter 150-350 mm. The amenity value of these trees is considered as medium. Predominant species are <i>Aleurites moluccana</i>, <i>Bauhinia blakeana</i>, <i>Casuarina equisetifolia</i>, <i>Leucaena leucocephala</i> and <i>Melaleuca quinquenervia</i>.</p>	Medium
LR23	<p>Trees in Amenity Areas of San Po Kong Interchange</p> <p>There are approximately 38 trees in the amenity areas of San Po Kong Interchange with height around 4-8 m, spread 2-5 m, trunk diameter 150-300 mm. The amenity value of these trees is considered as medium. Species include <i>Ailanthus fordii</i>, <i>Callistemon viminalis</i>, <i>Cycas revoluta</i>, <i>Erythrina variegata</i>, <i>Lagerstroemia speciosa</i>, <i>Livistona chinensis</i> and <i>Phoenix roebelenii</i>.</p>	Medium
LR24	<p>Trees in Amenity Area near Rhythm Garden</p> <p>There are approximately 30 trees in the amenity area adjacent to the internal road of Rhythm Garden with height around 4-8 m, spread 3-7 m, trunk diameter 150-400 mm. The amenity value of these trees is considered as medium. Predominant species include <i>Acacia confusa</i>, <i>Aleurites moluccana</i>, <i>Bombax ceiba</i>, <i>Caryota ochlandra</i>, <i>Casuarina equisetifolia</i>, <i>Delonix regia</i>, <i>Eucalyptus robusta</i>, <i>Ficus altissima</i>, <i>Ficus elastica</i>, <i>Ficus microcarpa</i>, <i>Lagerstroemia speciosa</i> and <i>Melaleuca quinquenervia</i>.</p>	Medium

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LR25	Trees near Grand Waterfront There are approximately 30 mature trees in the amenity areas near Grand Waterfront of height around 4-7 m, spread 3-7 m, trunk diameter 150-350 mm. The amenity value of these trees is considered as high. The species are mostly <i>Bombax ceiba</i> and <i>Melaleuca quinquenervia</i> .	High
LR26	Trees in Amenity Areas of Choi Hung Road PTI There are approximately 20 mature trees in the amenity planting beds and tree pits (~ 0.2ha) in the PTI. The height of trees is around 4 - 13 m, spread 3-10m, trunk diameter 200-550 mm. The amenity value of these trees is considered as medium. Predominant species consist of <i>Acacia confusa</i> , <i>Bombax ceiba</i> , <i>Callistemon viminalis</i> , <i>Casuarina equisetifolia</i> , <i>Delonix regia</i> , <i>Ficus microcarpa</i> , <i>Ficus virens</i> and <i>Macaranga tanarius</i> .	High
LR27	Trees in planned open space near Rhythm Garden There are approximately 73 mature trees in the planned open space adjacent to Rhythm Garden with height around 4-10 m, spread 2-7 m, trunk diameter 150-450 mm. Some of the existing trees are found dead. In general, the amenity value of these trees is considered as medium. Predominant species consist of <i>Bombax ceiba</i> , <i>Delonix regia</i> , <i>Cassia surattensis</i> , <i>Casuarina equisetifolia</i> , <i>Ficus elastica</i> and <i>Macaranga tanarius</i> .	High
LR28	Trees in North Apron of Former Airport There are more than 500 trees in the amenity areas and on the podium near Kai Tak Government Building with height around 3-12 m, spread 2-6 m, trunk diameter 150-400 mm. The amenity value of these trees is considered as medium. Predominant species consist of <i>Aleurites moluccana</i> , <i>Archontophoenix alexandrae</i> , <i>Bauhinia blakeana</i> , <i>Caryota ochlandra</i> , <i>Cassia siamea</i> , <i>Delonix regia</i> , <i>Ficus microcarpa</i> , <i>Livistona chinensis</i> and <i>Phoenix roebelenii</i> .	Medium
LR29	Hoi Bun Road Park This is an open space (~ 1.2ha) in the context of the surrounding industrial areas. Tree and shrub planting and sitting out area are provided. There are around 120 trees of common species with height around 3-11 m, spread 2-7 m, trunk diameter 200-350 mm. Predominant species include <i>Acacia confusa</i> , <i>Aleurites moluccana</i> , <i>Bauhinia variegata</i> , <i>Caryota ochlandra</i> , <i>Delonix regia</i> , <i>Ficus microcarpa</i> , <i>Livistona chinensis</i> and <i>Melaleuca quinquenervia</i> . A few of the trees are mature but most are of small to medium size.	High
LR30	Tsun Yip Street Playground This is a small park and a roof garden (~ 1.0ha in total). It comprises ball courts and sitting out areas with tree and shrub planting. There are more than 40 trees of common species with height around 4-12 m, spread 2-8 m, trunk diameter 150-450 mm. Predominant species include <i>Aleurites moluccana</i> , <i>Caryota ochlandra</i> , <i>Livistona chinensis</i> and <i>Macaranga tanarius</i> . Most of these trees are of medium size.	High

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LR31	Kwun Tong Ferry Pier Square and Amenity Areas The Kwun Tong Ferry Pier Square consists of a park with sitting areas (~1.2ha) and several amenity areas (~ 0.4ha). There are with more than 280 trees of common species. The height of trees is around 4 - 13 m, spread 2-6m, trunk diameter 100-750mm. Predominant species include <i>Aleurites moluccana</i> , <i>Ficus microcarpa</i> , <i>Livistona chinensis</i> , <i>Macaranga tanarius</i> , <i>Melaleuca quinquenervia</i> and <i>Spathodea campanulata</i> . Some of the trees are mature but most are of small to medium size.	High
LR31A	Kai Tak Nullah An open drainage channel running through the centre of the site with little landscape value.	Low
LR31B	Victoria Harbour It is a recognised and distinctive feature of Hong Kong worldwide, both as a tourist attraction and working port. The Harbour forms a centrepiece of the Hong Kong setting, with the airport runway forming a unique coastline to it.	High
Baseline Landscape Character Areas		
LCA01	Former Kai Tak Airport Landscape Character Area This comprises the former Kai Tak Airport where the future development is to be located. This area is flat, open, primarily hard standing with a few existing buildings that relate to the use of the former airport at the north. The area is currently occupied by various parties for different temporary uses. This LCA can be further sub-divided to the north apron area which consists of a large concrete surface, the linear runway portion and the south apron corner including the Kwun Tong Waterfront with direct interfacing with adjacent Kowloon Bay and Kwun Tong area.	Low
LCA02	Kowloon City and To Kwa Wan Grid Mixed Urban Landscape This is an area of primarily mixed residential / commercial use. This comprises a mix of low to high buildings for residential and commercial uses. The streetscape is utilitarian with no soft or little landscape treatment.	Medium
LCA03	Kowloon Bay Late 20C / Early 21C Commercial / Residential Complex Landscape This is an area of primarily mixed residential / commercial use. This comprises a mix of low to high buildings for residential, commercial uses. The streetscape is utilitarian with no soft or little landscape treatment.	Medium
LCA04	San Po Kong Industrial Urban Landscape This is an area of industrial use. This comprises medium rise industrial buildings. Some of the low rise industrial buildings have been demolished for future development. The Planning Consultancy Study for San Po Kong Flatted Factory is under studied. The streetscape is utilitarian with no soft landscape treatment.	Low
LCA05	Kwun Tong Industrial Urban Landscape This is an area of industrial use. This comprises medium to high rise industrial buildings. The streetscape is utilitarian with no soft landscape treatment.	Low

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)
LCA06	Kowloon City and Choi Hung Residential Urban Landscape This is an area of residential use. This comprises a mix of low to high rise buildings for residential uses. The streetscape is utilitarian with no soft or little landscape treatment.	Medium
LCA07	Laguna City and Yau Tong Residential Urban Landscape This is an area of residential use. This comprises medium rise buildings for residential uses. The streetscape is utilitarian with low landscape treatment.	Medium
LCA08	Kwun Tong Typhoon Shelter Landscape This is an area for typhoon shelter use in Kwun Tong. It is substantially enclosed by coast and offshore breakwater.	Low
LCA09	To Kwa Wan Typhoon Shelter Landscape This is an area for typhoon shelter use in To Kwa Wan. It is substantially enclosed by coast and offshore breakwater.	Medium
LCA10	Cha Ko Ling Miscellaneous Urban Fringe Landscape This is an area of mixed (typically highways, community, transportation, storage residential, undeveloped land). It is substantially enclosed by coast and offshore breakwater.	Low
LCA11	Victoria Harbour Inshore Water Landscape This is an area of coastal water lying close to the shore and enclosed to a certain degree by landmasses or islands, which create a limited sense of enclosure or containment. Whilst the landscape is characterized predominantly by horizontality and muted hues of the coastal water, it also includes many marine activities of all kinds, including anchorages, commercial shipping lanes and ferry traffic. The result is a largely open, natural landscape which is punctuated by colours and noises of human features and activities.	High
LCA12	Kowloon City Medium / High-rise Commercial Urban Landscape This is an area predominantly of commercial, industrial and retail land uses. This comprises a mix of medium and high rise buildings. The streetscape is utilitarian with no soft or little landscape treatment.	Medium

Visual Envelope

- 13.6.16 Visual Envelope of the project is bounded by the ridgeline from Victoria Peak, Mount Cameron and Mount Parker of Hong Kong Island to the south and the ridgeline from Kowloon Peak, Tsz Wan Shan, Lion Rock and Beacon Hill to the north and to the east. To the west, it is bounded by the high rise commercial and residential development at Tsim Sha Tsui and Hung Hom. The Visual Envelope of the project is illustrated in **Figure 13.4B**. Primary Zone of Visual Influence is the shown in **Figure 13.4A**.

Visually Sensitive Receivers (VSRs)

- 13.6.17 Within the Visual Envelope, a number of key VSRs have been identified in strategic, district, local level and Kai Tak per se. Key VSRs at strategic, district and local level are mapped in **Figures 13.4A and 13.4B**. They are listed, together with their baseline assessment and sensitivity, in **Table 13.4**. Photo views illustrating the VSRs within the study area are shown in **Figures 13.4A1 to Figures 13.4A10 and Figures 13.4B1 to 13.4B2** inclusive.

VSRs at Strategic Level

13.6.18 At the strategic level, VSRs include

- (a) vantage points proposed in the Study on Urban Design Guidelines for Hong Kong including
 - Quarry Bay Park (S1),
 - Hong Kong Convention & Exhibition Centre New Wing (S2),
 - The Peak (S3),
 - Cultural Complex (S4);
- (b) lookout pavilions/points along hiking trails/ at important peaks including
 - Lion Rock (S5),
 - Kowloon Peak (S6),
 - Devil's Peak (S7),
 - Mount Parker (S8), and
 - Mount Cameron (S9);
- (c) the North Point Pier (S10) south of KTD;
- (d) Lei Yue Mun Gap (S11) as the eastern gateway of the Metro Area; and
- (e) the planned observation deck proposed in the 102-storey building to be built in Kowloon Station (S12).

VSRs at strategic level are mapped in **Figure 13.4B**. Baseline key viewpoints from VSRs at strategic level illustrating the quality of existing views are shown in **Figure 13.4B1** and **13.4B2**. The baseline assessment of VSRs at Strategic level is shown in **Table 13.4**.

13.6.19 There are a number of VSRs at Strategic Level. Their views are generally good. The distance between these VSRs and KTD is at least 1.8km. There are also many other alternative views available for these VSRs. Therefore, the sensitivity to change of these VSRs is generally low, except for those at Quarry Bay Park and North Point Pier, for which the sensitivity is considered to be medium as they have direct open view to the future KTD.

VSRs at District Level

13.6.20 At the district level, VSR Groups are identified within the following Districts

- Kwun Tong District (D1),
- Kowloon City District (D2),
- Wong Tai Sin District (D3),
- Yau Tsim Mong District (D4),
- Central & Western District (D5),
- Wan Chai District (D6),
- Eastern District (D7),
- Sham Shui Po District (D8), and
- Victoria Harbour (D9).

These VSRs are mapped in **Figure 13.4B**. Baseline viewpoints from Key VSRs at district level illustrating the quality of existing views are shown in **Figures 13.4B1** and **13.4B2**. The baseline assessment of VSRs at district level is shown in **Table 13.4**.

- 13.6.21 The distance between the VSRs at district level and the development is more than 1.0km. Many of the VSRs only have glimpsed or partial view to the KTD as their views are blocked by adjacent developments within the same district. Some of the VSRs at the mid-level or at the peak in Hong Kong Island have open full view to the KTD. However, the distance of view is at least 2.0km away. Therefore, sensitivity to change of VSRs at district level is generally low, except those at Victoria Harbour and residential developments at Quarry Bay waterfront area, which are considered medium because they have closer and full view to KTD.

VSRs at Local Level

- 13.6.22 VSRs at Local Level in close vicinity of KTD within the primary zone of visual influence are mapped in **Figure 13.4A**. Baseline viewpoints from Key VSRs at local level illustrating the quality of existing views are shown in **Figures 13.4A6** and **13.4A10**. The baseline assessment of VSRs at local level is shown in **Table 13.4**.

- 13.6.23 Most of the VSRs at local level have full and direct views to KTD. Their sensitivity to change is much depending on the location and distance from KTD and hence the degree of visibility, as well as the VSR type which determines the duration and frequency of views. In general, the sensitivity of VSRs at the residential developments or open spaces in Ma Tau Kok, Kowloon City, San Po Kong and Kowloon Bay, abutting the North Apron area of KTD, is considered to be high, for their existing open views will be blocked by the high-rise developments in future Kai Tak City Centre and availability of alternative views to these VSRs are limited. For institutional, commercial and industrial VSRs, even if they locate in close proximity to KTD, the sensitivity to change is considered to be medium as their views to KTD are relatively shorter in duration and less in frequency. VSRs located further from KTD are less sensitive as their views to KTD are distant and partial. Motorists traveling on the major roads around KTD have low sensitivity for their views are transient in nature. For travelers on Victoria Harbour, the sensitivity is considered to be medium as KTD forms a major component in their visual context and duration of view is relatively longer.

- 13.6.24 There are a number of existing VSRs for which current landuses are different from the planned landuses. Under this VIA study, the current landuse is used as the baseline for visual impact assessment for construction phase. Since KTD has a long implementation programme, it is assumed that during the operation phase when all the KTD development are completed, the planned landuse will be in place and is used as the baseline for visual impact assessment for operation phase.

VSRs at KTD per se

- 13.6.25 The project boundary of KTD is extensive and its implementation timeframe is long. Some of the development components will be completed on site before the others are in place and will subsequently form part of the visual context for the future VSRs within KTD and may induce certain visual impacts. As the purpose of this VIA is to assess the visual impacts of the overall Schedule 3 DP, the future VSRs within KTD, which form part and parcel of the Schedule 3 DP, will not be included in the assessment. Besides, there are some existing developments located within the KTD boundary (e.g. open spaces, schools and residential developments along the waterfront area of To Kwan Wan, Hong Kong International Trade and Exhibition Centre in Kowloon Bay, Kwun Tong Ferry Pier Square and the adjacent bus terminus, and some other G/IC uses in the peripheries of KTD). They are included as VSRs at local level, since they will be subject to the visual impacts arising in the construction phase, and some of them are assumed to exist as built during the operation phase of KTD.
- 13.6.26 For the individual Schedule 2 DPs, the visual envelopes and VSRs to be assessed are defined based on the individual project boundaries and hence the VSRs within KTD would be included as appropriate.

