

6 Landscape and Visual Impact

6.1 Introduction

This Section presents the landscape and visual impact assessment associated with the proposed Shatin to Central Link – Stabling Sidings at Hung Hom Freight Yard.

Landscape and visual impacts assessment are prepared in accordance with the criteria and guidelines as stated in Annexes 10 and 18 of the TM and the EIAO Guidance Note No.8/2010 on “Preparation of Landscape and Visual Impact Assessment under the Environmental Impact Assessment Ordinance”.

6.2 Scope and Content of the Study

6.2.1 Project Description

The location plan of the Project is illustrated in **Figure 6.1.1**. The Project is generally divided into 3 main study areas. They are Hung Hom Area, Kai Tak Area and Diamond Hill Area. Details of the Project are described in Chapter 3 of the Report.

6.2.2 Assessment Area

The assessment area for landscape impact assessment includes all areas within a 500m distance from the site boundary of the Project in accordance with EIA Study Brief. It is, however, considered that the Project and associated works will be constructed and operated mainly within the works boundary of the Project. With respect to the nature of a railway project, it is unlikely to impose any impacts on Landscape Resources (LRs) and Landscape Character Areas (LCAs) that are located beyond 100m away from the site boundary of the Project. Therefore, similar to other SCL projects, the assessment area for landscape impact assessment is defined to include areas in the range of 100m from the site boundary of the Project (thereinafter called the Study Area). The assessment area for the visual impact assessment is defined by the visual envelope (thereinafter called the Zone of Visual Influence (ZVI)) of the Project. The landscape and visual study boundaries of the Project are shown in **Figures 6.2.1 to 6.2.3**.

6.2.3 Review of Planning and Control Framework

Relevant outline development plan(s), outline zoning plan(s), layout plan(s) or planning briefs and studies which may identify areas of high landscape value and visually sensitive areas are reviewed. The aim is to gain an insight to the future outlook of the area affected so as to assess whether the Project can fit into the surrounding setting. Any conflicts with statutory town plan(s) are highlighted and appropriate follow-up action shall be recommended.

6.2.4 Landscape Impact Assessment

The existing landscape resources and character within the assessment area are described, appraised, analyzed and evaluated. A system is derived for judging landscape and visual impact significance as required under the EIAO TM and the EIAO Guidance Note No.8/2010. The sensitivity of the landscape framework and its ability to accommodate change are particularly focused on. The degree of compatibility of the Project with the existing and planned landscape setting is identified. The landscape impact assessment evaluates the potential landscape impact so as to illustrate the significance of such impacts arising from the proposed Project. Clear mapping of the baseline landscape resources, landscape character areas and the landscape impact are provided.

6.2.5 Visual Impact Assessment

The visual impacts of the Project are assessed. For above ground ancillary structures and at grade works sites of the Project, clear illustrations including mapping of visual impact are provided. The assessment adopts a systematic methodology and includes the following:

- (i) Identification and plotting of visual envelope of the proposed Project and associated works;
- (ii) Identification of the key groups of existing and planned sensitive receivers within the visual envelope with regard to views from ground level, sea level and elevated vantage points;
- (iii) Description of the visual compatibility of the Project and associated works with the surrounding and the planned setting, and its obstruction and interference with the key views of the study areas;
- (iv) Identification of the severity of visual impacts in terms of distance, nature and number of sensitive receivers. The visual impacts of the Project with and without mitigation measures are included so as to demonstrate the effectiveness of the proposed mitigation measures; and
- (v) Clear evaluations and explanation with supportive arguments of all relevant factors considered in arriving at the significant thresholds of visual impacts, and the factors/constraints in recommending the mitigation measures for visual impact.

6.2.6 Landscape and Visual Mitigation Measures

The merit of preservation in total, in parts or total destruction of existing landscape and the establishment of a new landscape character are evaluated. The mitigation measures proposed are not only concerned with damage reduction but also include consideration of potential enhancement of the existing landscape and visual quality. Mitigation measures to minimize the adverse effects identified above, including provision of a landscape design are recommended.

The mitigation measures include the preservation of vegetation, transplanting of trees of high amenity value, provision of screen planting, re-vegetation of disturbed lands, compensatory planting, woodland restoration, design of structure, provision of finishes to structure, colour scheme and texture of material used and any measures to mitigate the impact on the existing and planned land use and visually sensitive receivers. Parties are identified for the on-going management and maintenance of the proposed mitigation works to ensure their effectiveness throughout the operation phase of the Project. A practical programme and funding proposal for the implementation of the recommended measures are provided.

6.2.7 Significance of Landscape and Visual Impact

Annotated illustration such as coloured perspective drawings, plans and section/elevation, photographs taken at vantage points and computer-generated photomontage are adopted where appropriate to illustrate the significance of the landscape and visual impacts of the Project. The landscape and visual impacts of the Project with and without mitigation measures from representative viewpoints, particularly from views of the most severely affected visually sensitive receivers (i.e. worst case scenario), shall be properly illustrated in existing and planned setting at four stages (existing condition, Day 1 with no mitigation measures, Day 1 with mitigation measures and Year 10 with mitigation measures) by computer-generated photomontage so as to demonstrate the effectiveness of the proposed mitigation measures.

6.3 Environmental Legislation, Standards and Guidelines

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

- Environmental Impact Assessment Ordinance (Cap.499.S.16) and the Technical Memorandum on EIA Process (EIAO TM), particularly Annexes 10 and 18;
- Environmental Impact Assessment Ordinance Guidance Note 8/2010;
- Town Planning Ordinance (Cap 131);

- LAO Practice Note 7/2007 - Tree Preservation and Tree Removal Application for Building Development in Private Projects
- Hong Kong Planning Standards and Guidelines Chapters 4, 10 and 11;
- ETWB TC No. 25/92 - Allocation of Space for Urban Street Trees;
- ETWB TC No. 25/93 – Control of Visual Impact of Slopes;
- ETWB TC No. 17/2000 – Improvement to the Appearance of slopes in connection with ETWBTC 25/93;
- ETWB TC No. 30/2001 – Capital Works for Maintenance Works (including Tree Planting) Within or Adjacent to the Kowloon Canton Railway (Hong Kong) Section;
- ETWB TC No. 7/2002 – Tree Planting in Public Works;
- ETWB No. 36/ 2004 - Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS);
- ETWB TCW No. 13/2003A - Guidelines and Procedures for Environmental Impact Assessment of Government Projects and Proposals Planning for Provision of Noise Barriers;
- ETWB TCW No. 2/2004 - Maintenance of Vegetation and Hard Landscape Features;
- ETWB TCW No. 29/2004 - Registration of Old and Valuable Trees, and Guidelines for their Preservation;
- ETWB TCW No. 3/2006 - Tree Preservation;
- Land Administration Office Instruction (LAOI) Section D-12 - Tree Preservation;
- GEO Publication (1999) – Use of Vegetation as Surface Protection on Slopes;
- GEO 1/2000 – Technical Guidelines on Landscape Treatment and Bio-engineering of Man-made Slopes and Retaining Walls; and
- Study on Landscape Value Mapping of Hong Kong.

6.4 Assessment Methodology

6.4.1 Landscape Impact Assessment Methodology

The landscape impacts have been assessed according to the following procedures.

- **Identification of the baseline landscape resources and landscape characters found within the study area** - This is achieved by site visits and desktop study of topographical maps, information databases and photographs.
- **Assessment of the degree of sensitivity of the landscape resources and landscape character areas** - 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 change.
- 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 are 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 change.

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 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 6.1** shows the rationale for dividing the degree of significance into four thresholds, namely insubstantial, slight, moderate, and substantial, depending on the combination of a negligible-small-intermediate-large magnitude of impact and a low-medium-high degree of sensitivity of landscape resource /character.

Table 6.1 Relationship between Landscape Sensitivity and Impact Magnitude in Defining Impact Significance

Magnitude of Impact (Both Adverse and Beneficial Impact are assessed.)	Large	Moderate	Moderate / Substantial	Substantial
	Intermediate	Slight / Moderate	Moderate	Moderate / Substantial
	Small	Insubstantial / Slight	Slight / Moderate	Moderate
	Negligible	Insubstantial	Insubstantial	Insubstantial
		Low	Medium	High

Sensitivity of Landscape Resource and Character Area

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

6.4.2 Visual Impact Assessment Methodology

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, 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 of the VSRs** - Factors considered include:
 - the type of VSRs, which is classified according to whether the person is at home (Residential VSRs), at work (Occupational VSRs), at play (Recreational VSRs), or travelling (Transportation VSRs). 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 8/2010) 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 terms 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; tree planting to screen the proposed above ground structures, integration of new station works with the existing Hung Hom Station and minimization of additional land intake and sensitive station design appropriate for the adjacent landscape setting. A programme for the mitigation measures is provided. The agencies responsible for the implementation, management and maintenance of the mitigation measures are identified.
 - **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 6.2** 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.

Table 6.2 Relationship between Visual Receptor Sensitivity and Impact Magnitude in Defining Impact Significance

Magnitude of Impact (Both Adverse and Beneficial Impact are assessed.)	Large	Moderate	Moderate / Substantial	Substantial
	Intermediate	Slight / Moderate	Moderate	Moderate / Substantial
	Small	Insubstantial / Slight	Slight / Moderate	Moderate
	Negligible	Insubstantial	Insubstantial	Insubstantial
		Low	Medium	High
Sensitivity of Visually Sensitive Receivers (VSRs)				

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

The significance of visual impacts is categorized as follows:

- Substantial:** Adverse / beneficial impact where the proposal would cause significant deterioration or improvement in existing visual quality.
- Moderate:** Adverse / beneficial impact where the proposal would cause a noticeable deterioration or improvement in existing visual quality.
- Slight:** Adverse / beneficial impact where the proposal would cause a barely perceptible deterioration or improvement in existing visual quality.

Insubstantial: No discernible change in the existing visual quality.

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

6.5 Review of Planning and Development Control Framework

A review of the existing and planned development framework, including relevant draft and approved outline zoning plan(s), for the proposed works and for the surroundings has been considered. It aims to gain an insight to the outlook of the area affected, identify potential resources and sensitive receivers and evaluate the compatibility between the Project and the existing and planned landuse setting.

The following draft and approved Outline Zoning Plans (OZPs) are reviewed: -

- Approved Tsz Wan Shan, Diamond Hill & San Po Kong Outline Zoning Plan (No. S/K11/25);
- Approved Wang Tau Hom and Tung Tau Outline Zoning Plan (No. S/K8/21);
- Draft Kai Tak Outline Zoning Plan (No. S/K22/3);
- Approved Tsim Sha Tsui Outline Zoning Plan (No. S/K1/26);
- Draft Yau Ma Tei Outline Zoning Plan (No. S/K2/21);
- Draft Mong Kok Outline Zoning Plan (No. S/K3/29);
- Draft Ho Man Tin Outline Zoning Plan (No. S/K7/21) and
- Approved Hung Hom Outline Zoning Plan (No. S/K9/24).

The review of OZPs has not only included a review of the plans, but also of the 'Notes' and "Explanatory Statements" which accompany these plans. The proposed development are overlaid on the affected OZPs are shown in **Figures 6.3.1 to 6.3.3**.

Hung Hom Study Area

The Approved Tsim Sha Tsui Outline Zoning Plan (No. S/K1/26) and the Approved Hung Hom Outline Zoning Plan (No. S/K9/24) currently cover the broad statutory planning framework for the developments at Hung Hom Study Area.

North Side Ventilation Shafts (NSVS), South Side Ventilation Shafts (SSVS) and CLP transformer plant and Direct Noise Mitigation Measures (DNMMs) fall within "OU" zone on the Approved Tsim Sha Tsui Outline Zoning Plan (No. S/K1/26). Hung Hom Stabling Sidings straddle "OU" zone on the Approved Tsim Sha Tsui Outline Zoning Plan (No. S/K1/26) as well as "OU" and "Road" zones on the Approved Hung Hom Outline Zoning Plan (No. S/K9/24). Under the schedule of uses, Mass Transit Railway ventilation shaft and/or other structure above ground level other than entrances on area zoned as Other Specific Uses (OU) may be permitted on application to Town Planning Board. The proposed buildings and structures within Hung Hom Area are all within the permissible building height limits specified under the Approved Tsim Sha Tsui Outline Zoning Plan.

The Study Area in Hung Hom mainly covers transportation corridors, institutional uses, newly developed commercial and residential developments near Hung Hom Station and older developments at the both sides of Gilles Avenue South. It is considered that they are either recent adjacent developments or developments with fragmented owners which hinder the potential redevelopment process. The predicted urban development pattern within the Study Area would be similar to the existing conditions.

Kai Tak Study Area

The Draft Kai Tak Outline Zoning Plan (No. S/K22/3) currently covers the broad statutory planning framework for the developments at Kai Tak Study Area. In accordance with the OZP (No. S/K22/3), the proposed above ground station entrances and ventilation shafts are zoned as Open Space (O) and Other Specific Uses (OU) annotated "Railway Station with Commercial Facilities". This OU zone is primarily intended for the provision of railway station with commercial activities. Under the schedule of uses, railway ventilation shaft and/or other structure above ground level other than entrances in area zoned as Other Specific Uses (OU) and Open Space (O) may be permitted on application to Town Planning Board. OU (Railway Station with Commercial Facilities) zone is intended primarily for the provision of railway station with commercial facilities. According to the Covering Notes of the draft Kai Tak OZP, railway station entrance is permitted as of right on land falling within the boundaries of the OZP.

The Study Area in Kai Tak currently covers mainly construction sites. However, under Kai Tak Development, the Study Area would undergo major transformation from construction sites to a new city centre with commercial and residential developments in accordance with the Kai Tak OZP.

Diamond Hill Study Area

The Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (No. S/K11/25) currently covers the broad statutory planning framework for the developments at Diamond Hill Study Area including the underground Diamond Hill Station (DIH), associated entrances, ventilation shafts and emergency access. In accordance with this OZP (No. S/K11/25), the proposed permanent works are all within the Comprehensive Development Area (CDA). Under the schedule of uses, Mass Transit Railway ventilation shaft and/or other structure above ground level other than entrances may be permitted on application to Town Planning Board.

The Study Area in Diamond Hill currently covers the former Tai Hom Village site pending for developments. It is anticipated that the site will be developed as a comprehensive development area in accordance with the Tsz Wan Shan, Diamond Hill and San Po Kong OZP.

Having reviewed the OZPs, the associated Notes and Explanatory Statements, it is considered that the proposed development would be fit in with the current and future planning settings and would not conflict with statutory town plans of areas.

6.6 Baseline Study

Landscape baseline study comprises the identification and evaluation of sensitivity of all potential impact on existing and planned Landscape Resources (LRs) and Landscape Character Areas (LCAs) within the Study Area.

Visual baseline study comprises the identification and evaluation of sensitivity of any Visually Sensitive Receivers (VSRs) within the ZVI of the Project.

Whilst the identification, categorization, demarcation and evaluation of sensitivity of LR, LCAs and VSRs have made reference to the findings in the LVIA baseline study of the Shatin to Central Link - Tai Wai to Hung Hom Section [SCL (TAW-HUH)] EIA Report, those LR and LCAs identified in SCL (TAW-HUH) that fall outside the Study Area are not further discussed in this Study.

6.6.1 Landscape Resources (LRs)

LRs identified within the Study Area are generally divided into the following types.

LR1 – Public Open Space

This LR refers to planting found within public open space and parks. The trees are generally mature, with fair to good health condition and high amenity value. This LR consists of a wide variety of exotic and native ornamental trees. Since the trees are generally in good form and well maintained, and they act as valuable greening relieve for the dense urban areas.

LR2 – Vegetation within Institutional Space

This LR refers to planting within the outdoor space of institutional area. The trees are generally mature, with fair health condition. It consists of a wide variety of exotic and native trees.

LR3 – Roadside Planting

This LR refers to amenity planting along roads, which provides greening opportunity for the extensive hard-paved urban area. Trees of native and exotic species commonly found along roadside of the Hong Kong. These trees range from fairly large to small newly planted size and of generally fair conditions.

LR4 – Manmade Slope Vegetation & Slope Improvement Plantation

This LR refers to the manmade slope vegetation alongside roads and embankment of rail tracks. The trees are generally medium size, native and exotic common woodland species. This LR provides a greening connection from the edge of development areas to the semi-natural hillside vegetation.

LR5 – Dense Semi-natural Hillside Vegetation

This LR type is not found within the Study Area of the Project.

LR6 – Urban Residential Open Space

This LR refers to open spaces provided by residential developments and housing estates, such as podium gardens, sitting out areas and entrance plaza within the residential development area. The planting is more exotic ornamental species, with varying maturity, good form and well maintained.

LR7 – Natural Stream

This LR type is not found within the Study Area of the Project.

LR8 – Disturbed Area with Wild Vegetation

This LR refers to the vacant land with overgrowths of mostly shrubs and grasses with few trees. The vegetation is not mature nor with special landscape quality, and the landscape value is low.

LR9 – Other Urban Vegetated Area

This LR refers to the vegetated area of previously undeveloped land within the urban built-up area. These areas are generally large in size, un-maintained and with dense tree vegetations, which are mostly mature with ornamental species and fruit. This LR provides a valuable greening relieve for the dense urban areas.

LR10 - Water Bodies

This LR refers to the major water body within the Study Area, namely Victoria Harbour.