Visual Resources

- 13.6.27 The Ridgeline of the Kowloon Hills to the north of the southern areas of Kowloon provides a dramatic natural backdrop to the high-rise urban areas of Kowloon. It is visual resource within the visual envelop. With the control of development height, views to the natural ridgeline have been preserved from the strategic vantage points at Quarry Bay Park, Hong Kong Convention and Exhibition Centre New Wing, and Sun Yat Sen Memorial Park viewing from Hong Kong Island.
- 13.6.28 Victoria Harbour is a unique public asset and natural visual resource of Hong Kong, providing an open sea view to the urban core along the northern coast of Hong Kong Island and the Kowloon Peninsula.
- 13.6.29 Under the KTD, a number of major open space and iconic features, like Metro Park, Kai Tak River, Sung Wong Toi Park, Station Square, Runway Park and the adjacent Tourism and Leisure Hub, Chinese Cultural Garden and Cha Kwo Ling Park, are proposed. Upon completion of these major green and aesthetically designed spaces, KTD will provide new visual resources to the VSRs at different levels, changing their visual context and enhancing the visual quality. As compared with the existing visual condition of the project site, which is primarily a bare and flat surface, the visual impacts of KTD on some of the VSRs will be beneficial.

Table 13.4 VSRs and Their Sensitivity to Change

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
VSRs at Strategic Level									
S1	Quarry Bay Park	Many	Good	Yes	1800m	Full	Short	Occasional	Medium
S2	Hong Kong Convention & Exhibition Centre New Wing	Many	Good	Yes	4500m	Partial	Short	Occasional	Low
S3	The Peak	Many	Good	Yes	7500m	Full	Short	Occasional	Low
S4	Cultural Complex	Many	Good	Yes	4000m	Glimpse	Short	Occasional	Low
S5	Lion Rock	Medium	Good	Yes	2500m	Full	Short	Occasional	Low
S6	Kowloon Peak	Medium	Good	Yes	2500m	Full	Short	Occasional	Low
S7	Devil's Peak	Medium	Good	Yes	3000m	Full	Short	Occasional	Low
S8	Mount Parker	Medium	Good	Yes	4000m	Full	Short	Occasional	Low
S9	Mount Cameron	Medium	Good	Yes	6500m	Full	Short	Occasional	Low
S10	North Point Pier	Many	Good	Yes	2000m	Full	Short	Occasional	Medium
S11	Lei Yue Mun Gap	Medium	Good	Yes	3000m	Full	Short	Occasional	Low
S12	Planned observation deck proposed in the 102-storey building to be built in Kowloon Station	Medium	Good	Yes	5000m	Partial	Short	Occasional	Low
VSR Groups at District Level									
D1a	Yau Tong Residential Area	Many	Fair	Yes	2500m	Glimpse	Long	Frequent	Low
D1b	Kwun Tong Residential Area	Many	Fair	Yes	1500m	Glimpse	Long	Frequent	Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
D1d	Sau Mau Ping Residential Area	Many	Fair	Yes	2000m	Glimpse	Long	Frequent	Low
D1e	Ngau Tau Kok Residential Area	Many	Fair	Yes	1800m	Glimpse	Long	Frequent	Low
D1g	Yau Tong Bay Industrial Area	Many	Fair	Yes	1000m	Partial	Medium	Occasional	Low
D2a	Hung Hom Residential Area	Many	Fair	Yes	2000m	Glimpse	Long	Frequent	Low
D2c	Ho Man Tin Residential Area	Many	Good	Yes	1800m	Glimpse	Long	Frequent	Low
D2e	Kowloon Tong Residential Area	Many	Good	Yes	2700m	Glimpse	Long	Frequent	Low
D3a	Wong Tai Sin Residential Area	Many	Good	Yes	1000m	Glimpse	Long	Frequent	Low
D3b	Tse Wan Shan Residential Area	Many	Good	Yes	1500m	Glimpse	Long	Frequent	Low
D3c	Diamond Hill and Ngau Chi Wan Residential Area	Many	Good	Yes	1000m	Glimpse	Long	Frequent	Low
D4	Tsim Sha Tsui Commercial Area	Many	Good	Yes	2500m	Glimpse	Medium	Occasional	Low
D5a	Residential Area at the Peak	Many	Good	Yes	7000m	Full	Long	Frequent	Low
D5b	Central Commercial Area	Many	Good	Yes	6000m	Partial	Medium	Occasional	Low
D6a	Residential Area at Happy Valley	Many	Good	Yes	5000m	Full	Long	Frequent	Low
D6b	Wan Chai Commercial Area	Many	Good	Yes	4800m	Partial	Medium	Occasional	Low
D6c	Causeway Bay Residential Area	Many	Good	Yes	4000m	Full	Long	Frequent	Low
D7a	Residential Area at Braemar Hill North Point	Many	Good	Yes	4000m	Full	Long	Frequent	Low
D7b	North Point Residential Area	Many	Good	Yes	2000m	Full	Long	Frequent	Low
D7c	North Point Commercial Area	Many	Good	Yes	2000m	Full	Medium	Occasional	Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
D7d	Quarry Bay Residential Area	Many	Good	Yes	2500m	Full	Long	Frequent	Medium
D7e	Visitors at Lei Yue Mun Park and Lei Yu Mun Holiday Village	Many	Good	Yes	3000m	Partial	Short	Occasional	Low
D7f	Residential Area at Shau Kei Wan	Many	Fair	Yes	300m	Partial	Long	Frequent	Low
D8a	Residential Area at Tai Wo Ping	Many	Fair	Yes	3500m	Glimpse	Short	Occasional	Low
D8b	Lung Cheung Road Lookout	Medium	Good	Yes	1900m	Full	Short	Occasional	Low
D9	Victoria Harbour	Many	Good	Yes	1000m	Full	Medium	Occasional	Medium
VSRs at Local Level									
R1	Sky Tower and adjacent residential developments along Sung Wong Toi Road	Medium	Fair	No	20m	Full	Long	Frequent	High
R2	Medium-rise Residential Development along Ma Tau Chung Road	Medium	Fair	No	200m	Full	Long	Frequent	High
R3	Regal Oriental Hotel and Low to Medium-rise Residential Development in Kowloon City	Many	Fair	No	100m	Full	Long	Frequent	High
R4	Tung Tau Estate	Many	Fair	No	260m	Full	Long	Frequent	High
R5	Medium-rise Residential Development in San Po Kong	Many	Fair	No	100m	Full	Long	Frequent	High
R6	Rhythm Garden	Many	Fair	No	40m	Full	Long	Frequent	High
R7	Choi Hung Estate	Many	Fair	No	80m	Full	Long	Frequent	High
R8	Ping Shek Estate	Many	Fair	No	300m	Partial	Long	Frequent	High
R9	Richland Gardens	Many	Fair	No	60m	Full	Long	Frequent	High

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
R10	Kai Yip Estate	Many	Fair	No	320m	Partial	Long	Frequent	High
R11	Telford Garden	Many	Fair	Yes	700m	Partial	Long	Frequent	Medium
R12	Residential Development in To Kwa Wan	Many	Fair	Yes	200m	Partial	Long	Frequent	High
R13	Laguna City	Many	Good	Yes	800m	Partial	Long	Frequent	Medium
R14	Laguna Verde and Whampoa Garden	Many	Good	Yes	1200m	Full	Long	Frequent	Medium
R15	Kwun Tong Garden Estate and Residential Developments along Ngau Tau Kok Road	Many	Fair	Yes	400m	Glimpse	Long	Frequent	Medium
R16	Grand Waterfront (same planned use under KTD)	Medium	Fair	Yes	100m	Full	Long	Frequent	High
R17	Wyler Gardens	Many	Fair	Yes	200m	Partial	Long	Frequent	High
R18	Low-rise Residential Development adjacent to Grand Waterfront (same planned use under KTD)	Medium	Fair	No	100m	Full	Long	Frequent	High
R19	R(A) zone at King Fuk Street	Medium	Fair	No	100m	Full	Long	Frequent	High
R20	R(A) zone to the southeast of Tung Tau Estate	Medium	Fair	No	150m	Full	Long	Frequent	High
R21	Le Billionaire and adjacent R(A) Zone in Kowloon City	Medium	Fair	No	110m	Full	Long	Frequent	High
R22	Low-Rise Residential Development along Mok Cheong Street (planned CDA in operation stage)	Many	Fair	No	200m	Full	Long	Frequent	High
R23	Harbourfront Landmark	Medium	Good	Yes	1500m	Full	Long	Frequent	Medium
C1	Hang Seng Tower and HKR Headquarters Building	Medium	Fair	Yes	700m	Partial	Long	Occasional	Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
C2	Harbour Plaza and Harbourfront	Medium	Fair	Yes	1500m	Full	Medium	Occasional	Medium
C3	Sunshine Kowloon Bay Cargo Centre	Few	Poor	Yes	400m	Glimpse	Medium	Occasional	Low
C4	Newport Centre (planned residential use under KTD)	Medium	Fair	Yes	100m	Full	Medium	Occasional	Medium
GIC1	Evangel Hospital, Christian Alliance P.C. Lau Memorial International School, Notre Dame College, Holy Trinity Primary School, HK Planning Association Centre	Medium	Fair	Yes	150m	Partial	Medium	Occasional	Medium
GIC2	Ng Wah College, Lee Kau Yan Memorial School, Sir Robert Black Health Centre, Petrol Station	Medium	Fair	No	40m	Full	Medium	Occasional	Medium
GIC3	Cognitio College	Medium	Fair	No	40m	Full	Medium	Occasional	Medium
GIC4	Canossa Primary School (San Po Kong)	Medium	Fair	Yes	200m	Glimpse	Medium	Occasional	Low
GIC5	Kai Tak Operation Base and Existing Electricity Substation (same planned use under KTD)	Few	Fair	No	20m	Full	Medium	Occasional	Medium
GIC6	EMSD Headquarter (same planned use under KTD)	Few	Fair	No	20m	Full	Medium	Occasional	Medium
GIC7	Gas Works, Cattle Depot Artists Village, Ma Tau Kok Road Refuse Collection Point	Few	Fair	Yes	200m	Glimpse	Medium	Occasional	Low
GIC8	Vocational Training Council Kowloon Bay Training Centre Complex, Construction Industry Training Authority Kowloon Bay Training Centre, Police buildings	Few	Poor	Yes	400m	Glimpse	Medium	Occasional	Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
GIC9	Kowloon Bay Vehicle Inspection Centre, Vehicle Examination Centre, Water Supplies Department Kowloon East Regional Building, Kowloon Bay Transfer Station, Kowloon Bay Government Land Transport Agency Transport Pool	Few	Fair	No	20m	Partial	Medium	Occasional	Medium
GIC10	Kei To Secondary School, Po Leung Kuk Ngan Po Ling College	Medium	Fair	No	1000m	Partial	Medium	Occasional	Medium
GIC11	Bishop Paschang Catholic School, S.K.H. Kowloon Bay Kei Lok Primary School, Kowloon Bay Health Centre, Alice Ho Miu Ling Nethersole Nursing Home, Law Chan Chor Shi College and Buddhist Chi King Primary School	Medium	Fair	Yes	100m	Partial	Medium	Occasional	Medium
GIC12	Kowloon Bay Vehicle Servicing Station, Public Works Central Laboratory Building (planned GIC use and open space under KTD)	Medium	Fair	No	10m	Partial	Medium	Occasional	Medium
GIC13	To Kwa Wan Sewage Treatment Works	Few	Fair	No	1000m	Partial	Medium	Occasional	Low
GIC14	Holy Carpenter Primary School and Oblate Father's Primary School (same planned use under KTD)	Medium	Fair	No	600m	Partial	Medium	Occasional	Medium
GIC15	To Kwa Wan Motor Vehicle Inspection Centre and cargo working area along Long Yuet Street (planned open space under KTD)	Medium	Fair	No	500m	Partial	Medium	Occasional	Medium
GIC16	Auxiliary Police Headquarters at Kai Shun Road	Medium	Fair	No	500m	Partial	Medium	Occasional	Medium
GIC17	St. John Primary School and Chu Shek Lun Prevocational School	Medium	Fair	No	320m	Partial	Medium	Occasional	Medium

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
GIC18	EMSD Workshops (planned sewage pumping station and open space under KTD)	Medium	Fair	No	50m	Full	Long	Occasional	High
GIC19	Pamela Youde Polyclinic and Sai Tso Wan Neighbourhood Community Centre	Medium	Fair	Yes	800m	Glimpse	Medium	Occasional	Low
GIC20	Tai Wan Salt Water Pumping Station	Few	Good	Yes	1500m	Partial	Medium	Occasional	Low
GIC21	Police Operational Facility at Dyer Avenue	Few	Good	Yes	1500m	Full	Medium	Occasional	Low
GIC22	Kowloon City Ferry Pier and bus terminal (planned ventilation shafts and waterfront promenade under KTD)	Few	Fair	No	1500m	Full	Short	Occasional	Medium
GIC23	Kwun Tong Public Pier, Kwun Tong Ferry Pier Square and adjacent bus terminal (same planned use under KTD)	Medium	Poor	No	700m	Partial	Medium	Occasional	Medium
GIC24	Hong Kong Fire Service Club, New Horizons Building, Caritas Family Crisis Support Centre	Medium	Fair	No	80m	Partial	Medium	Occasional	Medium
GIC25	Hong Kong Society for the Blind Factory (planned CDA in operation stage)	Medium	Fair	No	10m	Full	Long	Frequent	Medium – Construction Stage (High – operation stage)
O1	Visitors at Olympic Garden	Medium	Fair	No	100m	Partial	Short	Occasional	High
O2	Visitors at Sung Wong Toi Garden	Medium	Fair	No	100m	Full	Short	Occasional	High
O3	Visitors at Sung Wong Toi Playground	Medium	Fair	No	100m	Full	Short	Occasional	High
O4	Visitors at Rest Garden next to Nga Tsai Wai Road	Medium	Fair	No	100m	Partial	Short	Occasional	High

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
O5	Visitors at Shek Ku Lung Road Playground	Medium	Fair	No	60m	Full	Short	Occasional	High
O6	Visitors at Argyle Street Playground	Medium	Fair	No	100m	Partial	Short	Occasional	High
O7	Visitors at King Wan Street Playground (same planned use under KTD)	Medium	Fair	No	600m	Partial	Short	Occasional	Medium
O8	Visitors at Kai Tak East Playground	Medium	Fair	Yes	200m	Glimpse	Short	Occasional	Low
O9	Visitors at Kowloon Bay Sports Ground	Many	Fair	Yes	500m	Glimpse	Short	Occasional	Low
O10	Visitors at Kowloon Bay Park	Many	Fair	No	100m	Partial	Short	Occasional	High
O11	Visitors at Nan Lian Garden and Chi Lin Nunnery	Many	Fair	Yes	400m	Partial	Short	Occasional	Medium
O12	Visitors at Kowloon Walled City Park	Many	Fair	Yes	200m	Partial	Short	Occasional	Medium
O13	Visitors at Hoi Sham Park (same planned use under KTD)	Many	Good	No	700m	Partial	Short	Occasional	High
O14	Visitors at Hoi Bun Road Park	Medium	Fair	No	700m	Partial	Short	Occasional	Medium
O15	Visitors at Laguna Park and Shing Hing Street Garden	Many	Fair	Yes	800m	Glimpse	Short	Occasional	Low
O16	Visitors at Hutchison Park	Many	Fair	Yes	1400m	Partial	Short	Occasional	Low
O17	Visitors at Tai Wan Shan Park & Tai Wan Shan Swimming Pool	Many	Good	Yes	1500m	Partial	Short	Occasional	Medium
O18	To Kwa Wan Recreation Ground and Sports Centre	Medium	Fair	Yes	500m	Glimpse	Medium	Occasional	Low
CDA1	CDA site along Choi Hung Road	Many	Fair	Yes	300m	Partial	Long	Frequent	Medium

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
I1	Industrial Buildings in San Po Kong (planned residential use in operation stage)	Many	Fair	No	40m	Full	Long	Frequent	Medium – Construction Stage (High – operation stage)
I2	Industrial buildings along Yuk Yat Street (planned residential use in operation stage)	Many	Poor	Yes	500m	Full	Long	Frequent	Low – Construction Stage (Medium – operation stage)
I3	Existing industrial buildings near To Kwa Wan Recreation Ground (planned residential use in operation stage)	Medium	Poor	No	400m	Full	Long	Frequent	Medium – Construction Stage (High-Operation Stage)
I4	Industrial Development along Mok Cheong Street (planned CDA in operation stage)	Medium	Fair	No	400m	Full	Long	Frequent	Low – Construction Stage (High – operation Stage)
I5	Industrial/Office Developments and Godowns at Cheung Yip Street (planned commercial use under KTD)	KTD, DP1, DP3	Fair	Yes	300m	Partial	Medium	Occasional	Medium
OU1	Tunnel Administration Building (same planned use under KTD)	Few	Fair	No	10m	Full	Medium	Occasional	Medium
OU2	Business and Industrial Developments in Kowloon Bay (planned commercial use in operation stage)	Many	Fair	Yes	20m	Full	Medium	Occasional	Medium

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity to Change (Low, Medium, High)
OU3	Business and Industrial Developments in San Po Kong (planned commercial use in operation stage)	Many	Fair	Yes	40m	Full	Medium	Occasional	Medium
OU4	Business and Industrial Developments in Hung Hom (planned commercial use in operation stage)	Many	Fair	No	1000m	Full	Medium	Occasional	Medium
OU5	Business and Industrial Developments in Kwun Tong (planned business use in operation stage)	Many	Fair	Yes	500m	Partial	Medium	Occasional	Medium
OU6	Hong Kong International Trade and Exhibition Centre (same planned use under KTD)	Many	Good	No	0m	Full	Medium	Occasional	Medium
T1	Motorists on Prince Edward Road East	Many	Fair	Yes	20m	Full	Short	Occasional	Low
T2	Motorists on carriageway and Pedestrians on Footpaths along Sung Wong Toi Road	Many	Fair	Yes	20m	Full	Short	Occasional	Low
T3	Motorists on Kwun Tong Bypass	Many	Good	Yes	20m	Full	Short	Occasional	Low
T4	Travelers of Harbour Traffic	Many	Good	Yes	200m	Full	Medium	Occasional	Medium

* S = VSR Group at Strategic Level, D = VSR Group at District Level, C = Commercial, CDA = Comprehensive Development Area, GIC = Government/Institution/Community, O = Open space, OU = Other use, R = Residential, T = Transport related.

13.7 Landscape Impact Assessment

Potential Sources of Impacts

13.7.1 The nature and scope of works are described in detail in **Section 1**. Sources of impacts in the construction phase would include:

Direct Impacts:

- construction of development within building lots of KTD (Schedule 3 DP)
- construction of new distributor roads serving the planned KTD (DP1),
- construction of sewage pumping stations serving the hinterland and the planned KTD (DP2),
- decommissioning of the remaining parts (Ex-GFS Building and Radar Station) of the former Kai Tak Airport (DP3a),
- decommissioning of the remaining parts (HKAC site and existing EMSD Headquarters) of the former Kai Tak Airport (DP3b),
- decommissioning of the former Kai Tak Airport other than the North Apron (DP4),
- Kai Tak Airport North Apron decommissioning (DP5),
- dredging works for proposed cruise terminal at Kai Tak (DP6),
- construction of Outdoor sporting facility of the proposed Stadium Complex (DP7),
- construction of Kwun Tong Transportation Link (DP8),
- construction of 400kV electricity substation and transmission line (DP9),
- construction of Trunk Road T2 (including the associated dredging works and reconstruction of submarine sewage outfall from Kwun Tong PTW (DP10),
- construction of Central Kowloon Route (DP11),
- construction of Shatin to Central Link (DP12),
- construction of Environmentally Friendly Transport System (if the selected transport system is rail type) (DP13a),
- construction of Maintenance Depot for Environmentally Friendly Transport System (if the selected type of transport system requires a depot) (DP13b),
- construction of submarine gas pipeline relocation (DP14),
- construction of pumping station of DWFI Compound for JVBC (DP15),
- construction of cruise terminal,
- construction of landscape decks and elevated walkways, and
- Removal and disturbance of existing trees and loss of open spaces.

Indirect Impacts:

- construction traffic,
- the laying down of utilities, including water, drainage and power,
- temporary site access areas, site cabins and heavy machinery,
- increased road traffic congestion,
- after dark lighting and welding, and
- dust during dry weather.

13.7.2 The sources of impacts of the project at the operation stage would be:

- the Kai Tak development (Schedule 3 Designated Project) itself, including
 - operation of individual development within building lot of KTD,
 - operation of new distributor roads serving the planned KTD (DP1),
 - operation of sewage pumping stations serving the hinterland and the planned KTD (DP2),
 - operation of Stadium Complex (DP7),
 - operation of Kwun Tong Transportation Link (DP8),
 - operation of 400kV Electricity Substation (DP9),
 - operation of Trunk Road T2 (DP10),
 - operation of Central Kowloon Route (DP11),
 - operation of Shatin to Central Link (DP12),
 - operation of Environmentally Friendly Transport System,
 - operation of pumping station of DWFI Compound for JVBC (DP15),
 - operation of cruise terminal, and
 - operation of landscape decks and elevated walkways.

Magnitude of Visual Impact during Construction Phase

13.7.3 The magnitude of impact is largely depending on the scale of the construction, the degree of visibility to the construction activities and the degree of these impact dominates the field of vision of the viewers. In general, visual impact for such a large development at the close vicinity of KTD is large. The magnitude of impact will be diminished as it is viewed further away.

Magnitude of Visual Impact during Operation Phase

13.7.4 The magnitude of impact is largely depending the compatibility of the project, the degree of visibility to KTD and the degree of KTD dominates the field of vision of the viewers. In general, the magnitude of visual impact is considered as large at the close vicinity of KTD as the existing open views will be blocked by KTD. The magnitude of impact will be diminished as it is viewed further away.

Degree of compatibility of the Project and associated Works

13.7.5 The proposed Kai Tak Development (Schedule 3 Designated Project) is developed in accordance with the planned development framework set out in RODP. There will be Kai Tak City Centre, Sports Hub, Metro Park and Tourism and Leisure Hub. It is considered that the development is an expansion of urban development at the heart of Kowloon. The building massing and height is compatible with the development in the adjacent districts. A number of new open spaces, including Runway Park, Metro Park, Multi-purpose Stadium Complex and Sung Wong Tai Park are proposed to enhance the amenity value of the new waterfront development. Together with green connectors, they form a green web for the development. It is considered that the development is compatible with the adjacent context.

13.7.6 The following DPs are planned and further developed in accordance with the RODP. They are well integrated with existing and planned transportation networks:

- DP1 - New distributor roads serving the planned KTD,
- DP8 - Kwun Tong Transportation Link,
- DP10 - Trunk Road T2 (including the associated dredging works and reconstruction of submarine sewage outfall from Kwun Tong PTW),
- DP11 - Central Kowloon Route,
- DP12 - Shatin to Central Link,
- DP13a - Environmentally Friendly Transport System (if the selected transport system is rail type),
- DP13b - Transport Depot for Environmentally Friendly Transport System (if the selected type of transport system requires a depot).

They are considered compatible to the adjacent urban landscape settings.

13.7.7 The sewage pumping stations (DP2), 400kV Electricity Substation (DP9) and pumping station of DWFI Compound for JVBC (DP15) 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 height of sewage pumping stations (DP2) will be 7-8 m above ground. Buffer planting will be provided to soften the proposed structures. Green roofs are proposed to provide visual relief to VSRs at high level. It is considered that the provisions of (DP2, DP9, and DP15) can be blended in with the urban environment and considered as compatible with adjacent landscape setting.

13.7.8 The following DPs are temporary in nature:

- DP3a - Decommissioning of the remaining parts of the former Kai Tak Airport (other than the site of the existing EMSD Headquarters),
- DP3b - Decommissioning of the remaining parts of the former Kai Tak Airport (only the site of the existing EMSD Headquarters),
- DP4 - Decommissioning of the former Kai Tak Airport other than the North Apron,
- DP6 - Dredging works for proposed cruise terminal at Kai Tak,

They will not create substantial impact on existing or proposed urban landscape setting.

13.7.9 The stadium complex (DP7) and cruise terminal will be provided as important sports and tourism nodes of the Kai Tak Development. The architectural design of these buildings will become iconic features embraced by greenery. Both developments will enhance the overall sports and tourism appeal of Kai Tak Development. It is considered that the provision of stadium and the cruise terminal follows the overall Kai Tak planning intension and is compatible with the adjacent setting.

13.7.10 The submarine gas pipeline relocation (DP14) will basically be submerged and will not have impact on existing or proposed landscape setting.

13.7.11 The landscape decks and elevated walkways will form part of the green connectors which will be well integrated with the existing and planned pedestrian networks and will be in line with existing and proposed landscape settings.

13.7.12 As a whole, the proposed project and associated works will not create substantial landscape impacts to the existing and new urban waterfront development and are considered as compatible to the existing and planned urban landscape settings.

Nature and Magnitude of Unmitigated Landscape Impacts in Construction Phase

- 13.7.13 The magnitude of the impacts, before implementation of mitigation measures, on the landscape resources and landscape character areas that would occur in the construction phase are described below and tabulated in **Table 13.5**.
- 13.7.14 The Kai Tak Development will be constructed in many phases. Some parts/ developments (or other DPs) will be completed and under operation when other/ developments (DPs) are under construction. Because all the DPs are planned as integral parts of the KTD, phase implementation of development (or DPs) should not have any impact on other permanent landscape resources to be implemented under other developments (or other DPs) in the later stage of the development.
- 13.7.15 For sub-districts such as Kai Tak City Centre and Tourism and Leisure Hub (as shown in Figure 13.5.2) within the future KTD area that will be completed while other developments (DPs) are under construction. Unavoidably, there will be some temporary impact due to the construction activities near these sub-district LCAs during construction.

Table 13.5 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
LR04B	Amenity area near Sha Po Road	KTD <ul style="list-style-type: none"> subway (SB01) construction to be commenced in around mid 2012 	<ul style="list-style-type: none"> Approximately 26 trees in the amenity area will be removed by the subway (SB01) 	Intermediate
LR05	Shek Ku Lung Road Playground	KTD <ul style="list-style-type: none"> landscape walkway (LW02) construction across Prince Edward Road East to be commenced in around mid 2012 	<ul style="list-style-type: none"> Permanent loss / alienation of a volley ball court, a tennis court, sitting area (~ 0.3ha) Approximately 141 trees within the playground will be removed by the landscape walkway (LW02) 	Large
LR07	Trees in the Amenity Areas near Kai Fuk Road	KTD <ul style="list-style-type: none"> development in South Apron Corner and the footbridge (FB02) construction to be commenced in around early 2012 	<ul style="list-style-type: none"> Approximately 350 trees will be potentially removed by the development in South Apron Corner for government use Approximately 40 trees will be removed by distributor roads (DP1) Approximately 3 trees will be removed by the footbridge (FB02) 	Large
LR08	Kai Tak East Playground	KTD <ul style="list-style-type: none"> New road (L1) construction to be commenced in around mid 2012 	<ul style="list-style-type: none"> Permanent loss / alienation of a soccer pitch, a basket court and some sitting area (~ 0.7ha) Approximately 20 trees will be removed by the new road (L1) 	Large
LR20	Trees in Amenity Areas of the interchange near Kwun Tong Road	KTD <ul style="list-style-type: none"> subway (SB09) construction to be commenced in around mid 2009 	<ul style="list-style-type: none"> Approximately 9 trees will be removed by the subway (SB09) 	Intermediate

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LR21	Existing Trees along the runway	KTD <ul style="list-style-type: none"> development in Runway Precinct, Tourism Hub and Cruise Terminal and distributor roads (DP1) construction to be commenced in around early 2009 	<ul style="list-style-type: none"> More than 764 trees will be removed by the development in Runway Precinct, Tourism Hub and Cruise Terminal Approximately 60 trees will be removed by distributor roads (DP1) Basically, all trees in this LR will be removed due to the KTD. Therefore, this LR will not exist in operation phase. 	Large
LR22	Trees in Amenity Areas near the Interchange in Kowloon Bay	KTD <ul style="list-style-type: none"> development in Kai Tak City Centre and South Apron Corner to be commenced in around 2012 	<ul style="list-style-type: none"> Approximately 240 trees will be removed by the development in Kai Tak City Centre 	Large
LR23	Trees in Amenity Areas of San Po Kong Interchange	KTD <ul style="list-style-type: none"> landscape walkway (LW02) construction to be commenced in around mid 2012 	<ul style="list-style-type: none"> Approximately 5 trees will be removed by the landscape walkway (LW02) 	Intermediate
LR27	Trees in planned open space near Rhythm Garden	KTD <ul style="list-style-type: none"> elevated landscape walkway (LW4) construction across Prince Edward Road East near Rhythm Garden to be commenced in around mid 2012 	<ul style="list-style-type: none"> Approximately 12 trees will be removed by the landscape walkway (LW4) 	Intermediate
LR28	Trees in North Apron of Former Airport	KTD <ul style="list-style-type: none"> development in Kai Tak City Centre, distributor roads (DP1) and sewage pumping stations (DP2) construction to be commenced in around mid 2009 	<ul style="list-style-type: none"> More than 300 trees will be removed by the development in Kai Tak City Centre Approximately 200 trees will be removed by distributor roads (DP1) Approximately 4 trees will be removed by sewage pumping stations (DP2) 	Large
LR31	Kwun Tong Ferry Pier Square and Amenity Areas	KTD <ul style="list-style-type: none"> footbridge (FB05) and new road at Kwun Tong Waterfront construction to be commenced in around end 2009 	<ul style="list-style-type: none"> Permanent loss / alienation of sitting area of the square (0.5ha) due to footbridge (FB05) and new road Approximately 42 trees will be removed by the footbridge (FB05) Approximately 55 trees will be removed by the new road in Kwun Tong Waterfront 	Large