The details of baseline landscape resources which will be potentially affected by the development, together with their sensitivity are described in **Table 6.3**. The locations of baseline landscape resources are mapped in **Figures 6.4.1 to 6.4.3**. Photo views illustrating the landscape resources within the Study Area are illustrated in **Figures 6.4.4 to 6.4.12**.

Table 6.3 Landscape Resources and Their Sensitivity

ID No.	Landscape Resources	Description	Sensitivity
Hung Hom Study Area			
HUH/LR 1.1	Public Open Space at Chatham Road North	This is a local open space with seating area and plantings for passive recreation. There are a number of small to medium size trees within the small rest garden located in the triangular piece of land enclosed by the MTR rail track, Chatham Road North and a slip road. The vegetated area also serves as a part of an important green lung to the surrounding road works. The quality of this LR is high with medium tolerance to change. Therefore, the sensitivity of this LR is high.	High
HUH/LR 1.2	Trees in Undeveloped Open Space at Chatham Road North	This refers to the area reserved for future open space development above Chatham Road North. The area comprises gently sloping terrain with steep slopes adjacent to Chatham Road North to the south, and Chung Hau Street to the north. There are a number of large and mature trees with a high diversity of species including <i>Acacia confusa</i> , <i>Cinnamomum</i> spp. and <i>Ficus microcarpa</i> . The vegetated open green space serves as a part of an important green lung to the surrounding road works. The quality of this LR is high with medium tolerance to change. Therefore, the sensitivity of this LR is high.	High
HUH/LR1.3	Public Open Space at Chatham Road Intersection	This is a local open space with seating area and plantings for passive recreation. The area comprises mainly of roadside slopes, with a small circular amenity area with seating and shade structures. There are a number of medium to large size trees, mainly <i>Acacia confusa</i> , <i>Cassia</i> spp. and <i>Casuarina equisetifolia</i> found within this public open space. The vegetated area also serves as a part of an important green lung to the surrounding road works. The quality of this LR is high with medium tolerance to change. Therefore, the sensitivity of this LR is high.	High
HUH/LR1.4	Winslow Street Playground	This is a small open space (approximately 0.07ha) with active and passive facilities such as children playground, sitting areas and amenity planting. There are approximately a few medium to large size trees within this area, consisting predominantly <i>Bauhinia</i> spp. and <i>Cassia</i> spp. This is an important playground with recreation amenity space for local residents. The overall quality and amenity value of this LR is medium with some tolerance to change. The sensitivity is considered to be high.	High

ID No.	Landscape Resources	Description	Sensitivity
HUH/LR1.5	Hung Hom South Road Rest Garden	Hung Hom South Road Rest Garden is located at a linear space next to Royal Peninsula with pavilions, walking trails and sitting-out areas for passive leisure activities. Trees and shrubs mix planting along walking trails create a passive pocket space for users. Most of the trees are in good form and health. Dominant tree species include <i>Bauhinia</i> spp., <i>Ficus microcarpa</i> , <i>Casuarina equisetifolia</i> , <i>Eucalyptus citriodora</i> , <i>Melaleuca leucadendron</i> , <i>Melia azedarach</i> and <i>Schefflera octophylla</i> . The open space is of locally importance and the landscape quality is high.	High
HUH/LR2.1	Amenity Area inside Hong Kong Polytechnic University (HKPU)	This LR comprises of Keith Legg Sports Field and associated amenity areas such as multiple sport grounds, amenity space, rest garden. Soft landscape resources in these areas are mainly buffer tree planting along the edge of HKPU. Dominant tree species include <i>Albizia lebbek</i> , <i>Bauhinia purpurea</i> , <i>Delonix regia</i> , <i>Melaleuca leucadendron</i> and <i>Ficus microcarpa</i> . These trees are in good form and high amenity value.	High
HUH/LR2.2	Amenity Area at Hong Kong Coliseum	Amenity Areas at Hong Kong Coliseum consist of roadside trees and shrubs planting. They are planted in raised planter with common species. Tree species include <i>Ailanthus fordii</i> , <i>Erythrina variegata</i> , <i>Ficus microcarpa</i> , <i>Juniperus chinensis</i> cv. <i>Kaizuca</i> and <i>Thevetia peruviana</i> . Trees are with medium amenity value.	Medium
HUH/LR3.1	Trees in Area enclosed by Winslow Street and Cheong Tung Road	There are a few small to medium size trees found within this urban built-up location of <i>Aleurites moluccana</i> species. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.	Low
HUH/LR3.2	Trees in MTR track area north of Hung Hom	There are a number of medium size trees in these areas, including <i>Bridelia tomentosa</i> , <i>Bauhinia</i> spp. and <i>Macaranga tanarius</i> . The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.	Low
HUH/LR3.3	Roadside Amenity Areas along Cheong Wan Road	Roadside Amenity Area at Cheong Wan Road consists of trees and shrubs planting planted on raised planter. Dominant tree species include <i>Delonix regia</i> , <i>Bauhinia blakeana</i> , <i>Caryota ochlandra</i> , <i>Ficus microcarpa</i> and <i>Michelia alba</i> . Trees are with medium amenity value.	Medium
HUH/LR3.4	Roadside Amenity Areas at Hung Luen Road and Hung Lok Road	Roadside Amenity Areas at Hung Luen Road and Hung Lok Road consists of newly planted trees and shrubs planting at Hung Hom waterfront area. Tree species include <i>Caryota mitis</i> , <i>Bauhinia blakeana</i> , <i>Ficus benjamina</i> , <i>Livistona chinensis</i> and <i>Hibicus tiliaceus</i> . Trees are with medium amenity value.	Medium
HUH/LR3.5	Roadside Amenity Areas at Salisbury Road and Hong	Roadside Amenity Areas at Salisbury Road and Hong Chong Road above the Portal of Cross Harbour Tunnel consists of typical roadside trees and shrubs planting.	Medium

ID No.	Landscape Resources	Description	Sensitivity
	Chong Road above the Portal of Cross Harbour Tunnel	Tree species include <i>Eucalyptus citriodora</i> , <i>Cassia surattensis</i> , <i>Koelreuteria bipinnata</i> , <i>Acacia confusa</i> , <i>Cassia alata</i> , etc. Most of them are planted along the Salisbury Road above portal of Cross Harbour Tunnel with medium amenity value.	
HUH/LR4.1	Wooded slope at Chatham Road North	This refers to the vegetation on manmade slopes at Chatham Road North, there are a number of medium size trees found along this roadside area, including <i>Macaranga tanarius</i> , <i>Ficus microcarpa</i> , <i>Casuarina equisetifolia</i> and <i>Albizia lebbek</i> . The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.	Medium
HUH/LR10.1	Victoria Harbour	The harbour itself is a valuable physical resource and is the one of the key primary elements that generates the unique landscape and visual identity and character of Hong Kong. The amenity value of this resource is high.	High
Kai Tak Study Area			
DIH&KAT/LR3.7	Trees at junction of Eastern Road and Concorde Road East	There are a number of small to medium size trees including <i>Ficus microcarpa</i> , <i>Leucaena leucocephala</i> , <i>Cinnamomum parthenoxylon</i> , <i>Bombax ceiba</i> and <i>Casuarina equisetifolia</i> within this urban built-up location. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.	Low
DIH&KAT/LR3.8	Trees along Concorde Road	There are a few mature trees of species <i>Celtis sinensis</i> along this portion of road. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.	Medium
DIH&KAT/LR8.1	Trees in a land lot adjacent to Concorde Road	There are a few small to medium size trees of <i>Delonix regia</i> , <i>Bombax ceiba</i> and <i>Macaranga tanarius</i> scattering in this large open car park area. The quality of this LR is low with reasonable tolerance to change. Therefore, the sensitivity of this LR is low.	Low
DIH&KAT/LR8.5	Trees in vacant land near Comet Drive	There are a few small to medium size trees within this vacant land area, including species of <i>Aleurites moluccana</i> and <i>Ficus religiosa</i> . The quality of this LR is low with reasonable tolerance to change. The sensitivity of this LR is low.	Low
DIH&KAT/ LR8.6	Trees in Kai Tak Site	There are a few small to medium size trees of <i>Casuarina equisetifolia</i> , <i>Bombax ceiba</i> and <i>Leucaena leucocephala</i> scattering in this large open vacant land area. The quality of this LR is low with reasonable tolerance to change. The sensitivity of this LR is low.	Low
Diamond Hill Study Area			
DIH&KAT/LR1.4	Trees at open car park area of Nan Lian Garden	This is an open car park area (approximately 1.1ha) with screen planting around the periphery. There are a few small size trees around this hard paved area, including <i>Cassia siamea</i> and <i>Antidesma bunius</i> . The	Medium

ID No.	Landscape Resources	Description	Sensitivity
		quality of this LR is medium with some tolerance to change. Therefore, the sensitivity of this LR is medium.	
DIH&KAT/LR2.1	Trees at Wong Tai Sin Institutional Area near Choi Hung Road	Amenity tree and shrub planting are found around the periphery of this area. A numbers of medium size trees are scattered around this area, including <i>Delonix regia</i> , <i>Bombax ceiba</i> and <i>Melaleuca quinquenervia</i> . The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.	Medium
DIH&KAT/LR3.1	Street Trees along Lung Cheung Road	There are a number of medium to large size trees along this portion of Lung Cheung Road, including <i>Roystonea regia</i> , <i>Cassia siamea</i> , <i>Leucaena leucocephala</i> , <i>Bombax ceiba</i> and <i>Aleurites moluccana</i> . The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.	Medium
DIH&KAT/LR3.2	Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	These are small amenity areas with seating and shade structures enclosed by the raised slip roads around. Within this area and the surrounding embankments there are a number of small to medium size trees, mainly <i>Acacia confusa</i> , <i>Delonix regia</i> , <i>Melaleuca quinquenervia</i> , <i>Aleurites moluccana</i> , and <i>Archontophoenix alexandrae</i> . The quality of this LR is medium with medium tolerance to change. Therefore, the sensitivity of this LR is medium.	Medium
DIH&KAT/LR3.3	Trees in Bus Terminus at Choi Hung Road	There are a few small to medium size trees including <i>Aleurites moluccana</i> and <i>Ficus</i> spp found within this urban built-up location. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.	Low
DIH&KAT/LR3.10	Trees around Plaza Hollywood	There are a number of small to medium size amenity trees planted around this location, including <i>Roystonea regia</i> , <i>Callistemon viminalis</i> , <i>Ficus</i> spp., <i>Bombax ceiba</i> and <i>Juniperus chinensis</i> . Good specimens of a group of 19 <i>Roystonea regia</i> with heights of 7-8m were found within the planting strip outside Hollywood Plaza. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.	Medium
DIH&KAT/LR6.3	Trees in Lung Poon Court	This refers to the landscape areas within Lung Poon Court. There are a number of trees within the landscape area, which also comprise children's playground, sitting out garden with planter of ornamental planting. Tree species found are generally medium to large size includes <i>Ficus</i> spp., <i>Grevillea robusta</i> , <i>Bombax ceiba</i> , <i>Macaranga tanarius</i> and <i>Delonix regia</i> . The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.	Medium
DIH&KAT/LR6.5	Trees in Rhythm Garden	This refers to the trees within the landscape areas in Rhythm Garden. There are a number of medium to large size trees within the landscape area, which also	Medium

ID No.	Landscape Resources	Description	Sensitivity
		comprise children's playground, sitting out garden with planter of ornamental planting. Tree species found includes, mainly <i>Cinnamomum burmanii</i> , <i>Plumeria rubra</i> , <i>Aleurites moluccana</i> and <i>Ficus microcarpa</i> . The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.	
DIH&KAT/ LR9.1	Trees in Diamond Hill CDA Site	The trees in the former Tai Hom Village site are a mixture of fruit trees, ornamental trees and self-sown trees. There are about large number of existing trees of generally medium to large size within this area, including <i>Dimocarpus longan</i> , <i>Carica papaya</i> , <i>Aleurites moluccana</i> , <i>Ficus microcarpa</i> , <i>Macaranga tanarius</i> and <i>Leucaena leucocephala</i> . This vast vegetated green space offer a valuable greening relieves for the surrounding dense urban areas. The quality of this LR is high with medium tolerance to change. The sensitivity of this LR is high.	High

6.6.2 Landscape Character Areas (LCAs)

The details of baseline landscape character areas will be potentially affected by the development, together with their sensitivity are described in **Table 6.4**. The locations of baseline landscape character areas mapped in **Figures 6.5.1 to 6.5.3**.

Table 6.4 Landscape Character Areas and Their Sensitivity

ID No.	Landscape Character Areas	Description	Sensitivity
Hung Hom Study Area			
HUH/LCA1.3	Hung Hom Urban Area	It is a Mixed Use Urban Landscape. This LCA refers to the area of flat land situated in southern Kowloon north of Hung Hom. The area is intensively urbanized with medium-rise buildings, high building densities, older building stock and land uses which are mixtures of residential and commercial developments above retail, characterizing the landscape. The urban form is defined by a regular orthogonal pattern of wide and medium width streets. Landmark buildings include China Travel Hip Kee Godown Building No.1 and 2. Vegetation consists of limited amounts of street tree planting and amenity planting within roadside amenity areas and small public open spaces. The result is a landscape, which is vibrant and diverse in terms of its street life and land use, but which possesses only limited variety in terms of its urban spaces. The overall landscape amenity, significance and quality of this LCA are low with high tolerance to change. Therefore the sensitivity of this LCA is low.	Low
HUH/LCA3.5	Ho Man Tin Residential Area	This LCA refers to the area of flat land with terraced man-made slopes, situated in southern Kowloon north of Hung Hom. This area is developed predominantly as medium and high-rise housing, but also includes schools, service reservoirs and Government offices set within a	Medium

ID No.	Landscape Character Areas	Description	Sensitivity
		network of streets and open space. Developments of particular importance include the Oi Man Estate, Chun Man Court and the Housing Authority Headquarters. Vegetation is characterized by street tree planting and amenity planting within public open spaces planted slopes. It is a fairly coherent residential landscape with a higher coverage of vegetation, which possesses a relatively informal and tranquil character. The overall landscape amenity, significance and quality of this LCA are medium with high tolerance to change. Therefore the sensitivity of this LCA is medium.	
HUH/LCA3.6	Hung Hom Residential Area	It is a Residential Urban Landscape. This LCA is largely given over to residential land use in Hung Hom. It is developed on flat reclaimed land and characterised by its medium to high-rise residential estates, set amongst open space, together with associated highways, footbridges, school or community facilities and retail facilities. Vegetation includes roadside trees and shrubs planting and planting in open spaces and around residential estates. The result is a fairly homogenous, ordered landscape comprising largely built elements softened to a certain extent by the effects of surrounding planting and greenery. This is a high quality landscape in urban area with high sensitivity.	High
HUH/LCA8.1	Hung Hom Transportation Corridor	It is a Transportation Corridor Landscape. This LCA refers to the area of lowland at the southern end of the Kowloon Peninsula, between Ho Man Tin in the north, the northern shore of Victoria Harbour in the south, Hung Hom in the east and Tsim Sha Tsui (East) in the west. The landscape is dominated in the north by the busy Hong Chong Road and its elevated junction with Gascoigne Road, Princess Margaret Road and Chatham Road North. To the south the landscape is characterized by the northern portal and toll plaza to the Cross Harbour Tunnel. Additional major elements within this LCA include the Hong Kong Coliseum and adjacent HUH to the east, the high-rise Metropolis serviced apartments and nearby Metropolis Hotel. Vegetation consists of limited amounts of street tree planting and amenity planting within roadside amenity planter and under elevated roads. The result is a landscape, which gives a strong sense of suburban environment with limited vegetations. The overall landscape amenity, significance and quality of this LCA are low with high tolerance to change. Therefore the sensitivity of this LCA is low.	Low
HUH/LCA9.1	Victoria Harbour Strait	Victoria Harbour Strait LCA is an area of inshore coastal water enclosed by significant development on both sides, creating a sense of enclosure or containment. It is characterized predominantly by its surrounding dense high-rise development in Hong Kong Island and Kowloon including passing vessels, and marine activities of all kinds, including anchorages, shipping lanes and ferry	High

ID No.	Landscape Character Areas	Description	Sensitivity
		traffic. This is rare and high quality landscape character of Hong Kong and has significant territorial importance.	
HUH/LCA10.1	Tsim Sha Tsui Medium/High-Rise Commercial Urban Area	This LCA is located on flat, low-lying and reclaimed land in Tsim Sha Tsui with hotel, commercial and retail uses. It consists of narrow and medium-width streets organised on a largely orthogonal grid, medium and high-rise commercial and retail uses, malls with offices above connected by pedestrian bridges, modern, prestige architecture and limited open space and street tree planting. It is characterised by a high sense of enclosure, a predominance of man-made features and artificial colours, a distinct sense of verticality and busy, vibrant street activity. It is common landscape with high ability to accommodate changes.	Low
HUH/LCA11.1	The Hong Kong Polytechnic University (HKPU) Institutional Area	This LCA is characterised predominantly by university uses. It generally comprises extensive complexes of buildings (usually low or medium rise) separated by open areas used for circulation or public gathering, with a high coverage of semi-formal landscape and vegetation. Vegetation found is mature. The landscape quality is high and the landscape is high sensitivity.	High
Kai Tak Study Area			
DIH&KAT/LCA7.1	South East Kowloon On-going Development	It is an Ongoing Major Development Landscape. This LCA refers to the disturbed area of land of the former Kai Tak International Airport. The landscape is soon to undergo major redevelopment for the construction of the Kai Tak Development. The area is currently undergoing a number of small-scale site preparation/investigation works with ongoing earthworks, construction machinery and stockpiled materials. There is little or no significant vegetation apart from occasional roadside trees, peripheral tree belt and vacant grassland. The landscape includes open parking for buses and cars. Major elevated roads comprise the northern boundaries with Kowloon City, San Po Kong, Kowloon Bay and Kwun Tong. This landscape is characterized by a large vacant open paved area with limited vegetations. The overall landscape amenity, significance and quality of this LCA are low with high tolerance to change. Therefore the sensitivity of this LCA is low during construction phase. During operation phase, it would be transformed to a built up urban development area under Kai Tak Development and its sensitivity is considered as low.	Low
Diamond Hill Study Area			
DIH&KAT/LCA2.3	Diamond Hill Urban Fringe	It is a Mixed Use Urban Fringe Landscape. This LCA comprises an area of undulating hillsides of Hammer Hill and the predominately green lowland area along the periphery of northern Kowloon urban area. The landscape is characterized by a miscellaneous mixture of developments and features broken up by undeveloped	Medium during construction phase (low during