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LCA01	Former Kai Tak Airport LCA	KTD and all DPs <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in loss of existing trees and incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for all DPs and buildings within development lots, cruise terminal, excavation works, temporary works and associated impacts for proposed KTD itself 	Large
LCA02	Kowloon City and To Kwa Wan Grid Mixed Urban Landscape	KTD <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works, excavation works, temporary works and associated impacts for proposed KTD itself 	Small
LCA03	Kowloon Bay Late 20C / Early 21C Commercial / Residential Complex Landscape	KTD <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for new pedestrian connection, excavation works, temporary works and associated impacts 	Small
LCA04	Residential Developments at San Po Kong	KTD <ul style="list-style-type: none"> New road (L1) construction to be commenced in around mid 2012 which will result in loss of existing trees and incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works of road L1, excavation works, temporary works and associated impacts 	Small
LCA05	Kwun Tong Industrial Urban Landscape	KTD <ul style="list-style-type: none"> footbridge and new road at Kwun Tong Waterfront construction to be commenced in around end 2009 which will result in loss of existing trees and incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for new footbridge and new road, excavation works, temporary works and associated impacts 	Small

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LCA06	Kowloon City and Choi Hung Residential Urban Landscape	KTD <ul style="list-style-type: none"> landscape walkways construction across Prince Edward Road East which will result in loss of existing trees and incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for landscape walkways across Prince Edward Road East, excavation works, temporary works and associated impacts 	Small
LCA07	Laguna City and Yau Tong Residential Urban Landscape	KTD <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for new open spaces and waterfront, excavation works, temporary works and associated impacts 	Small
LCA08	Kwun Tong Typhoon Shelter Landscape	KTD <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for new open spaces and waterfront promenade and the cruise terminal, excavation works, temporary works and associated impacts 	Small
LCA09	To Kwa Wan Typhoon Shelter Landscape	KTD <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works for new open spaces and waterfront promenade and the stadium complex, excavation works, temporary works and associated impacts 	Small
LCA10	Cha Ko Ling Miscellaneous Urban Fringe Landscape	KTD <ul style="list-style-type: none"> development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA 	<ul style="list-style-type: none"> Impact due to construction works tunnel portal, excavation works, temporary works and associated impacts 	Intermediate

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of Impacts
LCA11	Victoria Harbour Inshore Water Landscape	KTD development for Kai Tak Development to be commenced in around early 2009 which will result in incompatibility of construction works to the LCA	<ul style="list-style-type: none"> Impact due to construction works for waterfront development and the cruise terminal, excavation works, temporary works and associated impacts 	Small

Nature and Magnitude of Unmitigated Landscape Impacts in Operation Phase

- 13.7.16 The magnitude of the impacts, before implementation of mitigation measures, on the landscape resources and landscape character areas are tabulated in **Table 13.6**. All impacts are adverse unless otherwise stated.
- 13.7.17 In general, unmitigated impact on existing trees are moderately adverse as many of the trees are common species and of moderate amenity value, and also there will be a significant number of trees to be provided in KTD.
- 13.7.18 There will be substantial adverse unmitigated impact on existing open spaces and amenity areas such as Shek Ku Lung Road Playground, Kai Tak East Playground, Kwun Tong Ferry Pier Square and Amenity Areas due to the permanent land alienation and impact on existing trees within the open spaces.
- 13.7.19 The Kai Tak Nullah will be either decked over with open space proposed on the deck or left open with enhanced landscape treatments proposed at the both sides of the Nullah. Either option will form part of the new landscape resources within KTD. It is considered that for both options, the proposed development will significantly enhance the landscape value of the existing Nullah and it is considered as large beneficial Impact.
- 13.7.20 For the LCAs, in general, the proposed development will improve and enhance the landscape characters adjacent to KTD, with new open spaces, waterfront promenade and amenity areas proposed. The unmitigated impact will be generally beneficial. However, there will be some slight to moderate unmitigated impact to LCA04 due to operation of elevated road L1 and slight unmitigated impact on LCA06 due to the operation of new footbridge and slight unmitigated impact on LCA10 due to the proposed tunnel portal for Central Kowloon Route.

Table 13.6 Significance of Landscape Impacts in Construction and Operation Phases .(Note: All impacts are Adverse unless otherwise noted with Beneficial)

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
										DAY 1	YEAR 10
Existing Landscape Resources During Construction and Operation Phase											
LR01	Olympic Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR02	Sung Wong Toi Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR03	Sung Wong Toi Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR04A	Rest Garden and amenity area near Nga Tsin Wai Road	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR04B	Amenity area near Sha Po Road	Medium	Medium	Intermediate	Intermediate	Moderate	Moderate	CM1, CM2, OM1, OM4	Slight	Slight	Slight
LR05	Shek Ku Lung Road Playground	High	High	Large	Large	Substantial	Substantial	CM1, CM2, OM1, OM4	Moderate	Moderate	Moderate
LR06	Argyle Street Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR07	Trees in the Amenity Areas near Kai Fuk Road	Medium	Medium	Large	Large	Moderate	Moderate	CM1, CM2, OM1, OM4	Slight	Slight	Insubstantial
LR08	Kai Tak East Playground	High	High	Large	Large	Substantial	Substantial	CM1, CM2, OM1, OM4	Substantial	Substantial	Moderate
LR09	To Kwa Wan Recreation Ground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR10	Hoi Sham Park and King Wan Street Seafront	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR11	Kowloon Walled City Park and Carpenter Road Park	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR12	Tin Kwong Road Recreation Ground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR13	Nan Lian Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR14	Choi Hung Road Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR15	Laguna Park	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
LR16	Elegance Road Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR17	Trees near Aviation Club Buildings	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR18	Trees at the periphery of existing lot boundary along Sung Wong Toi Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR19	Trees in the Amenity Areas along Sung Wong Toi Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR20	Trees in Amenity Areas of the interchange near Kwun Tong Road	Medium	Medium	Small	Small	Slight	Slight	CM1, CM2, OM1, OM4	Insubstantial	Insubstantial	Insubstantial
LR21	Existing trees along the runway	Low	-	Large	-	Moderate	-	CM1, CM2	Slight	-	-
LR22	Trees in Amenity Areas near the Interchange in Kowloon Bay	Medium	Medium	Large	Large	Substantial	Moderate	CM1, CM2, OM1, OM4	Moderate	Slight	Slight
LR23	Trees in Amenity Areas of San Po Kong Interchange	Medium	Medium	Small	Small	Moderate	Moderate	CM1, CM2, OM1, OM4	Slight	Insubstantial	Insubstantial
LR24	Trees in Amenity Area of Rhythm Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR25	Trees near Grant Waterfront	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Substantial	Substantial	Moderate
LR26	Trees in Amenity Areas of Choi Hung Road PTI	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR27	Trees in planned open space near Rhythm Garden	High	High	Small	Small	Moderate	Moderate	CM1, CM2, OM1, OM4	Slight	Insubstantial	Insubstantial
LR28	Trees in North Apron of Former Airport	Medium	-	Large	-	Substantial	-	CM1, CM2, OM1, OM4	Moderate	-	-

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	Construction
		Construction	Operation	Construction	Operation	Construction	Operation		DAY 1	YEAR 10	
LR29	Hoi Bun Road Park	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR30	Tsun Yip Street Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR31	Kwun Tong Ferry Pier Square and Amenity Areas	High	High	Large	Large	Substantial	Substantial	CM1, CM2, OM1, OM4	Substantial	Substantial	Moderate
LR31A	Kai Tak Nullah	Low	Low	Large	Large (Beneficial)	Moderate	Substantial (Beneficial)	OM1, OM2	Moderate	Substantial (Beneficial)	Substantial (Beneficial)
LR31B	Victoria Harbour	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
Landscape Character Areas During Construction and Operation Phase											
LCA01	Former Kai Tak Airport Landscape Character Area (KTD in Operation Phase)	Low	High	Large	Large (Beneficial)	Moderate	Substantial (Beneficial)	CM1 to CM4, OM1 to OM5	Slight	Substantial (Beneficial)	Substantial (Beneficial)
LCA02	Kowloon City and To Kwa Wan Grid Mixed Urban Landscape	Medium	Medium	Small	Intermediate (Beneficial)	Slight	Moderate (Beneficial)	CM3 to CM4 OM1 to OM5	Slight	Moderate (Beneficial)	Substantial (Beneficial)
LCA03	Kowloon Bay Late 20C / Early 21C Commercial / Residential Complex Landscape	Medium	Medium	Small	Slight (Beneficial)	Slight	Slight (Beneficial)	CM3 to CM4 OM1 to OM5	Slight	Slight (Beneficial)	Moderate (Beneficial)
LCA04	San Po Kong Industrial Urban Landscape	Low	Low	Small	Large	Slight	Moderate	CM3 to CM4 OM1 to OM5	Slight	Slight	Slight
LCA05	Kwun Tong Industrial Urban Landscape	Low	Low	Small	Small (Beneficial)	Slight	Slight (Beneficial)	CM3 to CM4 OM1 to OM5	Slight	Slight (Beneficial)	Moderate (Beneficial)
LCA06	Kowloon City and Choi Hung Residential Urban Landscape	Medium	Medium	Small	Small	Slight	Slight	CM3 to CM4 OM1 to OM5	Slight	Insubstantial	insubstantial
LCA07	Laguna City and Yau Tong Residential Urban Landscape	Medium	Medium	Small	Large (Beneficial)	Slight	Moderate (Beneficial)	CM3 to CM4 OM1 to OM5	Slight	Moderate (Beneficial)	Substantial (Beneficial)

ID. No.	Landscape Resources / Landscape Characters	Sensitivity to Change (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
LCA08	Kwun Tong Typhoon Shelter Landscape	Low	Low	Small	Small (Beneficial)	Slight	Moderate (Beneficial)	CM3 to CM4 OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
LCA09	To Kwa Wan Typhoon Shelter Landscape	Medium	Medium	Small	Small (Beneficial)	Slight	Moderate (Beneficial)	CM3 to CM4 OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
LCA10	Cha Kwo Ling Miscellaneous Urban Fringe Landscape	Low	Low	Intermediate	Small	Slight	Slight	CM3 to CM4 OM1 to OM5	Slight	Slight	Insubstantial
LCA11	Victoria Harbour Inshore Water Landscape	High	High	Small	Small (Beneficial)	Moderate	Moderate (Beneficial)	CM3 to CM4 OM1 to OM5	Moderate	Slight (Beneficial)	Slight (Beneficial)
LCA12	Kowloon City Medium / High-rise Commercial Urban Landscape	High	High	Intermediate	Intermediate (Beneficial)	Moderate	Moderate (Beneficial)	CM3 to CM4 OM1 to OM5	Moderate	Moderate (Beneficial)	Substantial (Beneficial)

Note: Details of CMs and OM5 refer to Table 13.8 and 13.9.

13.8 Visual Impact Assessment

Potential Sources of Visual Impacts

13.8.1 Major direct impacts including blockage of views to the landscape features (in particular the Victoria Harbour), degrading of visual quality of existing views, and visual incompatibility of the works with the surrounding visual context, will be resulted from the following activities during the construction phase:

- construction of development within building lots of KTD (Schedule 3 DP)
- construction of new distributor roads serving the planned KTD (DP1),
- construction of sewage pumping stations serving the hinterland and the planned KTD (DP2),
- decommissioning of the remaining parts of the former Kai Tak Airport (Ex-GFS Building and Radar Station) (DP3a),
- decommissioning of the remaining parts of the former Kai Tak Airport (HKAC site and existing EMSD Headquarters) (DP3b),
- decommissioning of the former Kai Tak Airport other than the North Apron (DP4),
- Kai Tak Airport North Apron decommissioning (DP5),
- dredging works for proposed cruise terminal at Kai Tak (DP6),
- construction of Outdoor sporting facility of the proposed Stadium Complex (DP7),
- construction of Kwun Tong Transportation Link (DP8),
- construction of 400kV electricity substation and transmission line (DP9),
- construction of Trunk Road T2 (including the associated dredging works and reconstruction of submarine sewage outfall from Kwun Tong PTW (DP10),
- construction of Central Kowloon Route (DP11),
- construction of Shatin to Central Link (DP12),
- construction of Environmentally Friendly Transport System (if the selected transport system is rail type) (DP13a),
- construction of Transport Depot for Environmentally Friendly Transport System (if the selected type of transport system requires a depot) (DP13b),
- construction of submarine gas pipeline relocation (DP14),
- construction of pumping station of DWFI Compound for JVBC (DP15),
- construction of cruise terminal, and
- construction of landscape decks and elevated walkways.

Indirect Impacts including visual incompatibility with the surroundings and glare from man-made light source will be resulted from the following activities:

- construction traffic,
- the laying down of utilities, including water, drainage and power,
- temporary site access areas, site cabins and heavy machinery,
- after dark lighting and welding, and
- dust during dry weather.

13.8.2 Major impacts include blockage of views to landscape features (in particular the Victoria Harbour), permanent loss of open views, improvement of visual quality and place from man-made light source will be resulted from the KTD during operation phase:

- the Kai Tak development (Schedule 3 Designated Project) itself,
- new distributor roads serving the planned KTD (DP1),
- operation of sewage pumping stations serving the hinterland and the planned KTD (DP2),
- operation of Stadium Complex (DP7),
- operation of Kwun Tong Transportation Link (DP8),
- operation of 400kV Electricity Substation (DP9),
- operation of Trunk Road T2 (DP10),
- operation of Central Kowloon Route (DP11),
- operation of Shatin to Central Link (DP12),
- operation of Environmentally Friendly Transport System,
- operation of pumping station of DWF Compound for JVBC (DP15),
- operation of cruise terminal,
- operation of landscape decks and elevated walkways,
- operation of EFTS, and
- operation of key open spaces as new visual resources within KTD.

Potential Glare Impact

13.8.3 Glare impact depends on various factors including type and intensity of the light source, angle of view, distance, the presence and intensity of other background light sources. A qualitative approach will be used in this study to consider possible impacts to the VSRs.

13.8.4 There are two generic types of glare: (1) night-time direct or reflective glare/ light pollution coming from a manmade light source such as floodlights, and (2) day-time reflective glare coming from the sun. The former one is an issue of possible concern for this project. The latter one is more difficult to predict as sunlight intensity and directions differ from time to time and season to season.

13.8.5 Under the proposed Kai Tak Development, potential night-time glare would be caused from floodlight for Cruise Terminal and Multi-Purpose Stadium Complex directly pointing to sensitive receivers so as to result in any uncomfortable eye feeling.

13.8.6 Impact of night-time glare is a rather subjective human feeling and is difficult to measure. Generally, it has been suggested that the feeling of night-time glare is related to the ratio of 'brightness' of the manmade light sources to that of the background environment or the 'ambient' light. An indication of the light levels of some common light sources within Kai Tak Development is listed below:

- 5-10 lux: Gardens or Path lighting,
- 10 lux: Street lighting in residential areas,
- 100 - 300 lux: Majority of outdoor recreational sports areas,
- 200 - 400 lux: Necessary for effective sports environment (including tournament),

- 1,000 lux: Major sports/ football stadium,
- 2,000 lux: Necessary for night-time television recording/ broadcast.

Glare Impact due to Multi-purpose Stadium Complex (MPSC)

- 13.8.7 The MPSC is composed of a Main Stadium with 45,000 seats, a Secondary Stadium with 5,000 seats and an Indoor Sports Arena with 4,000 seats, provided with swimming facility with 1,500 stands, ball courts, some fitness and activity rooms and other leisure and recreation facilities to be incorporated as the focal point of the Sports Hub.
- 13.8.8 Based on the above lux level indication, the flood lights provided for Stadium Complex would reach 1,000 to 2,000 lux. Under the proposed development, the location of Stadium Complex has been carefully sited so as to keep away from any residential VSRs as much as possible. A detailed Schedule 2 EIA for MPSC shall be provided under separate study.

Glare Impact due to Cruise Terminal

- 13.8.9 The Cruise Terminal will initially consist of two berths alongside the terminal building which is capable of processing frequent callings of cruise liners of around 320m length, 10m draft and 5400 passengers. This specification enables the accommodation of "standard" cruise liners currently operating worldwide and in South East Asia / Australasia region as well as the "mega liners" that are currently being developed.
- 13.8.10 The design intention of Cruise Terminal is to integrate an essentially large functional element into the waterfront landscape, in a way that optimizes its potential as a user-friendly and architecturally stimulating element with a city-wide identity. The proposed Cruise Terminal shall be compatible in terms of scale, and be well integrated in terms of its spatial, visual and functional relationship with surrounding development. The location of the Cruise Terminal is proposed at the tip of the runway and the principal facade is facing the Victoria Harbour and far from any existing or planned residential development. Therefore, the impact of Cruise Terminal is considered as acceptable.

Nature and Magnitude of Unmitigated Visual Impacts in Construction and Operation Phase

- 13.8.11 The magnitude of the impacts, before implementation of mitigation measures, on the VSRs that would occur in the construction and operation phase are described below and tabulated in **Table 13.7**. All impacts are adverse unless otherwise stated.
- 13.8.12 During the construction phase, the unmitigated visual impacts are adverse in nature and mainly include blockage of views to the landscape resources, degrading of visual quality of existing views and visual incompatibility of the construction works with the surroundings. For most of the VSRs in strategic and district levels, the magnitude of impacts is considered to be small or negligible for the distance between the VSRs and KTD is long and the degree of visibility remains low. For the VSRs at Quarry Bay Park and North Point Pier in strategic level, and those at Tsz Wan Shan / Diamond Hill areas and Victoria Harbour in district level, the magnitude of impacts is considered to be intermediate as they have closer and direct views to KTD.
- 13.8.13 For VSRs at local level, the magnitude of impacts in construction phase varies with visual sensitivity. In general, the closer the VSRs to KTD, the larger the magnitude of visual impacts as there will be higher potential that views from these VSRs will be fully/partially blocked by the construction activities. Besides, the magnitude of impacts is also considered to be large for those highly sensitive VSRs, such as the residential developments and open spaces along Prince Edward Road East, as there will be direct adverse impacts on the quality of living space.

- 13.8.14 During the operation phase, the nature of unmitigated visual impacts could be adverse or beneficial. Adverse impacts will be resulted from the blockage of views to the landscape resources and permanent loss of open views whilst beneficial impacts are improvements to the visual quality. The magnitude of adverse visual impacts is large for the highly sensitive VSRs located in close proximity to the future Kai Tak City Centre where the planned high-rise developments will induce blockage of views and permanent loss of open views that some of these VSRs currently enjoy. In general, magnitude of adverse impacts will be reduced as the distance between VSRs and KTD increases. Whilst the VSRs at strategic and district levels are not that sensitive to changes in visual context induced by KTD, the magnitude of impacts will remain small or negligible.
- 13.8.15 As mentioned, with the introduction of major open space and iconic developments on the existing bare flat land, new visual resources will be provided that certain beneficial impacts to different level of VSRs will be induced.

Table 13.7 Significance of Visual Impacts in the Construction and Operation Phases (Note: All impacts are adverse unless otherwise noted with Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
VSRs at Strategic Level												
S1	Quarry Bay Park	KTD, Tourism and Leisure Hub	Small	Intermediate	Medium	Medium	Slight	Slight (Beneficial)	DM1, DM2, DM3, CM3, CM4, OM2 and OM5	Slight	Slight (Beneficial)	Moderate (Beneficial)
S2	Hong Kong Convention & Exhibition Centre New Wing	KTD	Small	Negligible	Low	Low	Slight	Insubstantial	DM1, DM2, CM3, CM4, OM2 and OM5	Insubstantial	Insubstantial	Insubstantial
S3	The Peak	KTD	Small	Negligible	Low	Low	Slight	Insubstantial	DM2, CM3, CM4, OM2 and OM5	Insubstantial	Insubstantial	Insubstantial
S4	Cultural Complex	KTD	Small	Negligible	Low	Low	Slight	Insubstantial	DM2, CM3, CM4, OM2 and OM5	Insubstantial	Insubstantial	Insubstantial
S5	Lion Rock	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM2 and OM5	Slight	Insubstantial	Slight (Beneficial)
S6	Kowloon Peak	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM2 and OM5	Slight	Insubstantial	Slight (Beneficial)
S7	Devil's Peak	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM2 and OM5	Slight	Insubstantial	Slight (Beneficial)
S8	Mount Parker	KTD	Small	Negligible	Low	Low	Slight	Insubstantial	DM2, CM3, CM4, OM2 and OM5	Insubstantial	Insubstantial	Insubstantial
S9	Mount Cameron	KTD	Small	Negligible	Low	Low	Slight	Insubstantial	DM2, CM3, CM4, OM2 and OM5	Insubstantial	Insubstantial	Insubstantial
S10	North Point Pier	KTD, Tourism and Leisure Hub	Small	Intermediate	Medium	Medium	Slight	Insubstantial	DM1, DM2, DM3, CM3, CM4, OM2 and OM5	Slight	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											DAY 1	YEAR 10
S11	Lei Yue Mun Gap	KTD, Tourism and Leisure Hub	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM2 and OM5	Slight	Insubstantial	Slight (Beneficial)
S12	Planned observation deck proposed in the 102-storey building to be built in Kowloon Station	KTD, extensive green open space networks	-	Small	-	Low	-	Slight	DM2, DM3, OM2 and OM5	-	Insubstantial	Slight (Beneficial)
VSR Groups at District Level												
D1a	Yau Tong Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, , OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D1b	Kwun Tong Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1 , OM2, OM5	Slight	Slight	Insubstantial
D1d	Sau Mau Ping Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D1e	Ngau Tau Kok Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D1g	Yau Tong Bay Industrial Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D2a	Hung Hom Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Slight	Slight	Insubstantial
D2c	Ho Man Tin Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	
			Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
D2e	Kowloon Tong Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D3a	Wong Tai Sin Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1 to OM5	Insubstantial	Insubstantial	Insubstantial
D3b	Tse Wan Shan Residential Area	KTD	Intermediate	Intermediate	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM1 to OM5	Slight	Slight	Insubstantial
D3c	Diamond Hill and Ngau Chi Wan Residential Area	KTD	Intermediate	Intermediate	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM1 to OM5	Slight	Slight	Insubstantial
D4	Tsim Sha Tsui Commercial Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D5a	Residential Area at the Peak	KTD	Small	Small	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D5b	Central Commercial Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D6a	Residential Area at Happy Valley	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D6b	Wan Chai Commercial Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D6c	Causeway Bay Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D7a	Residential Area at Braemar Hill North Point	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
D7b	North Point Residential Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Slight (Beneficial)	Slight (Beneficial)
D7c	North Point Commercial Area	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Slight (Beneficial)	Slight (Beneficial)
D7d	Quarry Bay Residential Area	KTD, Tourism and Leisure Hub	Small	Small	Medium	Medium	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Slight (Beneficial)	Moderate (Beneficial)
D7e	Visitors at Lei Yue Mun Park and Lei Yue Mun Holiday Village	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D7f	Residential Area at Shau Kei Wan	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D8a	Residential Area at Tai Wo Ping	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
D8b	Lung Cheung Road Lookout	KTD, extensive green open space network	Small	Small	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM2, OM5	Insubstantial	Insubstantial	Slight (Beneficial)
D9	Victoria Harbour	KTD	Intermediate	Intermediate (Beneficial)	Medium	Medium	Moderate	Moderate (Beneficial)	DM1, DM2, DM3, CM3, CM4, OM1 to OM5	Slight	Moderate (Beneficial)	Moderate (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											DAY 1	YEAR 10
VSRs at Local Level												
R1	Sky Tower and adjacent residential developments along Sung Wong Toi Road	KTD, DP1, DP3, DP7, DP9, Sung Wong Toi Park, Stadium complex and plaza	Large	Intermediate (Beneficial)	High	High	Substantial	Moderate (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
R2	Medium-rise Residential Development along Ma Tau Chung Road	KTD, DP3, , Sung Wong Toi Park, Stadium complex and plaza	Large	Intermediate (Beneficial)	High	High	Substantial	Moderate (Beneficial)	DM2, DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
R3	Regal Oriental Hotel and Low to Medium-rise Residential Development in Kowloon City	KTD, DP1, DP2, DP3, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
R4	Tung Tau Estate	KTD, DP1, DP2, DP3, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
R5	Medium-rise Residential Development in San Po Kong	KTD, DP1, DP2, DP7, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											DAY 1	YEAR 10
R6	Rhythm Garden	KTD, DP7, Kai Tak City Centre	Large	Large	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Substantial	Substantial
R7	Choi Hung Estate	KTD, DP1, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
R8	Ping Shek Estate	KTD, Kai Tak City Centre	Intermediate	Intermediate	High	High	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
R9	Richland Gardens	KTD, DP1, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM1 to OM5	Substantial	Substantial	Substantial
R10	Kai Yip Estate	KTD, DP1, Kai Tak City Centre	Intermediate	Intermediate	High	High	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
R11	Telford Garden	KTD	Small	Small	Medium	Medium	Slight	Slight	DM2, DM3, CM3, CM4, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
R12	Residential Development in To Kwa Wan	KTD, Sung Wong Toi Park	Intermediate	Small (Beneficial)	High	High	Moderate	Slight (beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
R13	Laguna City	KTD, DP8	Small	Small	Medium	Medium	Slight	Slight	DM2, CM3, CM4, OM4	Insubstantial	Insubstantial	Insubstantial
R14	Laguna Verde and Whampoa Garden	KTD, DP1, Metro Park, Leisure and Tourism Hub	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
R15	Kwun Tong Garden Estate and Residential Developments along Ngau Tau Kok Road	KTD	Small	Small	Medium	Medium	Slight	Slight	DM2, DM3, CM3, CM4, OM5	Insubstantial	Insubstantial	Insubstantial
R16	Grand Waterfront (same planned use under KTD)	KTD, DP1, DP2, DP7, Metro Park	Large	Intermediate (Beneficial)	High	High	Substantial	Moderate (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
R17	Wyler Gardens	KTD, DP1	Large	Intermediate (Beneficial)	High	High	Substantial	Moderate (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
R18	Low-rise Residential Development adjacent to Grand Waterfront (same planned use under KTD)	KTD, DP1, Metro Park	Large	Intermediate (Beneficial)	High	High	Substantial	Moderate (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
R19	R(A) zone at King Fuk Street	KTD, DP1, DP2, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
R20	R(A) zone to the southeast of Tung Tau Estate	KTD, DP1, DP2, DP3, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
R21	Le Billionaire and adjacent R(A) Zone in Kowloon City	KTD, DP1, DP2, DP3, Kai Tak City Centre	Large	Intermediate	High	High	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
R22	Low-Rise Residential Development along Mok Cheong Street (planned CDA in operation stage)	KTD, DP1, DP2, DP3, Sung Wong Toi Park	Large	Intermediate (Beneficial)	High	High	Substantial	Moderate (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
R23	Harbourfront Landmark	KTD,Metro Park, Tourism and Leisure Hub	Intermediate	Small (Beneficial)	Medium	Medium	Moderate	Slight (Beneficial)	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
C1	Hang Seng Tower and HKR Headquarters Building	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM5	Insubstantial	Insubstantial	Insubstantial
C2	Harbour Plaza and Harbourfront	KTD, Metro Park, Tourism and Leisure Hub	Intermediate	Small (Beneficial)	Medium	Medium	Moderate	Slight (Beneficial)	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
C3	Sunshine Kowloon Bay Cargo Centre	KTD, extensive open space networks and Leisure and Tourism Hub	Intermediate	Small (Beneficial)	Low	Low	Moderate	Slight (Beneficial)	DM2, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
C4	Newport Centre (planned commercial and leisure use under KTD)	KTD, DP1, DP3, DP7, DP9	Large	Intermediate	Medium	Medium	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
GIC1	Evangel Hospital, Christian Alliance P.C. Lau Memorial International School, Notre Dame College, Holy Trinity Primary School, HK Planning Association Centre	KTD, DP1, DP2, DP3, DP7, Sung Wong Toi Park	Large	Intermediate	Medium	Medium	Moderate	Slight (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC2	Ng Wah College, Lee Kau Yan Memorial School, Sir Robert Black Health Centre, Petrol Station	KTD, DP1, DP2, DP7	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
GIC3	Cognitio College	KTD, DP1, DP2	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
GIC4	Canossa Primary School (San Po Kong)	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM5	Insubstantial	Insubstantial	Insubstantial
GIC5	Kai Tak Operation Base and Existing Electricity Substation (same planned use under KTD)	KTD, DP1, DP7,	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
GIC6	EMSD Headquarter (same planned use under KTD)	KTD, DP1, DP2, DP3, Kai Tak River	Large	Small (Beneficial)	Medium	Medium	Moderate	Slight (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC7	Gas Works, Cattle Depot Artists Village, Ma Tau Kok Road Refuse Collection Point	KTD, DP2, DP7	Intermediate	Intermediate	Low	Low	Slight	Slight	DM2 to DM3, CM3, CM4, OM1 to OM5	Insubstantial	Insubstantial	Insubstantial