ID No.	Landscape Character Areas	Description	Sensitivity
		<p>hillside. Landscape features and developments that visually dominate the area include the former Tai Hom Village site, Chi Lin Nunnery, high-rise residential developments of Fu Shan Estate and Grand View Garden. Vegetation is characterized by woodland and vegetation on slopes and undeveloped land as well as roadside trees and amenity planting. Other features in this landscape include engineered slopes, highways infrastructure, roads and the Tate's Cairn Tunnel portal. It forms a transitional landscape, which is characterized by relatively low in building density, diverse range of features, significant vegetation cover and incoherent structure with features having little formal relationship to each other. The overall landscape amenity, significance and quality of this LCA are medium with medium tolerance to change. Therefore the sensitivity of this LCA is medium during construction phase. During operation phase, it is anticipated that a portion of this LCA at the Diamond Hill CDA site will be transformed to a high rise comprehensive development and a large number of existing trees found within the Diamond Hill CDA Site would be loss. It is considered that the overall sensitivity of this LCA would be reduced to low.</p>	operation phase)
DIH&KAT/LCA3.2	Wong Tai Sin Residential Area	<p>It is a Residential Urban Landscape. This LCA refers to the area of flat land with terraced man-made slopes, situated in the north of Kowloon between slopes below Lion Rock in the north, Kowloon City in the south, Diamond Hill in the east, and Wang Tau Hom in the west. The area is largely developed as medium and high-rise housing set within a network of streets and open space. Developments of particular importance include the Chuk Yuen Estates, Galaxia, Fung Tak Estate, Lung Poon Court and the Upper and Lower Wong Tai Sin Estates. Vegetation is characterized by roadside tree planting and amenity planting within small sitting out areas and small public open spaces. Other features in this landscape include the well-known Wong Tai Sin Temple, which is a major visitor attraction. The result is a fairly coherent residential landscape with a higher level of vegetation coverage, which possesses a relatively informal and tranquil character. The overall landscape amenity, significance and quality of this LCA are medium with high tolerance to change. Therefore the sensitivity of this LCA is medium.</p>	Medium
DIH&KAT/LCA6.1	San Po Kong Industrial Area	<p>It is an Industrial Urban Landscape. This LCA is found on an area of reclaimed land at the northern boundary of the former Kai Tak International Airport, adjacent to Prince Edward Road East. Apart from Choi Hung Road playground and Kai Tak East Playground, the area is almost entirely developed for industrial buildings and public utilities use. The landscape is characterized by medium-rise industrial buildings in very dense</p>	Low

ID No.	Landscape Character Areas	Description	Sensitivity
		arrangements and occasionally broken up by parking areas or storage yards. Streets are mainly industrial spaces with little vegetation. The result is a unifying characteristic of large utilitarian buildings with limited colours and materials, and limited vegetation cover. The overall landscape amenity, significance and quality of this LCA are low with high tolerance to change. Therefore the sensitivity of this LCA is low.	
DIH&KAT/LCA3.4	Nga Chi Wan Residential Area	It is a Residential Urban Landscape. This LCA refers to the area of flat land with terraced man-made slopes, situated in the north of Kowloon Bay includes the residential area of Choi Hung. The area is largely developed as medium and high-rise housing set within a network of streets and open spaces. Developments of particular importance include the recent high-rise Rhythm Garden, Choi Hung Estate, Ping Shek Estate and Choi Wan Estate to the east. Vegetation within the area is characterized by roadside amenity planting, planting within sitting out areas and small public open space. The result is a fairly coherent residential landscape, large in scale, but enclosed and possesses only limited variety in terms of its urban spaces. The overall landscape amenity, significance and quality of this LCA are low with high tolerance to change. Therefore the sensitivity of this LCA is low.	Low

6.6.3 Visually Sensitive Receivers (VSRs)

The primary Zone of Visual Influence (ZVI) is shown in **Figures 6.6.1 to 6.6.3**. The ZVI is identified by site visit and desktop study of topographic maps and photographs to determine visibility of the project from various locations. For ease of reference, an identity number has been assigned for each VSR, which has been used consistently in relevant tables and figures in this section. The views for VSR are illustrated in **Figures 6.7.4 to 6.7.6**.

The sensitivity of VSRs is assessed in accordance with EIAO Guidance Note No. 8/2010. Key factors including type of VSRs, number of individuals within the VSRs, quality of existing view, availability of alternative views, degree of visibility, duration of view and frequency of view of the VSRs are evaluated.

Types of VSRs are generally categorized in accordance with the landuse of the areas where the VSRs are located. There are 4 types of VSRs. They are Residential, Occupational, Recreational and Transportation VSRs.

The number of individuals within each VSRs are estimated. Number of individuals for all transportation VSRs in busy public through routes is considered as many. The number of individuals in VSRs in high-rise development and residential estates are all considered as many. Number of individuals in occupational VSRs in hotels, schools, office building and freight yard is considered as medium. Large recreational ground contains many individuals. Small sitting out area contain few numbers of individuals.

The quality of existing views generally varies from good to poor depending whether the VSRs have a long and distant view and the orientation of the building windows where the VSRs are occupying. The quality of existing views for VSRs who have long distant view, sea view or garden view is considered as good. VSRs who are facing transport corridor, transport interchange and workshop with moderate distant view have fair quality of view. Most of the VSRs identified within the study boundary have alternative views.

The degree of visibility of VSRs is described whether the existing VSRs have full view, partial view or glimpse view to the proposed project. VSRs at high level would have full view to the Project. VSRs at low level or transportation VSRs who travel at speed would have glimpse view to the project.

The duration of view and frequency of view mainly depend on the nature and the habit of VSRs. Residential VSRs have long duration of view and frequent view. Recreational and Occupational VSRs have medium duration of view and occasional view. Transportation VSRs have short duration of view and occasional to rare frequency of view.

Table 6.5: Visually Sensitive Receivers (VSRs) and Their Sensitivity to Change

ID No.	Visually Sensitive Receivers (VSRs)	Type of VSRs (Residential/ Recreational/ Occupational/ Transportation)	Number of Individuals (Many/ Medium/ Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Degree of Visibility (Full, Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
Hung Hom Study Area									
HUH/VSR 1.1	Residential buildings along Winslow Street	Residential	Many	Poor	Yes	Full	Long	Frequent	High
HUH/VSR 1.3	Harbourfront Horizon Hotel	Occupational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
HUH/VSR 1.4	Harbour Plaza Metropolis Hotel	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
HUH/VSR 1.5	Nikko Hotel	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
HUH/VSR 1.6	Royal Peninsula	Residential	Many	Good	Yes	Full	Long	Frequent	High
HUH/VSR 1.7	Future CDA developments at Winslow Street	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
HUH/VSR 2.1	Public Mortuary, Sai Sing, International and Universal Funeral Parlour	Occupational	Medium	Poor	Yes	Partial	Short	Rare	Low
HUH/VSR 2.2	Hong Kong Polytechnic University	Occupational	Many	Fair	Yes	Partial	Medium	Rare	Low
HUH/VSR 2.3	China Travel Hip Kee Godown Co. (H.K.) Ltd. Godown No.1 during construction phase (would become CDA with Residential Development during operation phase)	Occupational during Construction (Residential during Operation)	Medium during Construction (Many during Operation)	Poor during Construction (Poor during Operation)	Yes during Construction (Yes during Operation)	Full during Construction (Full during Operation)	Medium during Construction (Long during Operation)	Rare during Construction (Frequent during Operation)	Medium during Construction (High during Operation)
HUH/VSR 2.5	The Hong Kong Coliseum	Recreational	Many	Fair	Yes	Partial	Medium	Occasional	Medium
HUH/VSR 2.6	Fire Services Headquarters Building	Occupational	Few	Fair	Yes	Partial	Medium	Occasional	Medium
HUH/VSR 2.7	Chinachem Golden Plaza	Occupational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium

ID No.	Visually Sensitive Receivers (VSRs)	Type of VSRs (Residential/ Recreational/ Occupational/ Transportation)	Number of Individuals (Many/ Medium/ Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Degree of Visibility (Full, Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
HUH/VSR 2.8	China Travel Cargo Logistics Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
HUH/VSR 2.9	Polytechnic University Hong Kong Community College (Hung Hom Bay Campus)	Occupational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
HUH/VSR 2.10	Freight Terminal	Occupational	Medium	Poor	No	Full	Medium	Occasional	Low
HUH/VSR 3.1	Future re-provided Winslow Street Playground	Recreational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
HUH/VSR 3.3	King's Park Service Reservoir Playground	Recreational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
HUH/VSR 4.1	Passengers of MTR East Rail Line	Transportation	Many	Poor	Yes	Partial	Short	Occasional	Low
HUH/VSR 4.2	Pedestrians along Winslow Street	Transportation	Few	Poor	Yes	Full	Short	Occasional	Low
HUH/VSR 4.3	Pedestrian on footbridge besides MTR Rail track	Transportation	Few	Poor	Yes	Partial	Short	Occasional	Low
HUH/VSR 4.4	Passengers along Hong Chong Road	Transportation	Few	Poor	Yes	Partial	Short	Occasional	Low
HUH/VSR 4.6	Pedestrians along Cheong Wan Road	Transportation	Few	Poor	Yes	Full	Short	Occasional	Low
HUH/VSR4.7	Travellers in Victoria Harbour	Transportation	Few	Good	Yes	Partial	Short	Occasional	Medium
HUH/VSR 4.8	Travellers at Chatham Road North	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
HUH/VSR 4.9	Open-air PTI outside Hung Hom Station	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
Kai Tak Study Area									
DIH & KAT/VSR 1.7	Future residential development along Prince Edward Road East	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 1.8	Richland Gardens	Residential	Many	Fair	Yes	Full	Long	Frequent	High

ID No.	Visually Sensitive Receivers (VSRs)	Type of VSRs (Residential/ Recreational/ Occupational/ Transportation)	Number of Individuals (Many/ Medium/ Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Degree of Visibility (Full, Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
DIH & KAT/VSR 1.9	Residential building at the junction of Sa Po Road and Carpenter Road	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 1.10	Planned R(E) site at King Fuk Street	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 1.11	Regal Oriental Hotel in Kowloon City	Residential	Many	Fair	Yes	Full	Medium	Occasional	High
DIH & KAT/VSR 1.12	Residential developments near Prince Edward Road East	Residential	Medium	Fair	Yes	Partial	Long	Frequent	High
DIH & KAT/VSR 1.13	Future residential development in Kai Tak	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 1.15	Future commercial & residential development in Kai Tak City Centre	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 1.16	Residential development at Housing Site 1A & 1B	Residential	Many	Poor	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 1.17	Rhythm Garden - South	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT/VSR 2.15	Light industrial buildings along Prince Edward Road East	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 2.9	Commercial buildings along Prince Edward Road East	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 2.10	Cognitio College	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH & KAT/VSR 2.11	Lee Kau Yan Memorial School	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH & KAT/VSR 2.13	Skyline Tower	Occupational	Many	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 2.14	Sino Industrial Plaza	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 2.18	Sir Robert Black Health Centre at Yuk Kwan Street	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH & KAT/VSR 2.19	EMSD Headquarter in Kowloon Bay	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium

ID No.	Visually Sensitive Receivers (VSRs)	Type of VSRs (Residential/ Recreational/ Occupational/ Transportation)	Number of Individuals (Many/ Medium/ Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Degree of Visibility (Full, Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
DIH & KAT/VSR 2.20	International Trade & Exhibition Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 2.23	Future Commercial Development in Kai Tak City Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 3.6	Shek Ku Lung Road Playground	Recreational	Medium	Fair	Yes	Partial	Medium	Occasional	High
DIH & KAT/VSR 3.7	Future Station Square Open Space	Recreational	Many	Fair	Yes	Full	Medium	Occasional	High
DIH & KAT/VSR 4.4	Passengers on Kwun Tong Bypass	Transportation	Medium	Fair	Yes	Full	Short	Rare	Low
DIH & KAT/VSR 4.6	Pedestrians and Passengers of Prince Edward Road East	Transportation	Medium	Fair	Yes	Full	Short	Rare	Low
TKW/VSR 1.1	Sky Tower	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
TKW/VSR 1.3	Residential Developments along Sung Wong Toi Road	Residential	Few	Fair	Yes	Full	Medium	Frequent	High
TKW/VSR 1.7	Future Residential and CDA development in Kai Tak	Residential	Many	Fair	Yes	Full	Long	Frequent	High
TKW/VSR 2.3	Industrial developments at Sung Wong Toi Road	Occupational	Few	Fair	Yes	Full	Medium	Occasional	Medium
TKW/VSR 2.4	EMSD Workshops along To Kwa Wan Road	Occupational	Few	Fair	Yes	Full	Short	Rare	Low
TKW/VSR 2.5	Newport Centre at Ma Tau Kok Road	Occupational	Few	Fair	Yes	Partial	Medium	Occasional	Medium
Diamond Hill Area									
DIH&KAT/VSR 1.1	Lung Poon Court	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH&KAT/VSR 1.2	Rhythm Garden - North	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
DIH&KAT/VSR 1.3	Galaxia	Residential	Many	Fair	Yes	Full	Long	Frequent	High

ID No.	Visually Sensitive Receivers (VSRs)	Type of VSRs (Residential/ Recreational/ Occupational/ Transportation)	Number of Individuals (Many/ Medium/ Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Degree of Visibility (Full, Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
DIH&KAT/VSR 1.4	Choi Hung Estate	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
DIH&KAT/VSR 1.5	Lower Wong Tai Sin Estate	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
DIH &KAT/VSR 1.6	Tropicana Garden	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
DIH& KAT/VSR 1.14	Future CDA development	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH&KAT/VSR 2.1	Wong King Industrial Building	Occupational	Few	Fair	Yes	Partial	Medium	Occasional	Low
DIH & KAT/VSR 2.2	Plaza Hollywood	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.3	Hong Kong Sheng Kung Hui Nursing Home	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.5	Light Industry Development along Choi Hung Road	Occupational	Medium	Fair	No	Partial	Medium	Occasional	Low
DIH&KAT/VSR 2.6	Chi Lin Nunnery	Occupational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Low
DIH&KAT/VSR 2.7	Canossa Primary School (San Po Kong)	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.8	Wong Tai Sin District Headquarters and Divisional Station	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.16	Wong Tai Sin Disciplined Services Quarters at Chun Yan Street	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.17	Canossa Primary School at Chun Yan Street	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.21	Hsin Kuang Centre	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 2.22	Redemption Lutheran Church and Kindergarten at Muk Lun Street	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 3.1	Nan Lian Garden	Recreational	Medium	Good	Yes	Glimpse	Medium	Occasional	Medium

ID No.	Visually Sensitive Receivers (VSRs)	Type of VSRs (Residential/ Recreational/ Occupational/ Transportation)	Number of Individuals (Many/ Medium/ Few)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Degree of Visibility (Full, Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
DIH&KAT/VSR 3.2	Choi Hung Road Playground	Recreational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 3.3	Fung Tak Park	Recreational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
DIH&KAT/VSR 3.5	Muk Lun Street Playground	Recreational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
DIH&KAT/VSR 3.6	Hammer Hill Road Swimming Pool	Recreational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
DIH&KAT/VSR 4.1	Pedestrians and Passengers of Lung Cheung Road	Transportation	Medium	Fair	Yes	Full	Short	Rare	Medium
DIH&KAT/VSR 4.2	Bus terminal at Choi Hung Road	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Medium
DIH&KAT/VSR 4.3	Pedestrians and Passengers of Choi Hung Road	Transportation	Medium	Fair	Yes	Full	Short	Rare	Medium
DIH&KAT/VSR 4.4	Passengers on Kwun Tong Bypass	Transportation	Medium	Poor	Yes	Full	Short	Rare	Low
DIH&KAT/VSR 4.5	Pedestrians and Passengers of Po Kong Tsuen Road	Transportation	Medium	Poor	Yes	Partial	Short	Rare	Low

6.7 Landscape Impact Assessment

6.7.1 Source of Landscape Impacts

The sources of landscape impacts due to the Project would create varying levels of landscape impact during the construction and operation phases. Potential impacts would result from the temporary and permanent works during the construction phase and permanent above ground structure elements during the operation phase.