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											DAY 1	YEAR 10
GIC8	Vocational Training Council Kowloon Bay Training Centre Complex, Construction Industry Training Authority Kowloon Bay Training Centre, Police buildings	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM5	Insubstantial	Insubstantial	Insubstantial
GIC9	Kowloon Bay Vehicle Inspection Centre, Vehicle Examination Centre, Water Supplies Department Kowloon East Regional Building, Kowloon Bay Transfer Station, Kowloon Bay Government Land Transport Agency Transport Pool	KTD, DP1, DP3, Leisure and Tourism Hub	Large	Small (Beneficial)	Medium	Medium	Moderate	Slight (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC10	Kei To Secondary School, Po Leung Kuk Ngan Po Ling College	KTD, New waterfront at Hoi Sum Park	Intermediate	Small (Beneficial)	Medium	Medium	Moderate	Slight (Beneficial)	DM2 to DM3, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC11	Bishop Paschang Catholic School, S.K.H. Kowloon Bay Kei Lok Primary School, Kowloon Bay Health Centre, Alice Ho Miu Ling Nethersole Nursing Home, Law Chan Chor Shi College and Buddhist Chi King Primary School	KTD	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
GIC12	Kowloon Bay Vehicle Servicing Station, Public Works Central Laboratory Building (planned GIC use and open space under KTD)	KTD, DP1, DP2, DP7	Small	Small	Medium	Medium	Slight	Slight	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Insubstantial	Insubstantial

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
GIC13	To Kwa Wan Sewage Treatment Works	KTD, Metro Park	Intermediate	Small	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM2, OM4, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC14	Holy Carpenter Primary School and Oblate Father's Primary School (same planned use under KTD)	KTD, Metro Park	Intermediate	Small	Medium	Medium	Moderate	Slight	DM2, DM3, CM3, CM4, OM2, OM4, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC15	To Kwa Wan Motor Vehicle Inspection Centre and cargo working area along Long Yuet Street (planned open space under KTD)	KTD, Metro Park	Intermediate	Small	Medium	Medium	Moderate	Slight	DM2, DM3, CM3, CM4, OM2, OM4, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC16	Auxiliary Police Headquarters at Kai Shun Road	KTD, DP1	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
GIC17	St. John Primary School and Chu Shek Lun Prevocational School	KTD	Small	Small	Medium	Medium	Slight	Slight	DM2, CM3, CM4, OM5	Insubstantial	Insubstantial	Insubstantial
GIC18	EMSD Workshops (planned sewage pumping station and open space under KTD)	KTD, DP1, DP3, DP7, DP9	Large	Small	High	Medium	Substantial	Slight	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Insubstantial	Insubstantial
GIC19	Pamela Youde Polyclinic and Sai Tso Wan Neighbourhood Community Centre	KTD, DP8	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM2, OM4, OM5	Insubstantial	Insubstantial	Insubstantial
GIC20	Tai Wan Salt Water Pumping Station	KTD, Metro Park, Tourism and Leisure Hub	Intermediate	Intermediate	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
GIC21	Police Operational Facility at Dyer Avenue	KTD, Metro Park, Tourism and Leisure Hub	Intermediate	Intermediate	Low	Low	Slight	Slight	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
GIC22	Kowloon City Ferry Pier and bus terminal (planned ventilation shafts and waterfront promenade under KTD)	KTD, Metro Park	Intermediate	Small	Medium	Medium	Moderate	Slight	DM2, DM3, CM3, CM4, OM2, OM4, OM5	Slight	Insubstantial	Insubstantial
GIC23	Kwun Tong Public Pier, Kwun Tong Ferry Pier Square and adjacent bus terminal (same planned use under KTD)	KTD, DP1, DP4, DP8	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, DM3, CM3, CM4	Slight	Slight	Slight
GIC24	Hong Kong Fire Service Club, New Horizons Building, Caritas Family Crisis Support Centre	KTD, DP1	Large	Intermediate	Medium	Medium	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
GIC25	Hong Kong Society for the Blind Factory (planned CDA in operation stage)	KTD, DP1, DP3, DP7, DP9, Stadium Plaza, Sung Wong Toi Park	Large	Large	Medium	High	Moderate	Substantial	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate (Beneficial)	Moderate (Beneficial)
O1	Visitors at Olympic Garden	KTD	Intermediate	Intermediate	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM5	Moderate	Moderate	Moderate
O2	Visitors at Sung Wong Toi Garden	KTD, DP3	Large	Large	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM5	Moderate	Moderate	Moderate
O3	Visitors at Sung Wong Toi Playground	KTD, DP1, DP2, DP3	Large	Large	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM2, OM5	Moderate	Moderate	Moderate

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
O4	Visitors at Rest Garden next to Nga Tsin Wai Road	KTD, DP1	Large	Large	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM2, OM3, OM5	Moderate	Moderate	Moderate
O5	Visitors at Shek Ku Lung Road Playground	KTD, DP1, DP2	Large	Large	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM2, OM3, OM5	Moderate	Moderate	Moderate
O6	Visitors at Argyle Street Playground	KTD	Large	Large	High	High	Substantial	Substantial	DM2 to DM5, CM3, CM4, OM5	Moderate	Moderate	Moderate
O7	Visitors at King Wan Street Playground (same planned use under KTD)	KTD, Metro Park	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, DM3, CM3, CM4, OM2 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
O8	Visitors at Kai Tak East Playground	KTD	Intermediate	Intermediate	Low	Low	Moderate	Moderate	DM2, CM3, CM4, OM5	Slight	Slight	Slight
O9	Visitors at Kowloon Bay Sports Ground	KTD	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM5	Insubstantial	Insubstantial	Insubstantial
O10	Visitors at Kowloon Bay Park	KTD, DP1,DP3	Intermediate	Intermediate	High	High	Moderate	Moderate	DM2, CM3, CM4, OM2 OM5	Slight	Slight	Slight
O11	Visitors at Nan Lian Garden and Chi Lin Nunnery	KTD	Small	Small	Medium	Medium	Slight	Slight	DM2, DM3, CM3, CM4, OM5	Slight	Slight	Slight
O12	Visitors at Kowloon Walled City Park	KTD, DP1	Small	Small	Medium	Medium	Slight	Slight	DM2, CM3, CM4, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
O13	Visitors at Hoi Sham Park (same planned use under KTD)	KTD, Metro Park	Intermediate	Intermediate	High	High	Moderate	Moderate	DM2, DM3, CM3, CM4, OM2, OM4, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
O14	Visitors at Hoi Bun Road Park	KTD, DP1	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM2, OM4, OM5	Slight	Slight	Slight
O15	Visitors at Laguna Park and Shing Hing Street Garden	KTD	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	DM2, CM3, CM4, OM4	Insubstantial	Insubstantial	Insubstantial
O16	Visitors at Hutchison Park	KTD, DP1	Negligible	Negligible	Low	Low	Negligible	Negligible	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Insubstantial	Insubstantial	Insubstantial
O17	Visitors at Tai Wan Shan Park & Tai Wan Shan Swimming Pool	KTD, Metro Park, Liesure and Tourism Hub	Intermediate	Intermediate	Medium	Medium	Slight	Slight	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
O18	To Kwa Wan Recreation Ground and Sports Centre	KTD, DP1, DP2, DP7	Small	Small	Low	Low	Slight	Slight	DM2, CM3, CM4, OM2, OM5	Slight	Insubstantial	Insubstantial
CDA1	CDA site along Choi Hung Road	KTD, DP7, Kai Tak City Centre	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
I1	Industrial Buildings in San Po Kong (planned residential use in operation stage)	KTD, Kai Tak City Centre	Intermediate	Large	Medium	High	Moderate	Substantial	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Moderate	Moderate
I2	Industrial buildings along Yuk Yat Street (planned residential use in operation stage)	KTD, DP1, Metro Park	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, DM3, CM3, CM4, OM2, OM4, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
I3	Existing industrial buildings near To Kwa Wan Recreation Ground (planned residential use in operation stage)	KTD, DP2, DP7, Metro Park	Small	Small	Medium	High	Slight	Slight	DM2, DM3, CM3, CM4, OM1 to OM5	Insubstantial	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											DAY 1	YEAR 10
I4	Industrial Development along Mok Cheong Street (planned CDA in operation stage)	KTD, DP2, DP7, Metro Park, Sung Wong Toi Park, Stadium Plaza	Intermediate	Intermediate (Beneficial)	Low	High	Slight	Moderate (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Moderate (Beneficial)	Moderate (Beneficial)
I5	Industrial/Office Developments and Godowns at Cheung Yip Street (planned commercial use under KTD)	KTD, DP1, DP3	Large	Medium	Medium	Medium	Substantial	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Moderate	Slight (Beneficial)	Slight (Beneficial)
OU1	Tunnel Administration Building (same planned use under KTD)	KTD, DP1, DP2, DP3, DP4, DP5, DP7, Metro Park, Stadium Plaza	Large	Small (Beneficial)	Medium	Medium	Moderate	Slight (Beneficial)	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
OU2	Business and Industrial Developments in Kowloon Bay (planned commercial use in operation stage)	KTD, DP1, DP4	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
OU3	Business and Industrial Developments in San Po Kong (planned commercial use in operation stage)	KTD	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
OU4	Business and Industrial Developments in Hung Hom (planned commercial use in operation stage)	KTD, Metro Park, Leisure and Tourism Hub	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	DM2, DM3, CM3, CM4, OM1, OM2, OM5	Slight	Slight (Beneficial)	Slight (Beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
										Construction	Operation	Construction
			DAY 1	YEAR 10								
OU5	Business and Industrial Developments in Kwun Tong (planned business use in operation stage)	KTD, DP1, DP4, DP8, Leisure and Tourism Hub	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
OU6	Hong Kong International Trade and Exhibition Centre (same planned use under KTD)	KTD, DP1, DP4	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight (Beneficial)	Slight (Beneficial)
T1	Motorists on Prince Edward Road East	KTD, DP1, DP2	Large	Intermediate	Low	Low	Moderate	Slight	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
T2	Motorists on carriageway and Pedestrians on Footpaths along Sung Wong Toi Road	KTD, DP1, DP2, DP3, DP7	Large	Intermediate	Low	Low	Moderate	Slight	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
T3	Motorists on Kwun Tong Bypass	KTD, DP1, DP7, DP8	Large	Intermediate	Low	Low	Moderate	Slight	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight
T4	Travelers of Harbour Traffic	KTD	Large	Intermediate	Medium	Medium	Moderate	Moderate	DM2 to DM5, CM3, CM4, OM1 to OM5	Slight	Slight	Slight

* S = VSR Group at Strategic Level, D = VSR Group at District Level, C = Commercial, C/R = Commercial/Residential, GIC = Government/Institution/Community, O = Open space, OU = Other use, R = Residential, T = Transport related.

13.9 Mitigation Measures

13.9.1 The previous sections have identified the potential landscape and visual impacts due to the Kai Tak Development and associated Schedule 2 Projects. A series of mitigation measures have been formulated in order to alleviate some of the effects of these impacts where possible. It should be noted that design measures with intention to minimize overall landscape and visual impact due to the development have also been incorporated into the layout plans during planning and design stages. This section will describe:

- (a) summary of proposed design measures incorporated into development layout plans to minimize negative impacts of the overall Kai Tak Development,
- (b) summary of proposed landscape and visual mitigation measures for specific Schedule 2 Projects.

Proposed Design Measures incorporated in Development Layout

13.9.2 Proposed Design Measures incorporated in Urban Design during the design stage are illustrated in **Figure 13.5.1**.

Creation of Sub-Districts

13.9.3 Kai Tak Development has been designed as a new focus for the metro area, and as a catalyst for revitalization of the older surrounding districts, including To Kwa Wan/Ma Tau Kok, Kowloon City, San Po Kong, Kowloon Bay, Ngau Tau Kok and Kwun Tong. Sub-districts with identifiable urban characters and places are created within the development to present generally diverse collections of uses and characteristics that shape their 'personality' and 'texture'. Sub-Districts include Kai Tak City Centre; Sports Hub, Ma Tau Kok Waterfront/Metro Park; Runway Precinct, Tourism/Leisure Hub and the South Apron Area as shown in **Figure 13.5.2**.

13.9.4 These sub-districts shall be well connected to the older surrounding districts by potential pedestrian at grade or grade separated connections.

Creation of new Open Space Framework

13.9.5 A series of open space system that create an interconnected series of landscape elements to accommodate a number of leisure, recreation and civic activities are proposed in the development layout. These combine different types and character of spaces, comprising parks, plazas, squares, green connectors and landscaped corridors. The relationship of open spaces acts to both off-set building groups and form points of focus. Landscape elements shall reach beyond Kai Tak to connect with other open spaces within surrounding areas. Key major open space provided include Metro Park, Station Square, Sung Wong Toi Park, Runway Park, North Apron District Park, Hoi Sham Park, Kowloon Bay Square, Cha Kwo Ling Park and Kwun Tong Plaza. A total of approximately 89.5 ha of open space will be provided within Kai Tak Development. These open spaces are well connected within the development and to the adjacent surrounding districts as shown in **Figure 13.5.3**. The new open space, amenity areas and landscaping will be the outcome of the KTD as well as mitigation measures for the loss of existing open spaces, amenity areas and existing trees due to the development.

Creation of Visual Connections & Breezeways

13.9.6 Potential visual obstruction and impact on air ventilation resulting from introduction of high rise development on a former flat waterfront area becomes unavoidable. In order to reduce the effects these may cause, it has been ensured that regional view corridors, local view corridors, vantage points and breezeways are provided as shown in **Figure 13.5.4**.

- 13.9.7 Regional View Corridors have been incorporated in Development Layout to embrace long-distance vistas to points of regional identity and significance. Key regional view corridors include View to Lion Rock, Kowloon Peak (Fei Ngo Shan), Lei Yu Mun, Victoria Harbour and Hong Kong Island.
- 13.9.8 Local View Corridors have been allocated to follow either local street or pedestrian links through the area that should be kept free of obstructions, or areas of open space where landscaped axes can be directed towards specific features, signature buildings and wider distinct landmarks.
- 13.9.9 Designated Vantage Points have been incorporated within the visual framework and reinforced through designation of devices which protect and conserve these views through appropriate set-backs and height restrictions.
- 13.9.10 Breezeway as part of disposition of built elements to help improving air ventilation and regulate local microclimate. Major Breezeways reflect the alignment of the Kai Tak Approach Channel and the linked open space associated with Olympic Way. Minor Breezeways form open elements on specific axes associated with Runway Precinct, the Sung Wong Tai Park corridor, District Open Space, together with open connections with adjoining areas.

Retention of Ridgelines at Strategic Viewpoints

- 13.9.11 The Ridgeline of the Kowloon Hills to the north of the southern areas of Kowloon provides a dramatic natural backdrop to the high-rise urban areas of Kowloon. Views to the natural ridgeline with the control of building height within the development has been preserved from the strategic vantage points at Quarry Bay Park, Hong Kong Convention and Exhibition Centre New Wing, and Sun Yat Sen Memorial Park viewing from Hong Kong Island.