The sources of landscape impacts in the construction phase would include:

- construction of Hung Hom Stabling Sidings (HHS), North Side Ventilation Shafts (NSVS), South Side Ventilation Shafts (SSVS), trackside ventilation plant and CLP transformer plant in Hung Hom as shown in **Figures 6.4.1** and **6.5.1**;
- construction of Direct Noise Mitigation Measures (DNMMs) in Hung Hom including a semi-enclosure over the north fan area to the north of Hung Hom Station (HUH); a vertical noise barrier at the south of Chatham Road North; and a vertical noise barrier at the north of new realigned Cheong Wan Road as shown in **Figures 6.4.1** and **6.5.1**;
- construction of underground Kai Tak Station (KAT) and associated refuge sidings, tunnels, entrances, ventilation shafts and emergency entrances as shown in **Figures 6.4.2** and **6.5.2**;
- construction of underground Diamond Hill Station (DIH) and associated entrances, ventilation shafts and emergency access as shown in **Figures 6.4.3** and **6.5.3**;
- loss of existing trees and other vegetation during construction; and
- change of landscape character temporarily due to the construction works.

The sources of landscape impacts in the operation phase would include:

- operation of Hung Hom Stabling Sidings (HHS), North Side Ventilation Shafts (NSVS), South Side Ventilation Shafts (SSVS) and CLP transformer plant in Hung Hom as shown in **Figures 6.4.1** and **6.5.1**;
- operation of Direct Noise Mitigation Measures (DNMMs) in Hung Hom including a noise semi-enclosure at north fan area to the north of Hung Hom Station (HUH); a vertical noise barrier at the south of Chatham Road North; and a vertical noise barrier at the north of new realigned Cheong Wan Road as shown in **Figures 6.4.1** and **6.5.1**;
- operation of entrances, ventilation shafts and emergency entrances associated with Kai Tak Station (KAT), refuge sidings and tunnels as shown in **Figures 6.4.2** and **6.5.2**;
- operation of entrances, ventilation shafts and emergency access associated with Diamond Hill Station (DIH) as shown in **Figures 6.4.3** and **6.5.3**;
- permanent removal of existing trees and other vegetation; and
- change of landscape character permanently due to the proposed development.

6.7.2 Nature and Magnitude of Landscape Impacts

The nature and magnitude of unmitigated landscape impacts associated with the construction phase and operation phase of the Project are assessed and described in **Table 6.6**.

Table 6.6 Magnitude of Landscape Impacts during Construction and Operation

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact from Project	Description of Unmitigated Impacts	Magnitude of Impact (Large / Intermediate / Small / Negligible)	
				Construction	Operation
Landscape Resources					
Hung Hom Study Area					
HUH/ LR1.1	Public Open Space at Chatham Road North	Nil	Nil	Negligible	Negligible
HUH/ LR1.2	Trees in Undeveloped Open Space at Chatham Road North	Nil	Nil	Negligible	Negligible
HUH/ LR1.3	Public Open Space at Chatham Road Intersection	Nil	Nil	Negligible	Negligible
HUH/ LR1.4	Winslow Street Playground	Nil	Nil	Negligible	Negligible
HUH/ LR1.5	Hung Hom South Road Rest Garden	Nil	Nil	Negligible	Negligible
HUH/ LR2.1	Amenity Area inside Hong Kong Polytechnic University (HKPU)	Nil	Nil	Negligible	Negligible
HUH/ LR2.2	Amenity Area at Hong Kong Coliseum	Nil	Nil	Negligible	Negligible
HUH/ LR3.1	Trees in Area enclosed by Winslow Street and Cheong Tung Road	Nil	Nil	Negligible	Negligible
HUH/ LR3.2	Trees in MTR track area north of Hung Hom	Construction and operation of DNMMs at Hung Hom	During construction, approximately 20 trees will be affected. During operation, the unmitigated impact would be the same as the unmitigated impact during construction phase.	Small	Small
HUH/ LR3.3	Roadside Amenity Areas along Cheong Wan Road	Nil	Nil	Negligible	Negligible

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact from Project	Description of Unmitigated Impacts	Magnitude of Impact (Large / Intermediate / Small / Negligible)	
				Construction	Operation
HUH/ LR3.4	Roadside Amenity Areas at Hung Luen Road and Hung Lok Road	Nil	Nil	Negligible	Negligible
HUH/ LR3.5	Roadside Amenity Areas at Salisbury Road and Hong Chong Road above the Portal of Cross Harbour Tunnel	Nil	Nil	Negligible	Negligible
HUH/ LR4.1	Wooded slope at Chatham Road North	Nil	Nil	Negligible	Negligible
HUH/ LR10.1	Victoria Harbour	Nil	Nil	Negligible	Negligible
Kai Tak Study Area					
DIH&KAT/ LR3.7	Trees at junction of Eastern Road and Concorde Road East	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR3.8	Trees along Concorde Road	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR8.1	Trees in a land lot adjacent to Concorde Road	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR8.5	Trees in vacant land near Comet Drive	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR8.6	Trees in Kai Tak Site	Construction and operation of KAT	<p>During construction, approximately 35 small to medium sized trees will be affected.</p> <p>During operation, the unmitigated impact would be the same as the unmitigated impact during construction phase.</p>	Small	Small
Diamond Hill Study Area					
DIH&KAT/ LR1.4	Trees at open car park area of Nan Lian Garden	Nil	Nil	Negligible	Negligible

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact from Project	Description of Unmitigated Impacts	Magnitude of Impact (Large / Intermediate / Small / Negligible)	
				Construction	Operation
DIH&KAT/ LR2.1	Trees at Wong Tai Sin Institutional Area near Choi Hung Road	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR3.1	Street Trees along Lung Cheung Road	Construction and operation of DIH	During construction, approximately 15 roadside trees including a small area of shrub planting along Lung Cheung Road will be affected. During operation, the unmitigated impact would be the same as the unmitigated impact during construction phase.	Small	Small
DIH&KAT/ LR3.2	Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR3.3	Trees in Bus Terminus at Choi Hung Road	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR3.10	Trees around Plaza Hollywood	Nil	Nil	Negligible	Negligible
DIH&KAT/ LR6.3	Trees in Lung Poon Court	Construction and operation of DIH	During construction, approximately 5 trees within the junction of Tai Hom Road and Lung Poon Street will be affected. During operation, the unmitigated impact would be the same as the unmitigated impact during construction phase.	Small	Small
DIH&KAT/ LR6.5	Trees in Rhythm Garden	Nil	Nil	Negligible	Negligible

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact from Project	Description of Unmitigated Impacts	Magnitude of Impact (Large / Intermediate / Small / Negligible)	
				Construction	Operation
DIH&KAT/ LR9.1	Trees in Diamond Hill CDA Site	Construction and operation of DIH	During construction phase, approximately 330 trees will be affected. During operation, the unmitigated impact would be the same as the unmitigated impact during construction phase.	Large	Large
Landscape Character Areas					
Hung Hom Study Area					
HUH/ LCA1.3	Hung Hom Urban Area	Nil	Nil	Negligible	Negligible
HUH/ LCA3.5	Ho Man Tin Residential Area	Nil	Nil	Negligible	Negligible
HUH/ LCA3.6	Hung Hom Residential Area	Nil	Nil	Negligible	Negligible
HUH/ LCA8.1	Hung Hom Transportation Corridor	Construction and operation of HHS and associated structures including DNMMs	During construction, there would be localized change in landscape character due to temporary works sites which cover majority of this LCA. During operation, there would be confined change of landscape character due to the operation of above ground structures.	Intermediate	Small
HUH/ LCA9.1	Victoria Harbour Strait	Nil	Nil	Negligible	Negligible
HUH/ LCA10.1	Tsim Sha Tsui Medium/High- Rise Commercial Urban Area	Nil	Nil	Negligible	Negligible
HUH /LCA11.1	The Hong Kong Polytechnic University (HKPU) Institutional Area	Nil	Nil	Negligible	Negligible
Kai Tak Study Area					

ID No.	Landscape Resources/ Landscape Character Areas	Source of Impact from Project	Description of Unmitigated Impacts	Magnitude of Impact (Large / Intermediate / Small / Negligible)	
				Construction	Operation
DIH&KAT/ LCA7.1	South East Kowloon On-going Development	Construction and operation of KAT	During construction, there would be localized change in landscape character, including loss of existing trees due to temporary works for KAT. During operation, the changes would be reduced and confined to the proposed above ground structures.	Intermediate	Small
Diamond Hill Study Area					
DIH&KAT/ LCA2.3	Diamond Hill Urban Fringe	Construction and operation of DIH	During construction, there would be localized change in landscape character including loss of existing trees due to the temporary works for DIH. During operation, the changes would be reduced and confined to the proposed above ground structures.	Intermediate	Small
DIH&KAT/ LCA3.2	Wong Tai Sin Residential Area	Construction and operation of DIH	During construction and operation phases, there would be localized loss of a number of existing trees near Lung Poon Court.	Small	Small
DIH&KAT/ LCA6.1	San Po Kong Industrial Area	Nil	Nil	Negligible	Negligible
DIH&KAT/ LCA3.4	Nga Chi Wan Residential Area	Nil	Nil	Negligible	Negligible

6.7.3 Significance of Unmitigated Landscape Impact

The significance of landscape impacts, before implementation of mitigation measures, in the construction and operation phases are assessed and presented in **Table 6.12**.

Landscape Resources

Hung Hom Study Area

HUH/LR3.2 - Trees in MTR track area north of Hung Hom

Approximately 20 trees will be affected during construction. The magnitude of impact is small. Affected tree species include *Bridelia tomentosa*, *Bauhinia* spp. and *Macaranga tanarius*. They are small to medium size trees with low sensitivity. The significance of unmitigated impact is considered as slight. The unmitigated impact during the operation would be the same as that during construction without mitigation measures and therefore the unmitigated impact on this landscape resource during operation remains slight.

Kai Tak Study Area

DIH&KAT/LR8.6 - Trees in Kai Tak Site

Approximately 35 trees will be affected during construction. The magnitude of impact is considered as small. Affected trees species include *Casuarina equisetifolia*, *Bombax ceiba* and *Leucaena leucocephala*. They are small to medium size trees with low sensitivity. The significance of unmitigated impact is considered as slight. The unmitigated impact during the operation would be the same as that during construction without mitigation measures and therefore the unmitigated impact on this landscape resource during operation remains slight.

Diamond Hill Study Area

DIH&KAT/LR3.1 - Street Trees along Lung Cheung Road

Approximately 15 trees will be affected during construction. The magnitude of impact is considered as small. Affected trees species include *Roystonea regia*, *Cassia siamea*, *Leucaena leucocephala*, *Bombax ceiba* and *Aleurites moluccana*. They are large size trees with medium sensitivity. The significance of unmitigated impact is considered as slight. The unmitigated impact during the operation would be the same as that during construction without mitigation measures and therefore the unmitigated impact on this landscape resource during operation remains slight.

DIH&KAT/LR6.3 - Trees in Lung Poon Court

Approximately 5 trees will be affected during construction. The magnitude of impact is considered as small. Affected trees species include *Ficus* spp., *Grevillea robusta*, *Bombax ceiba*, *Macaranga tanarius* and *Delonix regia*. They are medium to large size trees with medium sensitivity. The significance of unmitigated impact is considered as slight. The unmitigated impact during the operation would be the same as that during construction without mitigation measures and therefore the unmitigated impact on this landscape resource during operation remains slight.

DIH&KAT/ LR9.1 - Trees in Diamond Hill CDA Site

Approximately 330 trees will be affected during construction. The magnitude of impact is considered as large. Affected tree species include *Dimocarpus longan*, *Carica papaya*, *Aleurites moluccana*, *Ficus microcarpa*, *Macaranga tanarius* and *Leucaena leucocephala*. They are medium to large size trees with high amenity value and high sensitivity. The significance of unmitigated impact is considered as substantial. The unmitigated impact during the operation would be the same as that during construction without mitigation measures and therefore the unmitigated impact on this landscape resource during operation remains substantial.

Landscape Character Areas

Hung Hom Study Area

HUH/LCA8.1 - Hung Hom Transportation Corridor

During construction phase, there would be intermediate magnitude of direct landscape impact due to the temporary works sites for the construction of HHS, NSVS, SSVS, CLP transformer plant, trackside ventilation plant and DNMMs and associated temporary works. A small number of existing trees will be removed for the works. The sensitivity of this LCA is low and therefore the resultant significance of unmitigated landscape impact would be slight. During the operation phase, the extent of impact will be reduced to the permanent aboveground structures. The magnitude of impact would be reduced to slight and the resultant significance of unmitigated landscape would remain slight.

Kai Tak Study Area

DIH&KAT/LCA7.1 - South East Kowloon On-going Development

During construction phase, there would be intermediate magnitude of direct impact due to the temporary works sites for the construction of underground Kai Tak Station (KAT) and associated refuge sidings, tunnels, entrances, ventilation shafts and emergency entrance. A number of existing trees will be removed for the works. The sensitivity of this LCA is low and therefore the resultant significance of unmitigated landscape impact would be slight. During the operation phase, the extent of impact will be reduced to the localized permanent aboveground structures. The magnitude of impact would be reduced to small and the resultant significance of unmitigated landscape would be reduced to slight.

Diamond Hill Study Area

DIH&KAT/LCA2.3 - Diamond Hill Urban Fringe

During construction phase, there would be intermediate magnitude of direct impact due to the temporary works sites for the construction of underground Diamond Hill Station (DIH) and associated entrance, ventilation shafts and emergency access. A number of existing trees will be removed from the site during construction. The sensitivity of this LCA is medium and therefore the resultant significance of unmitigated landscape impact would be moderate. During the operation phase, the extent of impact will be reduced to the localized permanent aboveground structures. The magnitude of impact would be reduced to small and the resultant significance of unmitigated landscape would be reduced to slight.

DIH&KAT/LCA3.2 - Wong Tai Sin Residential Area

During construction phase, there would be small magnitude of direct impact due to small and localized temporary works sites outside Lung Poon Court. A few existing trees will be removed. The sensitivity of this LCA is medium and therefore the resultant significance of unmitigated landscape impact would be slight. During the operation phase, the significance of unmitigated landscape impact would remain slight.

6.8 Visual Impact Assessment

6.8.1 Source of Visual Impacts

The sources of visual impacts due to the Project would create varying levels of visual impact during the construction and operation phases. Potential impacts would result from the temporary works during construction phase and permanent above ground structure elements during the operation phase.

The sources of visual impacts in the construction phase would include:

- construction of Hung Hom Stabling Sidings (HHS), North Side Ventilation Shafts (NSVS), South Side Ventilation Shafts (SSVS), trackside ventilation plant and CLP transformer plant in Hung Hom;
- construction of Direct Noise Mitigation Measures (DNMMs) in Hung Hom including a noise semi-enclosure at north fan area to the north of Hung Hom Station (HUH); a vertical noise barrier at the south of Chatham Road North; and a vertical noise barrier at the north of new realigned Cheong Wan Road;
- construction of underground Kai Tak Station (KAT) and associated refuge sidings, tunnels, entrances, ventilation shafts and emergency entrance;
- construction of underground Diamond Hill Station (DIH) and associated entrance, ventilation shafts and emergency access;
- temporary site access areas, site cabins and heavy machinery;
- loss of existing trees and other vegetation during construction; and
- after dark lighting.

The sources of visual impacts in the operation phase would include:

- operation of Hung Hom Stabling Sidings (HHS), North Side Ventilation Shafts (NSVS), South Side Ventilation Shafts (SSVS) and CLP transformer plant in Hung Hom;
- operation of Direct Noise Mitigation Measures (DNMMs) in Hung Hom including a semi-enclosure over the north fan area to the north of Hung Hom Station (HUH); a vertical noise barrier at the south of Chatham Road North; and a vertical noise barrier at the north of new realigned Cheong Wan Road;
- operation of entrances, ventilation shafts and emergency entrances associated with Kai Tak Station (KAT), refuge sidings and tunnels;
- operation of entrances, ventilation shafts and emergency access associated with Diamond Hill Station (DIH); and
- permanent removal of existing trees and other vegetation.

Tables indicating the location and development details such as building heights, coverage for permanent aboveground structures are shown in **Table 6.7**. Temporary aboveground structures on works sites are mainly site offices and storage areas which would not cause any significant visual impact.

Table 6.7 Locations and Development Details of Permanent Above Ground Structures

Permanent Aboveground Structures	Locations	Approximate height and coverage (Metre)
Hung Hom Study Area		
Noise Semi-Enclosure	At the north of Hung Hom Station	4,000 sqm x 7m high
2 sections of 5m Vertical Barriers	At the south of Chatham Road North	45m long x 5m high
	At the north of new aligned Cheong Wan Road	35m long x 5m high
CLP Transformer Plant	At the north of Hung Hom Station	11m wide x 33m long x 5.5m high
Trackside Ventilation Plant	At the north of Hung Hom Station	9m wide x 22m long x 6.5m high
North Side Ventilation Shafts (NSVS)	At the north of Hung Hom Station	2 nos. of 3.5m wide x 5m long x 11.5m high, and 1 no. of 15.5 wide x 5m long x 11.5m high.
South Side Ventilation	At the south of Hung Hom Station	7 nos. of 3m wide x 6.5m long x 10m

Shafts (SSVS)		high
Kai Tak Study Area ⁽¹⁾		
Entrance A and Supplementary Emergency Entrance (S.E.E.)	At Kai Tak Development	16m wide x 21m long x 5.5m high
Entrance B	At Kai Tak Development	16m wide x 21m long x 5.5m high
Entrance D and Designated Emergency Entrance (D.E.E.)	At Kai Tak Development	20m wide x 40m long x 8m high
South Ventilation Shafts A	At Kai Tak Development	10m wide x 13m long x 7m high
South Ventilation Shafts B	At Kai Tak Development	10m wide x 10m long x 7m high
North Ventilation Shafts C, D, E & F	At Kai Tak Development	8m wide x 37m long x 6m high
Diamond Hill Study Area		
Entrance A2	At Diamond Hill CDA Site	8.5m wide x 31.5m long x 5.5m high
West Ventilation Shaft	At Diamond Hill CDA Site	13.5m wide x 73m long x 10m high
East Ventilation Shaft	At Diamond Hill CDA Site	13.5m wide x 52m long x 11.5m high
Entrance B and Means of Escape (MOE)	At Diamond Hill CDA Site	4m wide x 23.5m long x 4.5m high

Note:

- (1) Based on the current scheme, KAT will adopt the District Cooling System (DCS) provided in the Kai Tak Development Area. However, if this DCS would not be implemented, a standalone cooling system may be required as a backup option. In such case, an additional plant room within the aboveground commercial site will be required. Since this provisional plant room is for the planning purpose only, it is not assessed in this Study.