Control of Development Heights and Massing

- 13.9.12 Development Heights and Massing within Kai Tak Development as shown in **Figure 13.5.5** are designed to create a various building height with taller building (~40 Storeys) at the Kai Tak City Centre and lower buildings (~30 Storeys) located at the Runway Precinct. The population for the development has been reduced from the approximate 250,000 proposed SKEDCFS to 85,000 under this development. This has significantly reduced the overall bulkiness of the overall development. In addition, the disposition of building heights has sought to respond to the following:
- It is proposed that overall building form and massing will help to define the spatial character of Kai Tak,
 - Building height control is intended to ensure a variety of the skyline profile across the area when viewed from prominent locations within and around the harbour,
 - Wherever possible buildings and built groups are arranged to maximize outward views towards the harbour and key open spaces,
 - The design of building 'crowns' is proposed to introduce variety to the skyline, highlighting the location of landmark buildings and punctuating important axial view corridors,
 - Building deployment and massing control reflects the overall permeability of the area, which also acts to increase ventilation, allows sunlight penetration and building shadow effects, and preserves views,
 - Building location is circumscribed so as to avoid the use of noise barriers.

Preservation of Victoria Harbour

- 13.9.13 The Kai Tak Development is a “no reclamation” scheme. Victoria Harbour and the unique coastal line with the remembrance of former airport are preserved under this development.

Preservation of Cultural and Heritage Assets

- 13.9.14 The development layout plan takes account of the site heritage. The Sung Wong Toi Inscription Rock (Emperor’s Rock), Fish Tail Rock near Hoi Sham Park, the Hong Kong Aviation Club Buildings will all be preserved under the Kai Tak Development.

Aesthetic Design of Roads and Streetscapes

- 13.9.15 Roads and Streetscapes are potentially significant detractors to both the landscape and visual amenity of the Kai Tak Development. In order to minimize the impacts which they may cause, a series of measures have been incorporated in the development layout. These include:

- Creation of a pleasant pedestrian environment with sympathetic landscape treatments for the road networks within the site,
- Provision of road side planting particular trees along all new distributor and local road where possible and practicable,
- Minimization the extent of utility reserves within pavement,
- Provide depression and tunneling of roads in order to reduce the visual impact and improve the landscape quality of the environment at ground level.

Provision of Compensatory Planting

- 13.9.16 As described above substantial number of public open space and streetscapes will be created as an integral part of the Kai Tak Development. This will provide opportunity for the compensation to the loss of any planting disturbed by the works. Based on a very broad brush estimate, approximate 5,000 nos. of trees can be planted within new open spaces and approximate 1,000 nos. of trees can be planted for new distributor roads.
- 13.9.17 Major design measures incorporated in the development layout for KTD are summarized in Table 13.8a.

Table 13.8a Design Measures incorporated in the Development Layout for Kai Tak Development including all Schedule 2 DPs

ID No.	Design Measures
DM1	Control of building heights to preserve the ridgelines of Kowloon Hills.
DM2	Creation of extensive open space network and iconic features.
DM3	Creation of sub-districts with identifiable urban characters.
DM4	Incorporation of visual connections and breezeways through KTD.
DM5	Proper disposition of building mass and building height to maximize outward views to visual resources.

Development Control and Implementation Strategy for KTD

- 13.9.18 The design measures for individual development lot incorporated in the Urban Design and Landscape Master Plan shall be carried forward for implementation in accordance with the development control under OZPs. The design measures for public works outside individual development lot incorporated in the Urban Design and Landscape Master Plan shall be carried forward for implementation in accordance with the urban and landscape design guidelines prepared under the PLUD.
- 13.9.19 A number of perspective illustrations showing the outlook of future Kai Tak Development are shown in **Figures 13.8B1** and **13.8B2**. Viewpoints include Station Square, Kai Tak City Centre, Main Stadium, Metro Park, Grid Neighbourhood and Runway Precinct.

Generic Landscape and Visual Mitigation Measures that apply to the whole Kai Tak Development or Specific Works within KTD

- 13.9.20 The proposed generic landscape and visual mitigation measures for the whole Kai Tak Development or specific works within KTD including all Schedule 2 Designated Projects are listed in **Table 13.8** and **13.9**. Under this EIA Study, only DP1, DP2 and DP3a are studied in detail. For other DPs, Funding, Implementation and Maintenance Agencies shall be submitted separately in detail under separate EIAs. Generally, all mitigation measures are to be implemented as early as possible and many of these mitigation measures perform multiple functions. Tentative development schedule for the DPs are included **Section 2**.

Table 13.8 Generic Construction Phase Mitigation Measures for Kai Tak Development including all Schedule 2 DPs

ID No.	Construction Phase Mitigation Measures
CM1 ¹	All existing trees shall be carefully protected during construction.
CM2 ¹	Trees unavoidably affected by the works shall be transplanted where practical. Detailed transplanting proposal will be submitted to relevant government departments for approval in accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees shall be agreed prior to commencement of the work.
CM3 ¹	Control of night-time lighting.
CM4 ¹	Erection of decorative screen hoarding.

Note: (1) Mitigation measures refer to Good Site Practices.

Table 13.9 Generic Operation Phase Mitigation Measures for Kai Tak Development including all Schedule 2 DPs

ID No.	Operation Phase Mitigation Measures
OM1	Compensatory tree planting should be incorporated into the proposed projects where trees are affected.
OM2	Tall buffer screen tree / shrub / climber planting, vertical green and roof greening where appropriate should be incorporated to soften hard engineering structures and facilities.
OM3	Sensitive streetscape design should be incorporated along all new roads to reflect the new urban development in Kai Tak.
OM4	Structure, ornamental tree / shrub / climber planting should be provided along roadside amenity strips and central dividers to enhance the townscape quality, where space is available.
OM5	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to all buildings, engineering structures and associated infrastructure facilities.
OM6	Control of Operation Night-time Glare

Programme of Implementation of Landscape and Visual Mitigation Measures

- 13.9.21 The Construction Phase measures listed above should be adopted from the commencement of construction and should be in place throughout the entire construction period. The Operation Phase measures listed above should 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. However, it should be noted that the full effect of the soft landscape mitigation measures would not be appreciated for several years – Photomontages of the proposed project without and with mitigation measures illustrating the appearance after 10 years of the proposed works and illustrations are shown in **Figures 13.8A, 13.8A1 to 13.8A19**.
- 13.9.22 The Kai Tak Development will be constructed in many phases. Some parts/ developments (or other DPs) will be completed and under operation when other/ developments (DPs) are under construction. Because all the DPs are planned as parts of the KTD, phase implementation of development (or DPs) should not have any impact on other permanent landscape resources to be implemented under other developments (or other DPs) in the later stage of the development as general good site practice will be adopted for all construction activities. Detailed impact assessment on the planned landscape resource will be included in individual Schedule 2 EIA.

Design Measures to minimize Glare Impact for Cruise Terminal and Multi-purpose Stadium Complex

- 13.9.23 It is anticipated that international standard for recommended level of lighting intensity for all kind of area / activities would be referenced during detailed design stage of Cruise Terminal and Multipurpose Stadium Complex. The provision of lights and their locations shall be designed to minimize glare towards sensitive receivers including the population in the existing and planned residential areas.
- 13.9.24 Other design alternatives for minimising the potential glare impact include specification of lights that avoid light-pollution, lighting design which takes into careful consideration of mounting height and direction of lighting fixtures, and well planned lighting operation schedules which prevents use of unnecessary lighting left on. In general, the lighting strategy would be to reduce lighting levels to the minimum for operation requirement.
- 13.9.25 For Multi-purpose Stadium Complex, the provision of retractable roof which can be closed during night time events to reduce operation night time glare shall be further studied in detailed design to minimize night time glare pollution.

13.10 Residual Impact

Prediction of Significance of Landscape Impacts

- 13.10.1 The potential significance of the landscape impacts during the construction and operation phases, before and after mitigation, is provided in **Table 13.6**. This assessment follows the proposed methodology and assumes that the appropriate design measures incorporated in the development layout and the mitigation measures identified in **Tables 13.8 and 13.9** would be implemented and that the full effect of the soft landscape mitigation measures would be realized after 10 years. Cumulative impact during construction phase and operation phase of all DPs and non-DPs within the assessment area on landscape resources and Landscape Character Areas are described below.

Residual landscape impacts in Construction Phase

- 13.10.2 In the Construction Phase, after the implementation of the proposed mitigation measures, there will still be some residual landscape impacts of moderate to substantial significance. They are described below.

Residual Impacts on Landscape Resources

Impact on Existing Trees

- 13.10.3 Based on broad brush survey, approximately 6,000 trees are surveyed within the study boundary. Approximately, 2,250 trees will be removed by KTD development and associated projects. Of the removed trees, approximate 887 no. of trees will be transplanted. Quantitative description of cumulative impact on existing trees is summarized in **Table 13.10**.

Table 13.10 Residual Impact on Existing Trees in Construction Phase

Landscape Resources	Source of Impact	Residual impact on Trees in Construction Phase
LR04B	Subway (SB01)	Approximately 26 no. of trees will be removed, of which approximately 10 no. of trees will be transplanted.
LR05	Landscape walkway (LW02)	Approximately 80 no. of trees will be removed, of which approximately 25 no. of trees will be transplanted.
LR07	Development in South Apron Corner	Approximately 350 no. of trees will be removed, of which approximately 80 no. of trees will be transplanted.
	Footbridge (FB02)	Approximately 3 no. of trees will be removed, of which approximately 1 no. of trees will be transplanted.
	Distributor roads (DP1)	Approximately 100 no. of trees will be removed, of which approximately 25 no. of trees will be transplanted.
LR08	New road (L1)	Approximately 20 no. of trees will be removed, of which approximately 7 no. of trees will be transplanted.
LR20	Subway (SB09)	Approximately 9 no. of trees will be removed, of which approximately 3 no. of trees will be transplanted.
LR21	Distributor roads (DP1)	Approximately 100 no. of trees will be removed, of which approximately 30 no. of trees will be transplanted.
	Development in Runway Precinct, Tourism Hub and Cruise Terminal	Approximately 764 no. of trees will be removed, of which approximately 480 no. of trees will be transplanted.
LR22	Development in Kai Tak City Centre	Approximately 270 no. of trees will be removed, of which approximately 80 no. of trees will be transplanted.
LR23	Landscape walkway (LW02)	Approximately 65 no. of trees will be removed, of which approximately 25 no. of trees will be transplanted.
LR27	Landscape walkway (LW04)	Approximately 12 no. of trees will be removed, of which approximately 5 no. of trees will be transplanted.

Landscape Resources	Source of Impact	Residual impact on Trees in Construction Phase
LR28	Distributor roads (DP1)	Approximately 100 no. of trees will be removed, of which approximately 25 no. of trees will be transplanted.
	Development in Kai Tak City Centre	Approximately 270 no. of trees will be removed, of which approximately 80 no. of trees will be transplanted.
	Sewage pumping stations (DP2)	Approximately 4 no. of trees will be removed, of which approximately 1 no. of trees will be transplanted.
LR31	Development in Kwun Tong Waterfront	Approximately 35 no. of trees will be removed, of which approximately 10 no. of trees will be transplanted.
	Footbridge (FB05)	Approximately 42 no. of trees will be removed, of which approximately 10 no. of trees will be transplanted.

- 13.10.4 None of the affected trees are LCSD Champion Trees or Registered Old and Valuable Trees. There are no rare species or endangered species but common species. All the trees with high amenity value which are unavoidably affected by the works will be transplanted where possible. It is estimated that approximately 1,363 no of trees will be felled and 887 no. of trees will be transplanted. Detailed tree felling application and compensatory planting proposals will be submitted in accordance with ET WBTC 3/2006 in detailed design stage.

Impact on Existing Open Spaces

- 13.10.5 Impact on existing open space is primarily due to permanent alienation of open space for the proposed works. Quantitative description of impact on existing open spaces is summarized in the following table.

Table 13.10 Residual Impact on Existing Open Spaces in Construction Phase

Source of Impact	Landscape Resources ID.	Loss of Open Space Area (ha)
Landscape walkway LW02	LR05 - Shek Ku Lung Road Playground	~ 0.3
New road L1	LR08 – Kowloon East Playground	~ 0.7
New road and footbridge FB05	LR31 – Kwun Tong Ferry Pier Square and Amenity Areas	~ 0.4
	Approximately Total Open Space Loss:	~ 1.4

Residual Impact on Landscape Character Areas

- 13.10.6 During Construction, there will still be slight adverse residual impact on Landscape Character Areas, which include LCA01 to LCA10. There will be moderate adverse residual impact on LCA11. These residual impacts are temporary in nature and therefore considered acceptable.

Residual landscape impacts in Operation Phase

- 13.10.7 Residual impact on landscape resources and landscape character areas are Table 13.6 and mapped in **Figures 13.9.1 and 13.9.2.**

Residual Impact on Landscape Resources

Residual Impact on Existing Trees

- 13.10.8 Based on the proposed works, large amount of public open space and streetscapes will be created as an integral part of the Kai Tak Development. Based on a very broad brush estimate, approximate 5,000 nos. of trees will be planted within new open spaces and approximate 1,000 nos. of trees will be planted for new distributor roads to compensate for the loss of existing trees. Detailed tree preservation, transplanting and felling including compensatory planting proposals shall be submitted to relevant government departments for approval in accordance with WBTC no. 3/2006. The compensatory tree planting and new landscape works as mitigation measures to the loss of trees are proposed for the development. Therefore, the overall cumulative residual impacts on existing trees are considered acceptable with mitigation measures. The residual cumulative impact on trees would be considered substantially beneficial in the longer term after development and trees mature.

Residual Impact on Open Spaces

- 13.10.9 A series of open space system that create an interconnected series of landscape elements to accommodate a number of leisure, recreation and civic activities are proposed in the development layout. These combine different types and character of spaces, comprising parks, plazas, squares, green connectors and landscaped corridors. Key major open space provided include Metro Park, Station Square, Sung Wong Toi Park, Runway Park, North Apron District Park, Hoi Sham Park, Kowloon Bay Square, Cha Kwo Ling Park and Kwun Tong Plaza. A total of approximately 89.5 ha of open space will be provided within the development. These open spaces are well connected within the development and to the adjacent surrounding districts. These new open spaces are provided within KTD at the close vicinity of the adjacent districts. With such new open space provision which compensate loss of approximate 1.4 ha open spaces; it is considered the overall cumulative residual impact on open space system is considered acceptable with mitigation measures. The minor loss of open space will be more than compensated in the long run when the open space network under KTD is all implemented.