6.8.2 Magnitude of Visual Impacts

The magnitude of impacts during construction and operation phases is assessed based on the viewing distance compatibility of the Project with the Surrounding Landscape, Scale of Development, Duration of Impacts, Reversibility of Change, Potential Blockage of View as shown in **Table 6.8**.

The Project has made use of the former Hung Hom Freight Yard for stabling. The proposed siding tracks are underneath the existing podium structure covering the freight yard and hence there would not be any visual impact due to the stabling sidings. There would be visual impact due to the construction and operation of HUH associated above ground structures as well as the changes to the design of SCL (TAW-HUH) and SCL (MKK-HUH) at HUH, KAT and DIH and its associated alignment and facilities.

Hung Hom Study Area

The proposed works at Hung Hom are mainly located within the existing railway corridor which characterized by major railway tracks and associated facilities. The proposed works at Hung Hom include the construction of Hung Hom Stabling Sidings (HHS), North Side Ventilation Shafts (NSVS), South Side Ventilation Shafts (SSVS), trackside ventilation plant and CLP transformer plant in Hung Hom including associated noise semi enclosure at north fan area to the north of Hung Hom Station and vertical noise barriers at south of Chatham Road North and at the north of new realigned Cheong Wan Road.

During construction, the compatibility of the temporary works with the surrounding landscape is poor. The scale of development is large. The duration of impact is considered as medium. The works are temporary in nature and reversible. Since the proposed works will be at low level, there would not be any potential blockage of view to VSRs except

HUH/VSR4.1 (Passengers of MTR East Rail Line). In lateral view, the passengers of MTR Rail track would be partly blocked by the proposed noise semi enclosure and noise barriers being constructed. The magnitude of visual impact varies from intermediate to VSRs who are closer to the source of impact and small to VSRs who are further away from the source of impact.

During the operation, the source of visual impact will be reduced to the proposed permanent above ground structures. The compatibility of the permanent works with the surrounding landscape is fair. The scale of development is medium. The duration of impacts is long. The permanent works are not reversible. There would not be any potential blockage of view due to the permanent works except HUH/VSR4.1 (Passengers of MTR East Rail Line). The magnitude of impact are generally small except for a numbers of VSRs HUH/VSR 1.6 (Royal Peninsula), HUH/VSR 2.1 (Public Mortuary, Sai Sing, International and Universal Funeral Parlour) and HUH/VSR 4.1 (Passengers of MTR East Rail Line) who have close and direct view to the proposed semi noise enclosure and noise barriers.

Kai Tak Study Area

The proposed temporary and permanent work at Kai Tak under this Project is the same as the proposed works in SCL(TAW-HUH) EIA, except there is an additional section of underground refuge sidings at Kai Tak and new underground station footprint proposed under HHS. The magnitude of visual impact would be the same as findings in SCL(TAW-HUH) EIA.

During construction phase, the main source of visual impact is due to the temporary works site. The compatibility of the temporary works with the surrounding landscape is poor. The scale of the development is large. The duration of impact is considered as medium. The works are temporary in nature and reversible. The proposed temporary works are generally at low level in an open working area, there would not be any potential blockage of view to any VSRs except some partial blockage on VSRs at ground level such as DIH&KAT/VSR4.6 (Pedestrians and Passengers of Prince Edward Road East) and DIH&KAT/VSR 1.9 (Residential building at the junction of Sa Po Road and Carpenter Road). The magnitude of visual impact generally varies from intermediate to VSRs who are closer to the source of impact and small to VSRs who are further away from the source of impact. There would be large magnitude of impact on DIH&KAT/VSR 1.17 (Rhythm Garden – South) who will have directly and close view overlooking the construction works at Kai Tak site.

During the operation phase, the main source of visual impact is reduced to the proposed permanent above ground structures. The compatibility of the permanent works with the surrounding landscape is fair. The scale of the development is small. The duration of impacts is long. The permanent works are not reversible. There would not be any potential blockage of view except some partial blockage on existing VSRs at ground level DIH&KAT/VSR4.6 (Pedestrians and Passengers of Prince Edward Road East) and some planned VSRs at low level within Kai Tak Development including DIH&KAT/VSR 1.13 (Future residential development in Kai Tak), DIH&KAT/VSR 1.15 (Future commercial & residential development in Kai Tak City Centre), DIH&KAT/VSR 2.23 (Future Commercial Development in Kai Tak City Centre) and TKW/VSR 1.7 (Future Residential and CDA development in Kai Tak). The magnitude of visual impact is generally small except for a number of planned VSRs who is close to the proposed permanent KAT permanent structures and their views will be partially blocked the structures.

Diamond Hill Study Area

Changes to the design of SCL (TAW-HUH) in Diamond Hill Station is required to cater for the operation of HHS whereas there will be no rooftop podium of stabling sidings in Diamond Hill CDA site.

During construction phase, the main source of visual impact is due to the extensive temporary works site and loss of a number of existing trees in the Diamond Hill CDA site.

The compatibility of the temporary works with the surrounding landscape is poor. The scale of development is large. The duration of impact is considered as medium. The works are temporary in nature and reversible. The proposed temporary works are generally at low level in an open working area, there would not be any potential blockage of view to any VSRs except some partial blockage on VSRs at ground level such as DIH&KAT/VSR 4.1 (Pedestrians and Passengers of Lung Cheung Road). The magnitude of visual impact varies from intermediate to VSRs who are closer to the source of impact or travellers at low level and small to VSRs who are further away from the source of impact.

During the operation phase, the main source of visual impact is reduced to the proposed permanent above ground structures for DIH. The compatibility of the permanent works with the surrounding landscape is fair. The scale of the development is medium. The duration of impacts is long. The permanent works are not reversible. There would not be any potential blockage of view except some partial blockage on existing VSRs at ground level such as DIH&KAT/VSR 4.1 (Pedestrians and Passengers of Lung Cheung Road). The magnitude of visual impact is generally small except for a number of VSRs at high level who can oversee the whole DIH.

6.8.3 Significance of Unmitigated Visual Impacts

The significance of visual impacts, before the implementation of mitigation measures, in the construction phase and operation phase are assessed in accordance with the methodology set out in **Table 6.2** of the Report and described in **Table 6.13**. All impacts are adverse unless otherwise stated.

Hung Hom Study Area

During construction phase, there would be slight unmitigated impact to HUH/VSR3.3 (King's Park Service Reservoir Playground), HUH/ VSR4.2 (Pedestrians along Winslow Street) and HUH/ VSR4.4 (Passengers along Hong Chong Road) that are further away from the source of impact. There would be moderate unmitigated impact to other residential, occupational, recreational and transportation VSRs.

During operation phase, there would be moderate unmitigated impact to HUH/VSR1.1 (Residential buildings along Winslow Street), HUH/VSR1.6 (Royal Peninsula), HUH/VSR3.1 (Future re-provided Winslow Street Playground) and HUH/VSR4.1 (Passengers of MTR East Rail Line). There would be slight unmitigated impact to other VSRs as they are farther away from the proposed above ground structures.

Kai Tak Study Area

The unmitigated landscape impact for the construction and operation of KAT and associated entrances, ventilation shafts and emergency entrance would be the same as the findings under SCL (TAW-HUH) EIA. The proposed refuge sidings, tunnels and new station footprint are underground structures and would impose some visual impact due to the cut and cover works for the underground structures. However, there would not be any visual impact during operation phase.

There would be substantial to slight unmitigated landscape impact to most of the VSRs near Kai Tak due to the temporary works sites in an open site with high vantage viewing over the proposed development boundary in consideration of duration of impact and change in vision of field during construction and operation phases. The unmitigated impact would be reduced for VSRs located at lower level or at far distance.

Diamond Hill Study Area

During construction phase, there would be moderate unmitigated visual impact to most of the VSRs due to the temporary works in an open site. There would be slight unmitigated visual impact on DIH&KAT/VSR4.4 (Passengers on Kwun Tong Bypass) and

DIH&KAT/VSR4.5 (Pedestrians and Passengers of Po Kong Tsuen Road) which are farther away from the works site.

During the operation phase, the main source of visual impact is reduced to the proposed permanent above ground structures for DIH. There would be slight unmitigated visual impact on most of the VSRs. There would be moderate unmitigated visual impact on several residential VSRs including DIH&KAT/VSR1.1 (Lung Poon Court), DIH&KAT/VSR1.2 (Rhythm Garden – North), DIH&KAT/VSR1.3 (Galaxia), DIH&KAT/VSR1.4 (Choi Hung Estate), DIH&KAT/VSR1.5 (Lower Wong Tai Sin Estate), DIH&KAT/VSR1.6 (Tropicana Garden) and IH&KAT/VSR1.14 (Future CDA development) who can oversee DIH at high level.

6.8.4 Recommendation on Photomontage Viewpoints

Photomontages at representative locations showing comparison between existing views, proposals on Day 1 after completion without mitigation measures, on day 1 after completion with mitigation measures, and in Year 10 after completion with mitigation measures will be provided in accordance with EIAO Guidance Note No. 8/2010.

Based on the location of the proposed above ground structures, proposed viewpoint from key representative VSRs are mapped in **Figures 6.6.1 to 6.6.3** and shown in **Figures 6.8.1 to 6.8.4**, **Figures 6.9.1 to 6.9.4** and **Figures 6.10.1 to 6.10.6**. They are described as follow:

Hung Hom Study Area

- Viewpoint HUH/V1 from Royal Peninsula to the proposed semi noise enclosure, North Side Ventilation Shafts (NSVS) and CLP Transformer Plant at north of Hung Hom Station Podium.
- Viewpoint HUH/V2 from Hung Hom Freight Yard to the proposed South Side Ventilation Shafts (SSVS) at south of Hung Hom Station Podium.
- Viewpoint HUH/V3 from Hong Kong Polytechnic University to the proposed semi noise enclosure, North Side Ventilation Shafts (NSVS) and CLP Transformer Plant at north of Hung Hom Station Podium.
- Viewpoint HUH/V4 from Winslow Street Playground to the proposed 5m high vertical noise barrier at the south of Chatham Road North.

Kai Tak Study Area

- Viewpoint KAT/V1 from Kai Tak Development to the proposed KAT entrance and ventilation shafts.
- Viewpoint KAT/V2 from Kai Tak Development to the proposed KAT entrance and ventilation shafts.

Diamond Hill Study Area

- Viewpoint DIH/V1 from Galaxia to the proposed Diamond Hill Station and associated entrances, ventilation shafts and emergency access.
- Viewpoint DIH/V2 from Lung Cheung Road looking east to the proposed ventilation shaft at Diamond Hill Station.
- Viewpoint DIH/V3 from Lung Cheung Road looking west to the proposed ventilation shaft at Diamond Hill Station.
- Viewpoint DIH/V4 from Hong Kong Sheung Kung Hui Nursing Home looking east to the proposed Diamond Hill Station.
- Viewpoint DIH/V5 from Choi Hung Road looking at the Diamond Hill CDA site.

The criteria for the selection of representative viewpoints for photomontages include: -

- the viewpoints which cover the above ground structure viewing from major public access represent key VSRs or VSR groups who would be potentially affected by the proposed permanent structures; and
- the viewpoints which shall be able to represent the worst case scenarios and demonstrate the compatibility of the above ground structures to the adjacent visual context and illustrate the visual effect during Day 1 without mitigation measures, Day 1 with mitigation measures and Year 10 with mitigation measures.

Table 6.8: Magnitude of Visual Impact during Construction and Operation Phases

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
Hung Hom Study Area															
HUH/VSR 1.1	Residential buildings along Winslow Street	HHSN, WA1	30m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 1.3	Harbourfront Horizon Hotel	HHSS, WA1	200 – 300m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 1.4	Harbour Plaza Metropolis Hotel	HHSS, WA1	150 – 250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 1.5	Nikko Hotel	HHSS, WA1	100m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 1.6	Royal Peninsula	HHSN, WA1	100m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
HUH/VSR 1.7	Future CDA developments at Winslow Street	HHSN, WA1	70m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.1	Public Mortuary, Sai Sing, International and Universal Funeral Parlour	HHSN, WA1	10m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
HUH/VSR 2.2	Hong Kong Polytechnic University	HHSN, WA1	150- 200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
HUH/VSR 2.3	China Travel Hip Kee Godown Co. (H.K.) Ltd. Godown No.1 during construction phase (would become CDA with Residential Development during operation phase)	HHSN, WA1	10- 50m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.5	The Hong Kong Coliseum	HHSS, WA1	10 – 100m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.6	Fire Services Headquarters Building	HHSS, WA1	100m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.7	Chinachem Golden Plaza	HHSS, WA1	150 – 200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.8	China Travel Cargo Logistics Centre	HHSN, WA1	0m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.9	Polytechnic University Hong Kong Community College (Hung Hom Bay Campus)	HHSN, WA1	200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.10	Freight Terminal	HHSS, WA1	0m	Medium	High	Medium	Long	Medium	Small	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 3.1	Future re-provided Winslow Street Playground	HHSN, WA1	150m	-	Fair	-	Medium	-	Long	-	No	-	Nil	-	Small
HUH/VSR 3.3	King's Park Service Reservoir Playground	HHSN, WA1	200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Small	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
HUH/VSR 4.1	Passengers of MTR East Rail Line	HHSN, WA1	0 -50m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
HUH/VSR 4.2	Pedestrians along Winslow Street	HHSN, WA1	0 - 5m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 4.3	Pedestrian on footbridge besides MTR Rail track	HHSN, WA1	5 -10m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 4.4	Passengers along Hong Chong Road	HHSN, WA1	5 -20m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 4.6	Pedestrians along Cheong Wan Road	HHSN, WA1	0 -20m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 4.7	Travellers in Victoria Harbour	HHSS, WA1	25m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 4.8	Travellers at Chatham Road North	HHSN, WA1	0m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 4.9	Open-air PTI outside Hung Hom Station	HHSN, WA1	0m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
Kai Tak Study Area															
DIH&KAT/VSR 1.7	Future residential development along Prince Edward Road East	KATS, WA2	300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 1.8	Richland Gardens	KATS, WA2	500m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
DIH&KAT/VSR 1.9	Residential building at the junction of Sa Po Road and Carpenter Road	KATS, WA2	500m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Nil	Intermediate	Small
DIH&KAT/VSR 1.10	Planned R(E) site at King Fuk Street	KATS, WA2	300 - 400m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 1.11	Regal Oriental Hotel in Kowloon City	KATS, WA2	100 - 600m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 1.12	Residential developments near Prince Edward Road East	KATS, WA2	100 - 800m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 1.13	Future residential development in Kai Tak	KATS, WA2	10 - 100m	-	Fair	-	Small	-	Long	-	No	-	Partial	-	Intermediate
DIH&KAT/VSR 1.15	Future commercial & residential development in Kai Tak City Centre	KATS, WA2	10 - 100m	-	Fair	-	Small	-	Long	-	No	-	Partial	-	Intermediate
DIH&KAT/VSR 1.16	Residential development at Housing Site 1A & 1B	KATS, WA2	100 - 200m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH&KAT/VSR 1.17	Rhythm Garden - South	KATS, WA2	10 - 400m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Large	Small
DIH&KAT/VSR 2.15	Light industrial buildings along Prince Edward Road East	KATS, WA2	300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
DIH&KAT/VSR 2.9	Commercial buildings along Prince Edward Road East	KATS, WA2	300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.10	Cognitio College	KATS, WA2	300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.11	Lee Kau Yan Memorial School	KATS, WA2	200 - 400m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.13	Skyline Tower	KATS, WA2	700m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 2.14	Sino Industrial Plaza	KATS, WA2	700m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 2.18	Sir Robert Black Health Centre at Yuk Kwan Street	KATS, WA2	400m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 2.19	EMSD Headquarter in Kowloon Bay	KATS, WA2	600m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 2.20	International Trade & Exhibition Centre	KATS, WA2	700 -800m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 2.23	Future Commercial Development in Kai Tak City Centre	KATS, WA2	10 - 300m	-	Fair	-	Small	-	Long	-	No	-	Partial	-	Small
DIH&KAT/VSR 3.6	Shek Ku Lung Road Playground	KATS, WA2	500m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 3.7	Future Station Square Open Space	KATS, WA2	10 - 100m	-	Fair	-	Small	-	Long	-	No	-	Nil	-	Small
DIH&KAT/VSR 4.4	Passengers on Kwun Tong Bypass	KATS, WA2	10 - 400m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
DIH&KAT/VSR 4.6	Pedestrians and Passengers of Prince Edward Road East	KATS, WA2	10 - 300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Small
TKW/VSR 1.1	Sky Tower	KATS, WA2	1000m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
TKW/VSR 1.3	Residential Developments along Sung Wong Toi Road	KATS, WA2	1000m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
TKW/VSR 1.7	Future Residential and CDA development in Kai Tak	KATS, WA2	10 - 100m	-	Fair	-	Small	-	Long	-	No	-	Partial	-	Small
TKW/VSR 2.3	Industrial developments at Sung Wong Toi Road	KATS, WA2	1000m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.4	EMSD Workshops along To Kwa Wan Road	KATS, WA2	1000m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.5	Newport Centre at Ma Tau Kok Road	KATS, WA2	1000m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
Diamond Hill Study Area															
DIH&KAT/VSR 1.1	Lung Poon Court	DIHS, WA3	10 - 70m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH&KAT/VSR 1.2	Rhythm Garden - North	DIHS, WA3	10 - 50m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH&KAT/VSR 1.3	Galaxia	DIHS, WA3	120m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH&KAT/VSR 1.4	Choi Hung Estate	DIHS, WA3	200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Small	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
DIH&KAT/VSR 1.5	Lower Wong Tai Sin Estate	DIHS, WA3	250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 1.6	Tropicana Garden	DIHS, WA3	250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 1.14	Future CDA development	DIHS, WA3	0m	-	Fair	-	Medium	-	Long	-	No	-	Nil	-	Small
DIH&KAT/VSR 2.1	Wong King Industrial Building	DIHS, WA3	50m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.2	Plaza Hollywood	DIHS, WA3	10 - 70m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.3	Hong Kong Sheng Kung Hui Nursing Home	DIHS, WA3	25m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.5	Light Industry Development along Choi Hung Road	DIHS, WA3	20m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.6	Chi Lin Nunnery	DIHS, WA3	100 - 250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.7	Canossa Primary School (San Po Kong)	DIHS, WA3	50m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.8	Wong Tai Sin District Headquarters and Divisional Station	DIHS, WA3	100m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.16	Wong Tai Sin Disciplined Services Quarters at Chun Yan Street	DIHS, WA3	200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
DIH&KAT/VSR 2.17	Canossa Primary School at Chun Yan Street	DIHS, WA3	70m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.21	Hsin Kuang Centre	DIHS, WA3	250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 2.22	Redemption Lutheran Church and Kindergarten at Muk Lun Street	DIHS, WA3	150m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 3.1	Nan Lian Garden	DIHS, WA3	100 - 150m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 3.2	Choi Hung Road Playground	DIHS, WA3	100m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 3.3	Fung Tak Park	DIHS, WA3	100 -200m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 3.5	Muk Lun Street Playground	DIHS, WA3	150m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT 3.6	Hammer Hill Road Swimming Pool	DIHS, WA3	500m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH&KAT/VSR 4.1	Pedestrians and Passengers of Lung Cheung Road	DIHS, WA3	10m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Partial	Partial	Intermediate	Small
DIH&KAT/VSR 4.2	Bus terminal at Choi Hung Road	DIHS, WA3	10m	Poor	Fair	Large	Large	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 4.3	Pedestrians and Passengers of Choi Hung Road	DIHS, WA3	10m	Poor	Fair	Large	Large	Short	Short	Yes	No	Nil	Nil	Intermediate	Small

ID No.	Visually Sensitive Receivers (VSRs)	Source of Visual Impact	Viewing Distance (m)	Compatibility of the Project with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small)		Duration of Impacts (Long/ Medium/ Short)		Reversibility of Change (Yes/ No)		Potential Blockage of View (Full/ Partial/ Nil)		Magnitude of Impact (Large/ Intermediate/ Small/ Negligible)	
				Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper	Cons	Oper
DIH&KAT/VSR 4.4	Passengers on Kwun Tong Bypass	DIHS, WA3	10 - 70m	Poor	Fair	Large	Large	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
DIH&KAT/VSR 4.5	Pedestrians and Passengers of Po Kong Tsuen Road	DIHS, WA3	30m	Poor	Fair	Large	Large	Short	Short	Yes	No	Nil	Nil	Intermediate	Small

Note:Hung Hom Study Area

HHS = Hung Hom Stabling Sidings; HHSN = Permanent Above ground structures at the north of Hung Hom Podium including North Side Ventilation Shafts (NSVS), Trackside Ventilation Plant, CLP Transformer Plant and associated Direct Noise Mitigation Measures (DNMMs); HHSS = Permanent Above ground structures at the south of Hung Hom Podium including South Side Ventilation Shafts (SSVS); WA1 = Works Sites at Hung Hom

Kai Tak Study Area

KATS = Kai Tak Station and associated entrances, ventilation shafts and emergency entrance; WA2 = Works Sites at Kai Tak

Diamond Hill Study Area

DIHS = Diamond Hill Station and associated entrance, ventilation shafts and emergency access; WA3 = Works Sites at Diamond Hill

Remarks:

- There is no rating on the compatibility of the project with the surrounding landscape, duration of impacts, scale of development, reversibility of change, potential blockage of view and magnitude of impact for some VSRs during operation phase because the main source of visual impact that comes from the temporary works are removed during operation phase.
- There is no rating on the compatibility of the project with the surrounding landscape, duration of impacts, scale of development, reversibility of change, potential blockage of view and magnitude of impact for some planned VSRs during construction phase because the planned VSRs do not exist during the construction phase.

6.9 Landscape and Visual Mitigation Measures

Potential landscape and visual impacts have been carefully considered in the project development to avoid impacts on important landscape resources, including Old and Valuable Trees and large specimen trees, by reducing physical extent of the works as far as practicable. Mitigation measures have been recommended where necessary, to minimize impacts on existing trees and open spaces, and to minimize the degree of visual impact.

6.9.1 Landscape and Aesthetic External Design Measures incorporated in the Proposed Scheme

The design of above ground structures shall attempt to pose a positive gesture to integrate with the surrounding urban environs in an elegant manner. All the above ground elements shall have a "line-wide" consistency in architectural articulation and material palette so that they are easily recognizable as part of the MTR system. Landscape and Aesthetic External Design Measures incorporated in the proposed scheme are illustrated in **Figures 6.7.1 to 6.7.7**. Details of these measures are described below.

Hung Hom Stabling Sidings and associated Structures

The design of NSVS and SSVS has been carefully considered and studies have been carried out to achieve a form and shape that would be both highly functional and aesthetically pleasing with a limited visual impact. The amalgamation and siting of the shafts will be the main driver to mitigate the visual impact. As such the ventilation shafts associated with HUH will be integrated into two banks, one at the immediate north ends of the Hung Hom Station Podium and the other at the immediate south of the same podium, thereby minimising the exposure to immediate environment and sensitive receivers. The vent openings will be carefully orientated so to minimize potential impact to the nearby residents. The massing of the ventilation shafts will also be carefully articulated to keep the height of these vents under the parapet level of the existing podium. The ventilation shafts themselves will be lined with a proprietary stainless steel mesh, which will offer almost 70% open air as opposed to 50% for the aluminium louvers, effectively minimising the size of the vent opening and the resultant ventilation shafts from being too large. Opportunities for vertical greening on ventilation shafts have been considered. Whilst North Side Ventilation Shafts is proposed with green roof, South Side Ventilation Shafts is proposed with green roof and suitable trees planting in suspended concrete box which will be visible from the coliseum podium level. Vertical plantings in form of trained climbers are also proposed at the south vent array.

Trackside ventilation plant is located between the converging island site and the SCL (TAW-HUH) tracks to the north of Hung Hom Station at the podium level. The structure of this plant will also mimic the converging nature of the tracks sympathetically blending into the surrounding with its concrete façade (Reciprocating the existing façade of the podium level). Greening opportunity in the form of a green roof over this structure will help to minimise the visual impact of the concrete roof deck. This structure is also visually integrated with the surrounding NSVS by linking the physical mass and will read as a cohesive whole with the existing podium facade. One ventilation opening is provided here which will be in the form of the front of the structure truncated and lined with stainless steel mesh, which will offer a visual identity different from normal louvered vents.

CLP transformer plant is located underneath the Cheong Wan Road Viaduct to the north of Hung Hom Station. The integration of this plant structure underneath the new viaduct will reduce the usage of the existing open areas and also minimise the visual impact. The plant structure will be visually integrated with the viaduct, this will minimise the visual impact of the new plant and enhance its visual outlook. Greening of the façade of this plant will be explored in the form of vertical climbers.

Generally, the noise semi enclosure will be opened to the west facing mainline approach tracks with roof and wall panels enclosing the top and eastern face. In order to provide adequate natural ventilation and required free areas for incident smoke relieve, the roof is

designed with tilt up west facing clerestory roof panels along the length of the structure. With a large horizontal roof surface area, visual impact to the residences towards the east and south is address with proposal to create an interesting banded contoured form roof design. Vertically, the roof level is constrained by the fan area railway headroom requirements, to mitigate potential visual over-scale of enclosure wall, the contoured roof plane is tilted and turned down towards the east to created a low wall height profile. The exposed roof surface will adopt a green color palette analogous to the colors proposed along other SCL noise enclosures, additional gradations of darker and lighter green tones are applied to accentuate the roof panel contours to express a more comfortable change of colors when viewed from visually sensitive receivers afar and close up.

Roof-top greenery is not proposed for the noise semi enclosure due to the following justifications.

Safety concerns.

The semi noise enclosure roof is designed to provide natural ventilation for the operation of the trains that run on the tracks below. To achieve the natural ventilation requirements for this operational area it is necessary to provide openings in the overall roof area. To achieve the noise mitigation and the ventilation requirements for this area a semi-enclosure with layered panel design with openings between the panels has been developed.

Engineering Constraints

A green roof design would need to support a layer of saturated soil, planting and irrigation systems with provisions for regular maintenance access. A green roof system would result in a significantly higher load compared to the current roof design. A structural system to support a much heavier load will be substantial and will need a concrete roof design. However to provide openings in such a structural arrangement would be extremely difficult to achieve whilst still achieving the noise mitigation function. Furthermore the significantly higher load from a green roof would require a much larger column and foundation design that would be extremely difficult to accommodate within the track arrangement under the roof and the heavily congested underground utilities. The track arrangement in this area is in a fan pattern which is constrained by the lot boundary and the mainline tracks therefore widening the spacing between the tracks to accommodate the larger column and foundation system is highly constrained.

Other Environmental Issues

Furthermore if a solid green roof without openings design was developed the track below would need to be mechanically ventilated. This would require a much higher structure to accommodate the ventilation ducting and fans above the services for the train operation. This together with the larger structural depth associated with a green roof is estimated to result in a roof profile above the adjacent Hung Hom freight yard podium structure. It should also be noted that such a high structure with mechanical ventilation would in turn result in additional airborne noise and visual impacts from the plant and the louvres that would be needed to supply intake and exhaust ventilation.

Kai Tak Station

KAT is located at the future Station Square. The master plan proposal aims to integrate the Station Square with the surrounding development and above ground structures within the OU Zone. Three station entrances are proposed for KAT. Provision is allowed for a future underground entrance connecting the proposed underground shopping street of KTD to a future PTI on the western edge of Station Square. The locations of the entrances have been designed to serve the surrounding catchments.

Given the valuable historical background of the former Kai Tak Airport, large overhanging roofs evoking memories of aircraft wings are proposed for entrances A and B, where the Supplementary Emergency Entrance (SEE) is also located adjacent to entrance A. The

proposed entrances are of an open design, surrounded by glazing, with a large central skylight in the roof. This presents an open nature to Station Square and reflects the unique character of the site. The entrances will therefore admit much natural light by day and be illuminated at night creating a welcoming image to pedestrians and passengers alike.

Entrance D will cater for the majority of passengers during the mega event scenario. There are two parts: the lightweight open passenger section and the more robust stone clad functional section which contains the Designated Emergency Entrance (DEE) and various other accommodations. Over both of which is a large overhanging roof in similar form to entrance A and B, giving a unified entrance as a whole and a larger sense of scale and grandeur, reflecting its stature as the main entrance of the station. A central skylight is also present in this roof to collect as much natural light as possible into the concourse level below.

The design of the ventilation shafts is envisaged as a backdrop to the landscaped square, they will have simple rectangular forms and claded with natural materials where possible. It is intended that the outward facing walls will be covered with vertical green climber as much as practicable to soften the visual impact.

Diamond Hill Station

The south side of the station will be visually screened from the existing tree at ex-Tai Hom village site. On the north side of the station facing Lung Cheung Road, the visual impact is minimised through shifting the station structure south-eastward in order to allow sufficient set back from Lung Cheung Road and also create the opportunity to introduce additional landscaped layers.

Furthermore, the proposed station entrance A2 at the western end of the station will be located close to the existing ground level, this minimises the size of the building as well as building wall effect to residents facing Choi Hung Road whilst creating an opportunity to enhance the pedestrian connection with Choi Hung Road. Treatment to the exposed southern face of the ventilation shafts and plant buildings will include a floating vine climber on trellis screen panels set off from the building, whilst the base of the building wall will be cladded with natural stone to integrated the ground level finish treatment.

The massing and finishes of each above ground ventilation shaft were designed in response to the surrounding context such as new and existing landscaping, entrance frontages to walkways. Ventilation shaft louvers are purposely orientated away from noise and visual sensitive areas. Architectural theme finishes were incorporated in view of complementing line wide and station identity.

6.9.2 Proposed Landscape and Visual Mitigation Measures for Construction and Operation Phases

The proposed landscape and visual mitigation measures in the construction and operation phases are listed in **Tables 6.9** and **6.10** below, together with an indication of Funding, Implementation and Maintenance Agencies and illustrated in **Figures 6.7.1** to **6.7.7**.

Table 6.9 Proposed Landscape and Visual Mitigation Measures for Construction Phase

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance
CM1	<u>Decorative Hoarding</u> Erection of decorative screen during construction stage to screen off undesirable views of the construction site for visual and landscape sensitive areas. Hoarding should be designed to be compatible with the existing urban context.	MTR Corporation	MTR Corporation
CM2	<u>Management of facilities on work sites</u> To provide proper management of the facilities on the sites,	MTR Corporation	MTR Corporation

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance
	give control on the height and disposition/ arrangement of all facilities on the works site to minimize visual impact to adjacent VSRs.		
CM3	<u>Tree Transplanting</u> Trees of medium to high survival rate that would be affected by the works shall be transplanted where possible and practicable. Tree transplanting proposal including final location for transplanted trees shall be submitted separately to seek relevant government department's approval, in accordance with ETWB TCW No 3/2006.	MTR Corporation	MTR Corporation (Until handover to relevant government departments)

* The HKSAR Government will adopt the Concession Approach with MTR Corporation to provide funding for the capital cost of SCL.

Table 6.10 Proposed Landscape and Visual Mitigation Measures for Operation Phase

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management**/ Maintenance
OM1	<u>Compensation Tree Planting</u> Compensatory tree planting should be provided to compensate for felled trees as far as practicable. Compensatory tree planting proposal including location of compensation shall be submitted separately to seek relevant government department's approval, in accordance with ETWB TCW 3/2006.	MTR Corporation	MTR Corporation / relevant government departments (responsible parties for trees are under discussion with government departments)
OM2a	<u>Screen Planting</u> Buffer tree planting including shrub and climber plants shall be incorporated to provide screening to ventilation shafts/plant, engineering structures and associated facilities.	MTR Corporation	MTR Corporation
OM2b	<u>Landscape Re-instatement</u> All hard and soft landscape areas temporarily disturbed during construction phase shall be reinstated to equal or better quality, to the satisfaction of the relevant government departments.	MTR Corporation	MTR Corporation (Until handover to relevant government departments)
OM3	<u>Aesthetic landscape and architectural treatment on Station / Entrances/ Ventilation Shaft</u> All station entrances, ventilation shafts and all above ground structures shall be sensitively designed to ensure that suitable architectural design and the element with colour, texture and tonal quality being compatible to the existing urban and future urban context, which shall include tree planting where space permits, to minimize the potential adverse landscape and visual impacts.	MTR Corporation	MTR Corporation
OM4	Not Used.	Nil	Nil
OM5	<u>Re-instatement of excavated area</u> All excavated area and disturbed area for temporary works utilities diversion, temporary road diversion, and pipeline works shall be reinstated to former conditions or better, to the satisfaction of the relevant Government departments.	MTR Corporation	MTR Corporation (Until handover to relevant government departments)
OM6	Not Used.	Nil	Nil

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management**/ Maintenance
OM7	<u>Aesthetic landscape and architectural treatment for DIH</u> The above ground structures shall be designed to ensure the element with colour, texture and tonal quality being compatible to the existing urban context.	MTR Corporation	MTR Corporation
OM8	<u>Roof greening of large built structures</u> Roof greening to mitigate the visual impact of the large roof area of aboveground structures on the VSRs at high level	MTR Corporation	MTR Corporation
OM9	<u>Aesthetic design on Noise Barrier</u> Noise barrier shall be sensitively designed to minimize visual impact upon adjacent VSRs. Transparent noise barrier panel should be used as far as practical. If use of transparent panel material is not possible due to technical concerns, solid noise barrier panel of non-reflective material in neutral colours will be adopted together with aesthetic treatment to minimise any potential visual impact.	MTR Corporation	MTR Corporation

* The HKSAR Government will adopt the Concession Approach with MTR Corporation to provide funding for the capital cost of SCL.