Implementation Programme of Key Open Spaces

- 13.10.10 Under this study, LCSD has been consulted regarding the implementation programme of key open spaces. Tentative commissioning dates for key open spaces are shown in table below:

Open Space	Tentative Commissioning Date
Metro Park (approx. 24.3ha)	No firm programme (but will match Stadium Complex)
Station Square (approx. 8.1ha)	2017
Sung Wong Toi Park (approx. 6ha)	No firm programme
Avenue Park (approx. 1.0 ha)	2014 - 2016
Runway Park (approx..6 ha)	2012
North Apron District Park (approx. 4.8 ha)	No firm programme
Kowloon Bay Square (approx. 1.2 ha)	No firm programme
Cha Kwo Ling Park (approx. 2.3 ha)	No firm programme
Kwun Tong Plaza (approx. 1.0 ha)	No firm programme

Residual Impact on Landscape Character Areas in Operation Phase

- 13.10.11 LCA01 – Former Kai Tak Airport Landscape Character Area will become Kai Tak Development Landscape Character Area during operation phase. As compared with the unused former airport, with little landscape resources/interests, the proposed Kai Tak Development with new open spaces interconnected with green webs in a new urban setting. It is considered that the residual impact on LCA01 is substantial beneficial in Year 10.
- 13.10.12 LCA02 – Kowloon City and To Kwa Wan Grid Mixed Urban Landscape Character will be enhanced by the waterfront promenade from Hoi Shum Park to the Sport Hub. It is considered that the residual impact on this LCA is substantial beneficial in Year 10 when all the tree planting along the new green waterfront becomes mature.
- 13.10.13 LCA03 – Kowloon Bay Late 20C/Early 21C Commercial/Residential Complex Landscape Character will be enhanced by the new urban development at the Kai Tak City Centre with the improved pedestrian connection to KTD. It is considered residual impact on this LCA is moderately beneficial in Year 10 when all the tree planting in the new landscape framework connecting to this LCA becomes mature.
- 13.10.14 LCA04 – There will be some impact on San Po Kong Industrial Urban Landscape Character due to the operation of new vehicular bridge. However, with the proposed mitigation measures including the aesthetic design of the highway structures, it is considered that the residual impact on this LCA is slight.
- 13.10.15 LCA05 – Kwun Tong Industrial Urban Landscape Character will be enhanced by the new urban development at the South Apron Corner and the proposed new continuous Kwun Tong Waterfront with improved pedestrian connection to KTD. It is considered that the residual impact on this LCA is moderately beneficial in Year 10 when all the tree planting in the new landscape framework and the new Kwun Tong waterfront promenade connecting to this LCA becomes mature.
- 13.10.16 LCA06 – There will be some impact on Kowloon City and Choi Hung Residential Urban Landscape Character due to the operation of new footbridge connection. However, with the proposed mitigation measures including the aesthetic design of the footbridge structures. It is considered that the residual impact on this LCA is insubstantial.
- 13.10.17 LCA07 – Laguna City and Yau Tong Residential Urban Landscape Character will be enhanced by the provision of the new Cha Kwo Ling Waterfront district open space. It is considered that the residual impact on this LCA is substantial beneficial in Year 10 when all the tree planting in the new open space provision becomes mature.

- 13.10.18 LCA08 – Kwun Tong Typhoon Shelter Landscape Character will be enhanced along its edge by the new Runway Park and waterfront promenade proposed at the vicinity. It is considered that the residual impact on this LCA is slightly beneficial in Year 10 when all the tree planting in the Runway Park and along the trees planted along waterfront promenade becomes mature.
- 13.10.19 LCA09 – To Kwa Wan Typhoon Shelter Landscape Character will be enhanced along its edge by the new Sports Hub, Metro Park and waterfront promenade proposed at the vicinity. It is considered that the residual impact on this LCA is slightly beneficial in Year 10 when all the tree planting in the new Sports Hub, Metro Park and along the waterfront promenade becomes mature.
- 13.10.20 LCA10 – Cha Kwo Ling Miscellaneous Urban Fringe Landscape Character will be subject to insubstantial impact as this LCA is relatively far away from the Kai Tak Development.
- 13.10.21 LCA11 – Victoria Harbour Inshore Water Landscape Character will be enhanced by the new ship berthing along the waterfront and considered as slightly beneficial.
- 13.10.22 LCA12 – Kowloon City Medium / High – rise Commercial Urban Landscape will be enhanced along its edge by the re-designed of Hom Shum Park and waterfront promenade. It is considered that the residual impact on this LCA is substantial beneficial in Year 10 when all the tree planting in the new Hom Shum Park, and along the waterfront promenade becomes mature.

Prediction of Significance of Visual Impacts

- 13.10.23 An assessment of the potential significance of the visual impacts during the construction and operation phases, before and after mitigation, is listed in detail in **Table 13.7**. This follows the proposed methodology and assumes that the appropriate design measures incorporated in the development layout, construction and operation mitigation measures identified in **Section 13.8** above would be implemented, and that the full effect of the soft landscape mitigation measures would be realized after ten years. The residual impacts after mitigation are briefly described below. Photomontages and illustrations of the proposed development are shown in **Figures 13.8A1 to 13.8A19**. The locations of the viewpoints are indicated in **Figure 13.8A**.

Residual Visual Impacts in Construction Phase

- 13.10.24 Given that the magnitude of visual impacts on the VSRs at strategic and district levels is generally small or negligible, the adverse residual impacts are expected to be slight or insubstantial with the implementation of the appropriate mitigation measures.
- 13.10.25 At local level, VSRs abutting the project boundary of KTD will be subject to substantial adverse visual impacts during the construction phase. With the implementation of appropriate mitigation measures like incorporation of decorative hoarding, the residual visual impacts will be lowered to moderate level. However, for the residential VSRs in close proximity, like Richland Gardens and Rhythm Garden, the residual impacts are still considered to be substantial given their high sensitivity and close proximity to the source of impacts. Other local VSRs further away will only have partial or glimpsed views to KTD and the residual impacts will be slight or insubstantial.

Residual Visual Impact in Operation Phase

- 13.10.26 Given that the magnitude of visual impacts on the VSRs at strategic and district levels is generally small or negligible, the adverse residual impacts during operation phase are expected to be slight or insubstantial with the implementation of the appropriate mitigation measures.

- 13.10.27 At local level, with the implementation of design measures and mitigation measures, the residual adverse impacts are generally negligible to slight for VSRs located further away from KTD. For some of the VSRs in close proximity to KTD, like Richland Gardens, Rhythm Garden and other residential VSRs near the future Kai Tak City Centre where high-rise development will be in place, the adverse residual impacts are still expected to be substantial or moderate as there will inevitably be permanent loss of open view, obstruction of existing views and reduction of depth of view, even with the implementation of mitigation measures.
- 13.10.28 On the contrary, some of the VSRs will be subject to beneficial residual impacts the future KTD will bring about. As featured in the design measures incorporated in the development layout, extensive open space network and iconic built elements will create new visual resources and provide more pleasant and appealing views to the surrounding VSRs as compared with the existing view of bare surface. At local level, visual amenity for the VSRs close to the future Station Square, Runway Park and Tourism and Leisure Hub, Metro Park, Sung Wong Toi Park, Cha Kwo Ling Park and Chinese Cultural Garden will be enhanced. With the control of building height, the ridgelines in Kowloon will be preserved. This beneficial impact is of particular relevance to the strategic and district VSRs with panoramic views to the Kowloon peninsular.
- 13.10.29 A total of 17 viewpoints from VSRs at strategic, district and local levels are selected for the preparation of photomontages to illustrate the visual impacts with and without mitigation measures. These viewpoints are chosen for they could represent the typical views of various types of VSRs at different location around the future KTD. Photomontages are presented in **Figures 13.8A, 13.8A1 to 13.8A19** and the residual impacts on the VSRs are assessed and summarized as below.
- 13.10.30 Photomontages showing visual impact on representative VSRs due to the development are shown in **Figures 13.8A, 13.8A1 to 13.8A19**. Their residual impacts are assessed and summarized as below.
- 13.10.31 Viewpoint 1 from Kwun Tong Public Pier (GIC23) is approximately 500m from the Kai Tak Development. It is facing the future Tourism and Leisure Hub which include iconic hotel development, cruise terminal and Runway Park with lush planting. A series of residential and hotel belts are seen further away within Runway Precinct. With design measures incorporated in the development scheme, new skyline to reinforce the urban identity of the new waterfront will be created. The residual visual impact is considered as slight.
- 13.10.32 Viewpoint 2 from Richland Gardens (R9) is approximately 60m from the Kai Tak Development. It is facing future residential development in Site 1A and 1B with glimpse to commercial development in Site 1E. The existing open view will be blocked by the proposed residential development and the eventual depth of view will be reduced. The residual visual impact is considered as substantial even with the implementation of mitigation measures.
- 13.10.33 Viewpoint 3 from Chi Lin Nunnery (O11) is approximately 400m from the Kai Tak Development. The existing visual gap between Choi Hung Estate and Rhythm Garden will be blocked by the proposed residential development in Site 1A. The residual visual impact is considered as slight.
- 13.10.34 Viewpoint 4 from Nga Tsin Wai Road is near the rest garden (O4) approximately 100m from the Kai Tak Development. The existing open view will be blocked by the proposed commercial development in Site 2A and the eventual depth of view will be reduced. The residual impact is considered as slight for the travelers along Nga Tsin Wai Road but is moderate for users of the rest garden.

- 13.10.35 Viewpoint 5 from Hoi Sham Park (O13) is approximately 700m from the Kai Tak Development. The proposed development will alter the skyline. Extensive greening along the waterfront and Metro Park will form new visual resources. The residual impact is considered as slightly beneficial.
- 13.10.36 Viewpoint 6 from Mount Cameron (S9) is approximately 6500m from the Kai Tak Development. Since, it is a distant view, the residual impact is considered as insubstantial.
- 13.10.37 Viewpoint 7 from Hong Kong Convention & Exhibition Centre New Wing (S2) is approximately 4500m from the Kai Tak Development. Since, it is a distant view, the residual impact is considered as insubstantial.
- 13.10.38 Viewpoint 8 from North Point Pier (S10) is approximately 2000m from the Kai Tak Development. The future continuous waterfront promenade along Runway Precinct, Metro Park and Leisure and Tourism Hub will form new visual resources and enhance the visual amenity. But for it is a distant view, the residual impact is considered as slightly beneficial.
- 13.10.39 Viewpoint 9 from Quarry Bay (S1) is approximately 1800m from the Kai Tak Development. The future Runway Park, Tourism and Leisure Hub and continuous waterfront along Runway Park will provide new visual resources and enhance the visual amenity. The residual impact is considered as slightly beneficial.
- 13.10.40 Viewpoint 10 from Kowloon Peak (S6) is approximately 2500m from the Kai Tak Development. Since, it is a distant view, the residual impact is considered as insubstantial.
- 13.10.41 Viewpoint 11 from Lung Cheung Road Lookout (D8b) is approximately 1900m from the Kai Tak Development. Since it is a distant view, the residual impact is considered as insubstantial.
- 13.10.42 Viewpoint 12 from Yau Tong Bay (D1g) is approximately 1000m from the Kai Tak Development. The view to the KTD is partially blocked by the Kwun Tong Tsai Wan. It is anticipated that only the top side of the hotel development at the Tourism and Leisure Hub of KTD. It is considered that the residual impact is insubstantial.
- 13.10.43 Viewpoint 13 from Rhythm Garden (R6) is approximately 40m from the Kai Tak Development. The existing open view will be blocked by the future residential and commercial development at Kai Tak City Centre. It is considered that the residual impact is substantial even with the implementation of mitigation measures.
- 13.10.44 Viewpoint 14 from Tung Tau Estate (R4) is approximately 160m from the Kai Tak Development. The existing view is open which will be blocked by the future commercial and residential development at Kai Tak City Centre. It is considered that the residual impact is moderate.
- 13.10.45 Viewpoint 15 from Sung Wong Toi Playground (O3) is 20m from the Kai Tak Development. The view to Kai Tak Development is partially blocked by the existing trees inside the Garden. The existing open view will be partially blocked by future commercial development at Kai Tak City Centre, but open view to the future Sung Wong Toi Park will be allowed. It is considered that the residual impact is moderate.
- 13.10.46 Viewpoint 16 from the Industrial Development along Mok Cheong Street (planned CDA in operation stage) (I4) is approximate 10m from the Kai Tak Development. The existing view is open but quality is fair with temporary uses. The future view will be enhanced by future Sung Wong Toi Park and Sports Hub. It is considered that the residual impact is moderately beneficial.

13.10.47 Viewpoint 17 from the Laguna Verde (R14) is approximate 600m from the Kai Tak Development. With the new visual resources such as Metro Park and Tourism and Leisure Hub, the residual impact is considered as slightly beneficial.

13.10.48 Apart from photomontages, illustrative perspectives at key locations are included in **Figures 13.8B, 13.8B1 and 13.8B2**. Illustrations of the perspectives showing the residual visual impact of DP1 and DP2 are included in Viewpoint 7 and 8 of **Figure 13.8B2**.

13.11 Conclusion

13.11.1 The scale of Kai Tak Development, particularly in a waterfront location, will inevitably result in some landscape and visual impacts. These have been minimized through careful consideration of the layout plans for the development incorporate design mitigation measures such as creation of sub-districts, creation of new open space framework, creation of visual connections and breezeways, retention of views to ridgelines at strategic locations, preservation of Victoria Harbour, preservation of cultural and heritage assets, aesthetic design of roads and streetscapes and provision of compensatory planting proposals in the development. It is considered that the overall KTD is appropriate to the planned context of the area and in the long term with beneficial landscape and visual impacts.

13.11.2 Based on a very broad brush estimate, approximate 2,250 existing trees will be affected by Kai Tak Development, of which approximately 1,363 no. of trees will be felled and 887 no. of trees will be transplanted. Approximate 5,000 nos. of trees will be planted within new open spaces and approximate 1,000 nos. of trees will be planted for new distributor roads to compensate for the loss of existing trees. The overall residual impact on trees is considered acceptable with mitigation measures and in the longer term beneficial.

13.11.3 A series of interconnected open space system that accommodate a number of leisure, recreation and civic activities are proposed in the development layout. A total of approximately 89.5 ha of open space will be provided within the development to compensate loss of approximately 1.4ha within the adjacent districts. Key major open space provided include Metro Park, Station Square, Sung Wong Toi Park, Runway Park, North Apron District Park, Hoi Sham Park, Kowloon Bay Square, Cha Kwo Ling Park and Kwun Tong Plaza. These open spaces are well connected within the development and to the adjacent surrounding districts. The overall residual impact on open space system is considered acceptable with mitigation measures.

13.11.4 A new urban waterfront will be created under the Kai Tak Development. The overall landscape character of the area will be dramatically changed from a flat open area with various temporary uses to a high-rise contemporary development with sports and entertainment nodes. The overall residual impact on LCAs within and adjacent to the KTD and is considered moderate to substantial beneficial in the long term with all soft landscape elements proposed in new parks, waterfront promenade and amenity areas become mature.

13.11.5 The scale and the extent of high-rise development is likely to significantly alter the visual context of area, particularly due to partially or fully loss of open sea view, enclosure and blocking or reduction of depth of current view. There will unavoidably be moderate to substantial residual impact on the residential VSRs in To Kwa Wan, Kowloon City, San Po Kong and Kowloon Bay. However, under the KTD, there will be new open spaces and visual resources. These visual resources will bring beneficial visual impact to the adjacent VSRs.

13.11.6 Overall, the landscape and visual impacts due to the Kai Tak Development are considered to be acceptable with the implementation of the appropriate mitigation measures (including incorporation of all design measures in the layout plan) and in the long term be beneficial in respect of landscape and visual impacts.