** The management and maintenance agencies of mitigation measures have been identified in accordance with ETWB TCW 2/2004. The agreement and approval of the implementation, management and maintenance agencies of the Project will be sought from relevant parties during detailed design stage of the project. MTR Corporation would be responsible for maintenance and management of trees within the permanent site boundary. The maintenance matrix and responsible parties for trees outside the permanent site boundary are yet to be confirmed. To facilitate with the confirmation process, MTR Corporation would be responsible for the maintenance works before any agreement is made.

The construction phase mitigation measures listed above shall be implemented as early as possible in order to minimize the landscape impacts in the construction stage. The operation phase mitigation measures listed above shall be adopted during the detailed design and be built as part of the construction works at the last stage of the construction period 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 are shown in **Figures 6.8.1 to 6.8.4**, **Figures 6.9.1 to 6.9.4** and **Figures 6.10.1 to 6.10.6**. Viewpoint locations of the photomontages are shown in **Figures 6.6.1 to 6.6.3**.

6.9.3 Good site practices and measures incorporated in the Project

The following good site practices and measures have also been recommended:

Re-use of Existing Soil

For soil conservation, existing topsoil shall be re-used where possible for new planting areas within the Project. The construction program shall consider using the soil removed from one phase for backfilling another. Suitable storage ground, gathering ground and mixing ground may be set up on-site as necessary.

No-intrusion Zone

To maximize protection to existing trees, ground vegetation and the associated under storey habitats, construction contracts may designate "No-intrusion Zone" to various areas within the site boundary with rigid and durable fencing for each individual no-intrusion zone. The contractor should closely monitor and restrict the site working staff from entering the "no-intrusion zone", even for indirect construction activities and storage of equipment.

Protection of Retained Trees

All retained trees should be recorded photographically at the commencement of the Contract, and carefully protected during the construction period. Detailed tree protection specification shall be allowed and included in the Contract Specification, which specifying the tree protection requirement, submission and approval system, and the tree monitoring system.

In addition, the Contractor shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking any works adjacent to all retained trees, including trees in contractor's works sites.

6.10 Residual Impacts

6.10.1 Residual Landscape Impact

After implementation of mitigation measures as illustrated in **Figures 6.7.1 to 6.7.7**, residual impacts on landscape resources of significance during construction and operation phases are described below: -

Landscape Resources

Hung Hom Study Area

HUH/LR3.2 - Trees in MTR track area north of Hung Hom

Of the 20 trees to be affected during construction, they are proposed for felling due to their low amenity value and survival rate after transplanting. Compensation for felled trees in accordance with ETWB TCW No. 3/2006 – Tree Preservation will be provided within the project boundary. It is considered that the residual impact on this LR is moderate during construction phase but slight during Operation in Day 1 when the affected trees are compensated. The residual impact would be insubstantial in Year 10 during operation when the compensated trees become mature.

Kai Tak Study Area

DIH&KAT/LR8.6 - Trees in Kai Tak Site

Of the 35 trees to be affected during construction, they are proposed for felling due to their low amenity value and survival rate after transplanting. Compensation for felled trees in accordance with ETWB TCW No. 3/2006 – Tree Preservation will be provided within the project boundary. It is considered that the residual impact on this LR is slight during construction phase and slight during Operation in Day 1 when the affected trees are compensated. The residual impact would be insubstantial in Year 10 during operation when the compensated trees become mature.

Diamond Hill Study Area

DIH&KAT/LR3.1 - Street Trees along Lung Cheung Road

Of the 15 trees to be affected during construction, 10 trees are proposed to be felled and 5 trees are proposed to be transplanted. Compensation for felled trees in accordance with ETWB TCW No. 3/2006 – Tree Preservation will be provided within the project boundary. It is considered that the residual impact on this LR is moderate during construction phase but slight during Operation in Day 1 when the affected trees are compensated. The residual impact would be insubstantial in Year 10 during operation when the compensated trees become mature.

DIH&KAT/LR6.3 - Trees in Lung Poon Court

Of the 5 trees to be affected during construction, all trees are proposed to be felled due to their low survival rate after transplanting. Compensation for felled trees in accordance with ETWB TCW No. 3/2006 – Tree Preservation will be provided within the project boundary. It is considered that the residual impact on this LR is moderate during construction phase but slight during Operation in Day 1 when the affected trees are compensated. The residual impact would be insubstantial in Year 10 during operation when the compensated trees become mature.

DIH&KAT/ LR9.1 - Trees in Diamond Hill CDA Site

Of the 330 trees to be affected during construction, 290 trees are proposed to be felled and 40 trees are proposed to be transplanted.

Compensation for felled trees in accordance with ETWB TCW No. 3/2006 – Tree Preservation will be provided within the project boundary. It is considered that the residual impact on this LR is substantial during construction phase but moderate during Operation in Day 1 when the affected trees are compensated. The residual impact would be slight in Year 10 during Operation when the compensated trees become mature.

Landscape Character Areas***Hung Hom Study Area*****HUH/LCA8.1 - Hung Hom Transportation Corridor**

During the construction phase, with the management of facilities within the works sites, there would be still moderate residual impact due to the relative large scale of construction works within this LCA. During the operation phase, there will be significant change in the character of the areas by the provision of noise semi enclosures and barriers. With the implementation of compensatory tree planting within the works boundary, screen planting, reinstatement of landscape areas, aesthetic design of the above ground structures including noise semi enclosures and barriers and roof greening, there will be slight residual impact during Day 1 and Year 10 of the operation phase.

Kai Tak Study Area**DIH&KAT/LCA7.1 - South East Kowloon On-going Development**

During the construction phase, with the implementation of mitigation measures such as management of facilities within the temporary works sites, the residual impact would be slight. During the operation phase, with the implementation of compensation tree planting, screening planting, reinstatement of affected landscape areas, aesthetic design of above ground structures, reinstatement of excavated area etc., the residual impact would be reduced to insubstantial in Day 1 and Year 10 of operation phase.

Diamond Hill Study Area**DIH&KAT/LCA2.3 - Diamond Hill Urban Fringe**

During the construction phase, with the implementation of mitigation measures such as decorative hoarding, management of facilities within the works sites, tree transplanting etc., there would still be moderate residual impact due to the temporary works sites and loss of existing greenery. During operation phase, with the implementation of compensatory tree planting, screen planting, reinstatement of affected landscape area, aesthetic design of permanent above ground structures, reinstatement of temporary excavated area and roof greening, the residual impact would be reduced to slight in Day 1 of operation and further

reduced to insubstantial in Year 10 of operation when the compensation trees become mature.

DIH&KAT/LCA3.2 - Wong Tai Sin Residential Area

During the construction phase, with the implementation of management of facilities within the temporary works sites, the residual impact would be slight. With the implementation of mitigation measures such as management of facilities within the temporary works sites, the residual impact would be slight. During the operation phase, with the implementation of compensation tree planting, reinstatement of affected landscape areas, reinstatement of excavated area etc., the residual impact would be reduced to insubstantial in Day 1 and Year 10 of operation phase.

Preliminary Tree Impact Summary

With the proposed tree transplanting and compensation proposal as mitigation measures, preliminary tree impact summary including preliminary location for transplanted and compensation trees is tabled as below:

Table 6.11: Summary Table for Preliminary Tree Impact

LRs ID No.	Landscape Resources	Affected	Transplant ⁽¹⁾	Fell ⁽¹⁾	Compensatory Planting ^(2, 3)
<i>Hung Hom Study Area</i>					
HUH/LR3.2	Trees in MTR track area north of Hung Hom	20	0	20	20
<i>Kai Tak Study Area</i>					
DIH&KAT/LR8.6	Trees in Kai Tak Site	35	0	35	35
<i>Diamond Hill Study Area</i>					
DIH&KAT/LR 3.1	Street Trees along Lung Cheung Road	15	5	10	138
DIH&KAT/LR 6.3	Trees in Lung Poon Court	5	0	5	
DIH&KAT/LR9.1	Trees in Diamond Hill CDA Site	330	40	290	
Total		405	45	360	193

Table Note:

- (1) The tree impact summary provided above is indicative only based on a preliminary broad brush tree survey data and preliminary landscape proposals. Exact nos. of trees to be felled or transplanted including final location for transplanted trees shall be determined during tree removal application.
- (2) Fell trees would be compensated on-site within the landscape area as far as practicable. Trees that cannot be compensated on-site would be compensated off-site as far as practicable.
- (3) Compensatory tree planting shall be provided to compensate for felled trees as far as practicable. Compensatory tree planting proposal including location of compensatory shall be submitted separately to seek relevant government department's approval, in accordance with ETWB TCB No. 3/2006. Based on the preliminary tree survey finding, it is estimated approximately 82.0m aggregate girth size of trees will be felled and approximately 19.3m aggregate girth size of trees will be compensated. Heavy standard (Hvy Std.) sized tree shall be tree with a trunk diameter of 75 to 125mm (i.e. average 100mm).

Tree compensation has been proposed as far as possible within the landscape area. Compensatory tree planting can achieve 1:1 in number for Hung Hom and Kai Tak Study

Areas whereas available space for additional tree planting is limited. For work sites in Diamond Hill Study Area, after completion of works, part of the site will be alienated by the permanent railway above ground facilities. Compensatory tree planting are proposed at the periphery of these structures having consideration of the maintenance and operation requirements of these facilities. The remaining area will be made available for the future CDA development where planting trees are not recommended. Alternatively, other greenery such as green roof and shrub planting are proposed to compensate for the loss of existing trees in Diamond Hill Study Area.

Public Open Space Impact Summary

Under the proposed Project, there is no open space that is temporarily or permanently alienated by the works.

Table 6.12: Significance of Landscape Impacts during Construction and Operation Phase

ID No.	Landscape Resource / Landscape Character Areas	Sensitivity (Low, Medium, High)		Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper	Cons	Oper	Cons	Oper		Cons	Oper	
										Day 1	Year 10
Landscape Resources											
Hung Hom Study Area											
HUH/LR 1.1	Public Open Space at Chatham Road North	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR 1.2	Trees in Undeveloped Open Space at Chatham Road North	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR1.3	Public Open Space at Chatham Road Intersection	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR1.4	Winslow Street Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR1.5	Hung Hom South Road Rest Garden	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR2.1	Amenity Area inside Hong Kong Polytechnic University (HKPU)	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR2.2	Amenity Area at Hong Kong Coliseum	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR3.1	Trees in Area enclosed by Winslow Street and Cheong Tung Road	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR3.2	Trees in MTR track area north of Hung Hom	Low	Low	Intermediate	Intermediate	Slight	Slight	OM1, OM2b	Slight	Slight	Insubstantial

ID No.	Landscape Resource / Landscape Character Areas	Sensitivity (Low, Medium, High)		Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper	Cons	Oper	Cons	Oper		Cons	Oper	
										Day 1	Year 10
HUH/LR3.3	Roadside Amenity Areas along Cheong Wan Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR3.4	Roadside Amenity Areas at Hung Luen Road and Hung Lok Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR3.5	Roadside Amenity Areas at Salisbury Road and Hong Chong Road above the Portal of Cross Harbour Tunnel	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR4.1	Wooded slope at Chatham Road North	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LR10.1	Victoria Harbour	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
Kai Tak Study Area											
DIH&KAT/LR3.7	Trees at junction of Eastern Road and Concorde Road East	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR3.8	Trees along Concorde Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR8.1	Trees in a land lot adjacent to Concorde Road	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR8.5	Trees in vacant land near Comet Drive	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/ LR8.6	Trees in Kai Tak Site	Low	Low	Small	Small	Slight	Slight	OM1, OM2a, OM2b, OM5	Slight	Slight	Insubstantial
Diamond Hill Study Area											

ID No.	Landscape Resource / Landscape Character Areas	Sensitivity (Low, Medium, High)		Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper	Cons	Oper	Cons	Oper		Cons	Oper	
										Day 1	Year 10
DIH&KAT/LR1.4	Trees at open car park area of Nan Lian Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR2.1	Trees at Wong Tai Sin Institutional Area near Choi Hung Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR3.1	Street Trees along Lung Cheung Road	Medium	Medium	Small	Small	Moderate	Slight	CM3, OM1, OM2a, OM2b, OM5, OM8	Moderate	Slight	Insubstantial
DIH&KAT/LR3.2	Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR3.3	Trees in Bus Terminus at Choi Hung Road	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR3.10	Trees around Plaza Hollywood	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR6.3	Trees in Lung Poon Court	Medium	Medium	Small	Small	Moderate	Slight	CM3, OM1, OM2a, OM2b, OM5, OM8	Moderate	Slight	Insubstantial
DIH&KAT/LR6.5	Trees in Rhythm Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LR9.1	Trees in Diamond Hill CDA Site	High	High	Large	Large	Substantial	Substantial	CM1, CM3, OM1, OM2a, OM2b, OM5, OM8	Substantial	Moderate	Slight
Landscape Character Areas											
Hung Hom Study Area											
HUH/LCA1.3	Hung Hom Urban Area	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LCA3.5	Ho Man Tin Residential Area	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial

ID No.	Landscape Resource / Landscape Character Areas	Sensitivity (Low, Medium, High)		Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper	Cons	Oper	Cons	Oper		Cons	Oper	
										Day 1	Year 10
HUH/LCA3.6	Hung Hom Residential Area	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LCA8.1	Hung Hom Transportation Corridor	Low	Low	Intermediate	Small	slight	Slight	CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Slight	Slight	Slight
HUH/LCA9.1	Victoria Harbour Strait	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LCA10.1	Tsim Sha Tsui Medium/High- Rise Commercial Urban Area	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
HUH/LCA11.1	The Hong Kong Polytechnic University (HKPU) Institutional Area	High	High	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
Kai Tak Study Area											
DIH&KAT/LCA7.1	South East Kowloon On- going Development	Low	Low	Intermediate	Small	Slight	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM8	Slight	Insubstantial	Insubstantial
Diamond Study Area											
DIH&KAT/LCA2.3	Diamond Hill Urban Fringe	Medium	Low	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7, OM8	Moderate	Slight	Insubstantial
DIH&KAT/LCA3.2	Wong Tai Sin Residential Area	Medium	Medium	Small	Small	Slight	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5 OM7, OM8	Slight	Insubstantial	Insubstantial
DIH&KAT/LCA6.1	San Po Kong Industrial Area	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial
DIH&KAT/LCA3.4	Nga Chi Wan Residential Area	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	Not Required	Insubstantial	Insubstantial	Insubstantial

6.10.2 Residual Visual Impacts

After implementation of mitigation measures, residual visual impacts of significance during construction and operation phases are described below.

Hung Hom Study Area

Due to the large scale of construction work, with the implementation of mitigation measures such as decorative hoarding and management of facilitates on work sites, there would still be moderate to slight residual impact on adjacent VSRs who can view the temporary works sites during construction phase.

During Day 1 of operation, with the implementation of compensatory tree planting, screen planting, reinstatement of disturbed landscape areas, roof greening, aesthetic design of ventilation shafts, CLP Transformer Plant, semi enclosure and noise barriers etc., the residual impact will be reduced to slight. The residual impact would be further reduced to insubstantial at most VSRs in Year 10 of operation when the proposed soft landscape treatment becomes mature.

Kai Tak Study Area

Due to the large scale of construction work in an open site, with the implementation of mitigation measures such as decorative hoarding and management of facilitates on work sites, there would be moderate to slight residual impact on adjacent VSRs who can view the temporary works sites during construction phase.

During Day 1 of operation, with the implementation of compensatory tree planting, screen planting, reinstatement of disturbed landscape areas, reinstatement of excavated area, aesthetic design of ventilation shafts, roof greening etc., there would be slight to substantial residual visual impact on adjacent VSRs. The residual impact would be reduced to insubstantial when the proposed soft landscape treatment becomes mature.

Diamond Hill Study Area

Due to the large scale of construction work in an open site, with the implementation of mitigation measures such as decorative hoarding and management of facilitates on work sites and transplanting of affected trees, there would be moderate to slight residual impact on adjacent VSRs who can view the temporary works sites during construction phase.

During Day 1 of operation, with the implementation of compensatory tree planting, screen planting, reinstatement of disturbed landscape areas, reinstatement of excavated area, aesthetic design of vent shafts, roof greening etc., there would be slight residual visual impact on adjacent VSRs. The residual impact would be reduced to insubstantial when the proposed soft landscape treatment becomes mature.

Table 6.13: Significance of Visual Impacts during Construction and Operation Phases

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
Hung Hom Study Area												
HUH/ VSR1.1	Residential buildings along Winslow Street	High	High	HHSN, WA1	Intermediate	Small	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight
HUH/ VSR1.3	Harbourfront Horizon Hotel	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR1.4	Harbour Plaza Metropolis Hotel	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR1.5	Nikko Hotel	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR1.6	Royal Peninsula	High	High	HHSN, WA1	Intermediate	Intermediate	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight
HUH/ VSR 1.7	Future CDA developments at Winslow Street	High	High	HHSN, WA1	Intermediate	Small	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Insubstantial
HUH/ VSR2.1	Public Mortuary, Sai Sing, International and Universal Funeral Parlour	Low	Low	HHSN, WA1	Intermediate	Intermediate	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight
HUH/ VSR2.2	Hong Kong Polytechnic University	Low	Low	HHSN, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
HUH/ VSR2.3	China Travel Hip Kee Godown Co. (H.K.) Ltd. Godown No.1 during construction phase (would become CDA with Residential Development during operation phase)	Medium	High	HHSN, WA1	Intermediate	Small	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Moderate	Slight
HUH/ VSR2.5	The Hong Kong Coliseum	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight
HUH/ VSR2.6	Fire Services Headquarters Building	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR2.7	Chinachem Golden Plaza	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR 2.8	China Travel Cargo Logistics Centre	Medium	Medium	HHSN, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Insubstantial
HUH/ VSR 2.9	Polytechnic University Hong Kong Community College (Hung Hom Bay Campus)	Medium	Medium	HHSN, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Insubstantial
HUH/ VSR 2.9	Freight Terminal	Low	Low	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR3.1	Future re-provided Winslow Street Playground	-	Medium	HHSN, WA1	-	Small	-	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	-	Slight	Slight
HUH/ VSR3.3	King's Park Service Reservoir Playground	Medium	Medium	HHSN, WA1	Small	Small	Slight	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Slight	Slight	Insubstantial
HUH/ VSR4.1	Passengers of MTR East Rail Line	Low	Low	HHSN, WA1	Intermediate	Intermediate	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
HUH/ VSR4.2	Pedestrians along Winslow Street	Low	Low	HHSN, WA1	Intermediate	Small	Slight	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Slight	Slight	Insubstantial
HUH/ VSR4.3	Pedestrian on footbridge besides MTR Rail track	Low	Low	HHSN, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight
HUH/ VSR4.4	Passengers along Hong Chong Road	Low	Low	HHSN, WA1	Intermediate	Small	Slight	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Slight	Slight	Insubstantial
HUH/ VSR4.6	Pedestrians along Cheong Wan Road	Low	Low	HHSN, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Moderate	Slight	Slight
HUH/ VSR4.7	Travellers in Victoria Harbour	Medium	Medium	HHSS, WA1	Intermediate	Small	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM8	Moderate	Slight	Insubstantial
HUH/ VSR 4.8	Travellers at Chatham Road North	Low	Low	HHSN, WA1	Intermediate	Small	Slight	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Slight	Slight	Insubstantial
HUH/ VSR 4.9	Open-air PTI outside Hung Hom Station	Low	Low	HHSN, WA1	Intermediate	Small	Slight	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM8, OM9	Slight	Slight	Insubstantial
Kai Tak Study Area												
DIH&KAT/ VSR1.7	Future residential development along Prince Edward Road East	High	High	KATS, WA2	Intermediate	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Substantial	Slight	Insubstantial
DIH&KAT/ VSR1.8	Richland Gardens	High	High	KATS, WA2	Intermediate	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.9	Residential building at the junction of Sa Po Road and Carpenter Road	High	High	KATS, WA2	Intermediate	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.10	Planned R(E) site at King Fuk Street	High	High	KATS, WA2	Small	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
DIH&KAT/ VSR1.11	Regal Oriental Hotel in Kowloon City	High	High	KATS, WA2	Small	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.12	Residential developments near Prince Edward Road East	High	High	KATS, WA2	Intermediate	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.13	Future residential development in Kai Tak	-	High	KATS, WA2	-	Intermediate	-	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	-	Slight	Insubstantial
DIH&KAT/ VSR1.15	Future commercial & residential development in Kai Tak City Centre	-	High	KATS, WA2	-	Intermediate	-	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	-	Slight	Insubstantial
DIH&KAT/ VSR1.16	Residential development at Housing Site 1A & 1B	High	High	KATS, WA2	Intermediate	intermediate	Substantial	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Substantial	Slight	Insubstantial
DIH&KAT/ VSR1.17	Rhythm Garden - South	High	High	KATS, WA2	Large	Small	Substantial	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Substantial	Slight	Insubstantial
DIH&KAT/ VSR2.15	Light industrial buildings along Prince Edward Road East	Medium	Medium	KATS, WA2	Intermediate	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Insubstantial	Insubstantial
DIH&KAT/ VSR2.9	Commercial buildings along Prince Edward Road East	Medium	Medium	KATS, WA2	Intermediate	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Insubstantial	Insubstantial
DIH&KAT/ VSR2.10	Cognitio College	Medium	Medium	KATS, WA2	Intermediate	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
DIH&KAT/ VSR2.11	Lee Kau Yan Memorial School	Medium	Medium	KATS, WA2	Intermediate	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
DIH&KAT/ VSR2.13	Skyline Tower	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
DIH&KAT/ VSR2.14	Sino Industrial Plaza	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.18	Sir Robert Black Health Centre at Yuk Kwan Street	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.19	EMSD Headquarter in Kowloon Bay	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.20	International Trade & Exhibition Centre	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.23	Future Commercial Development in Kai Tak City Centre	-	Medium	KATS, WA2	-	Small	-	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	-	Slight	Insubstantial
DIH&KAT/ VSR3.6	Shek Ku Lung Road Playground	High	High	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT/ VSR3.7	Future Station Square Open Space	-	High	KATS, WA2	-	Small	-	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	-	Slight	Insubstantial
DIH&KAT/ VSR4.4	Passengers on Kwun Tong Bypass	Low	Low	KATS, WA2	Intermediate	Small	Slight	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
DIH&KAT/ VSR4.6	Pedestrians and Passengers of Prince Edward Road East	Low	Low	KATS, WA2	Intermediate	Small	Slight	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
TKW/ VSR1.1	Sky Tower	High	High	KATS, WA2	Small	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
TKW/ VSR1.3	Residential Developments along Sung Wong Toi Road	High	High	KATS, WA2	Small	Small	Moderate	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
TKW/ VSR1.7	Future Residential and CDA development in Kai Tak	-	High	KATS, WA2	-	Small	-	Moderate	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	-	Slight	Insubstantial
TKW/ VSR2.3	Industrial developments at Sung Wong Toi Road	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
TKW/ VSR2.4	EMSD Workshops along To Kwa Wan Road	Low	Low	KATS, WA2	Small	Small	Slight	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Slight	Slight	Insubstantial
TKW/ VSR2.5	Newport Centre at Ma Tau Kok Road	Medium	Medium	KATS, WA2	Small	Small	Moderate	Slight	CM1, CM2, CM2, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
Diamond Hill Study Area												
DIH&KAT/ VSR1.1	Lung Poon Court	High	High	DIHS, WA3	Intermediate	Intermediate	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.2	Rhythm Garden - North	High	High	DIHS, WA3	Intermediate	Intermediate	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.3	Galaxia	High	High	DIHS, WA3	Intermediate	Intermediate	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.4	Choi Hung Estate	High	High	DIHS, WA3	Small	Small	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.5	Lower Wong Tai Sin Estate	High	High	DIHS, WA3	Small	Small	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
DIH&KAT/ VSR1.6	Tropicana Garden	High	High	DIHS, WA3	Small	Small	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR1.14	Future CDA development	-	High	DIHS, WA3	-	Small	-	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	-	Slight	Insubstantial
DIH&KAT/ VSR2.1	Wong King Industrial Building	Low	Low	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.2	Plaza Hollywood	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.3	Hong Kong Sheng Kung Hui Nursing Home	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.5	Light Industry Development along Choi Hung Road	Low	Low	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.6	Chi Lin Nunnery	Low	Low	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.7	Canossa Primary School (San Po Kong)	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
DIH&KAT/ VSR2.8	Wong Tai Sin District Headquarters and Divisional Station	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.16	Wong Tai Sin Disciplined Services Quarters at Chun Yan Street	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.17	Canossa Primary School at Chun Yan Street	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.21	Hsin Kuang Centre	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR2.22	Redemption Lutheran Church and Kindergarten at Muk Lun Street	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR3.1	Nan Lian Garden	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR3.2	Choi Hung Road Playground	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR3.3	Fung Tak Park	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial

ID No.	VSRs	Sensitivity (Low, Medium, High)		Main Source of Visual Impact	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Impact Significance before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance of Residual Impact (Insubstantial, Slight, Moderate, Substantial)		
		Cons	Oper		Cons	Oper	Cons	Oper		Cons	Oper	
											Day 1	Year 10
DIH&KAT/ VSR3.5	Muk Lun Street Playground	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR4.1	Pedestrians and Passengers of Lung Cheung Road	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR4.2	Bus terminal at Choi Hung Road	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR4.3	Pedestrians and Passengers of Choi Hung Road	Medium	Medium	DIHS, WA3	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/ VSR4.4	Passengers on Kwun Tong Bypass	Low	Low	DIHS, WA3	Intermediate	Small	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Slight	Insubstantial
DIH&KAT/ VSR4.5	Pedestrians and Passengers of Po Kong Tsuen Road	Low	Low	DIHS, WA3	Intermediate	Small	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Slight	Insubstantial

Note:Hung Hom Study Area

HHS = Hung Hom Stabling Sidings; HHSN = Permanent above ground structures at the north of Hung Hom Podium including North Side Ventilation Shafts (NSVS), Trackside Ventilation Plant, CLP Transformer Plant and associated Direct Noise Mitigation Measures (DNMMs); HHSS = Permanent above ground structures at the south of Hung Hom Podium including South Side Ventilation Shafts (SSVS); WA1 = Works Sites at Hung Hom

Kai Tak Study Area

KATS = Kai Tak Station and associated entrances, ventilation shafts and emergency entrance; WA2 = Works Sites at Kai Tak

Diamond Hill Study Area

DIHS = Diamond Hill Station and associated entrance, ventilation shafts and emergency access; WA3 = Works Sites at Diamond Hill

Remarks:

1. There is no rating on the compatibility of the project with the surrounding landscape, duration of impacts, scale of development, reversibility of change, potential blockage of view and magnitude of impact for some VSRs during operation phase because the main source of visual impact that comes from the temporary works are removed during operation phase.
2. There is no rating on the compatibility of the project with the surrounding landscape, duration of impacts, scale of development, reversibility of change, potential blockage of view and magnitude of impact for some planned VSRs during construction phase because the planned VSRs do not exist during the construction phase.

6.11 Cumulative Impacts

Cumulative landscape and visual impacts during the construction and operation phases from other projects in the vicinity are assessed. Key concurrent projects including:

- Shatin to Central Link - Hung Hom to Admiralty Section [SCL (HUH-ADM)];
- Shatin to Central Link – Mong Kok East to Hong Hom Station [SCL (MKK-HUH)];
- Shatin to Central Link - Tai Wai to Hung Hom Section [SCL (TAW-HUH)];
- Kwun Tong Line Extension (KTE);
- Kai Tak Development (KTD);
- Central Kowloon Route (CKR); and
- CDA Development at Diamond Hill.

which might potentially cause cumulative impact to the Project are assessed.

Shatin to Central Link - Hung Hom to Admiralty Section [SCL (HUH-ADM)]

SCL (HUH-ADM) is an approximately 6 km extension of the East Rail Line from a new Hung Hom station (HUH) across the Harbour to new stations at Hong Kong Convention And Exhibition Centre (EXH) and Admiralty (ADM).

North Ventilation Building, Plant Rooms and Emergency Access (NOV) proposed under the SCL (HUH-ADM) will be a permanent above ground structure to be located within the Study Areas/ZVI of the Project. NOV will be located at the Hung Hom Freight Yard to the south of HUH Podium. This structure would not constitute any impact on landscape resources within the Study Area. There would be small magnitude of landscape impact on HUH/LCA8.1 (Hung Hom Transportation Corridor) during construction and operation phases. However, with the implementation of aesthetic architectural design treatment and green roof proposed for NOV under SCL (HUH-ADM), it is predicted that there would be slight cumulative impact on HUH/LCA8.1 during construction and operation phases of the Project and would not be any insurmountable adverse cumulative landscape impact.

The proposed NOV would also cause small magnitude of visual impacts on VSRs who oversee the freight yard at Hung Hom during construction and operation phases. However, with the implementation of aesthetic architectural design treatment and green roof proposed for NOV under SCL (HUH – ADM), it is predicted that there would be moderate and slight to insubstantial cumulative impact during construction and operation phases of the Project respectively. No insurmountable adverse cumulative visual impacts are anticipated.

Shatin to Central Link – Mong Kok East to Hong Hom Station [SCL (MKK-HUH)]

The proposed design scheme of the Project has made changes to the design of HUH under SCL (MKK-HUH) to accommodate the new tracks proposed for the stabling sidings. Under the Project, the design layout for NSVS and SSVS has been rearranged at the both end of the Hung Hom Podium. Besides, a new trackside ventilation plant and CLP transformer plant are proposed under the Project.

There would be some cumulative landscape impact due to the loss of existing trees in Hung Hom area due to SCL (MKK-HUH) during construction phase. However, with the proposed compensation tree planting in accordance with ETWB TCW No. 3/2006 - Tree Preservation, there would not be any insurmountable adverse cumulative impact on landscape resources during operation phase.

There would be some cumulative landscape impact on the HUH/LCA8.1 (Hung Hom Transportation Corridor) due to the above ground structures proposed under SCL (MKK-HUH) such as Cooling Tower, realignment of Cheong Wan Road and Noise Mitigation Measures at Portal 1A during the construction and operation phases. However, with the implementation of aesthetic architectural and landscape design treatment, it is considered that there would not be any insurmountable adverse cumulative impact on this LCA.

There would be cumulative visual impact on adjacent VSRs due to the construction and operation of Cooling Tower, realignment of Cheong Wan Road and Noise Mitigation Measures at Portal 1A. However, with the implementation of the proposed mitigation measures, it is considered that there would not be any insurmountable adverse cumulative impact.

Shatin to Central Link - Tai Wai to Hung Hom Section [SCL (TAW-HUH)]

The proposed design scheme of the Project will supersede the design of KAT and DIH proposed under SCL (TAW-HUH) to facilitate the operation of Hung Hom Stabling Sidings.

Under the Project, there is a new underground refuge sidings and new underground station footprint proposed for KAT. The design of DIH has also adjusted taking into account of the removal of Diamond Hill Stabling Sidings (DHS) at Diamond CDA site. These changes will supersede the proposed scheme under SCL (TAW-HUH). As such, there would not be any cumulative landscape and visual impact due to SCL (TAW-HUH) at Kai Tak and Diamond Hill Study Area, if the Project is adopted. There would be some cumulative impact on Hung Hom Transportation Corridor LCA and adjacent VSRs due to the construction and operation of North and South Approach Tunnel Trough under SCL (TAW-HUH). It is considered that with the proposed mitigation measures during construction and operation phases, there would not be any insurmountable adverse cumulative impact.

Kwun Tong Line Extension (KTE)

KTE is approximately 3.0 km extension of the existing Kwun Tong Line from Yau Ma Tei Station to a new railway station at Whampoa and with an interchange with the Shatin to Central Link (SCL) at the proposed Ho Man Tin Station.

There would be some slight cumulative impact on existing landscape character areas and adjacent VSRs due to the operation of barging point at Hung Hom Freight Pier during construction phase. Since the construction activities is localized and temporary in nature. It is considered the cumulative landscape visual impact would not be insurmountable. There is no permanent aboveground structure proposed within close vicinity of the Project that constitutes cumulative landscape impact on LRs. It is unlikely that there would be any cumulative visual impact with KTE.

Kai Tak Development (KTD)

Construction of Housing Authority Development Sites 1A & 1B within KTD, located to the north east of KAT (Site 1A and 1B) has already been commenced and scheduled to be completed in around 2012. Major source of visual impact on the adjacent VSRs on Site 1A and 1B will be construction of the tall residential blocks. Therefore, the Project is expected to contribute moderate to slight visual impact to the adjacent VSRs during construction. The Kai Tak Commercial Development, Kai Tak River and other Infrastructure within Kai Tak Development are also located within and around the KAT work site, which is target to be completed beyond 2020, i.e. concurrent with KAT during construction phase. Due to the large scale of these developments, the construction works site will be extensive and is expected to contribute substantial visual impact to the adjacent VSRs during construction phase.

In operation phase, the visibility of the KAT entrances and ventilation shafts will be substantially reduced, with the relatively large Kai Tak Development in place. The level of visual impact at operation phase before mitigation will be moderate to slight and the residual impact significance after mitigation is slight to insubstantial. However, upon the completion of the planned Station Square under the Kai Tak Development Plan, the visual context of the area around KAT will be transformed into a new open space. Under the Kai Tak Development Plan, commercial and residents zones have been planned around the perimeter of the Station Square. These tall building blocks will then become the main

source of visual impact on the adjacent VSRs, which will block the views and reduce the visual openness of the area.

Tree and shrub planting are expected at the planned Station Square to enhance the visual quality of the area around KAT entrances and ventilation shafts.

The planning, design and construction of KTD has taken into the account of the KAT at Kai Tak City Centre. It is anticipated that there would not be any insurmountable landscape and visual impact due to KTD.

Central Kowloon Route (CKR)

CKR is a dual 3-lane trunk road between the West Kowloon reclamation and the future KTD including a dual 3-lane tunnel. It is unlikely to arise any cumulative landscape and visual impact in Hung Hom and Diamond Hill Study Areas/ZVI. For Kai Tak Study Area/ZVI, the proposed temporary and permanent works for CKR will be far away from the nearest works sites and proposed permanent structures of the Project at Kai Tak. It is hence predicted it is unlikely to arise any cumulative landscape impact and there would not be any significant cumulative visual impact due to CKR.

CDA Development at Diamond Hill

Based on the available information, site works for Diamond Hill CDA Development will not commence until completion of DIH. Cumulative visual impact is therefore not expected during construction phase of DIH. It is anticipated that there would be some cumulative impact due to the loss of existing trees, change in landscape characters and visual impact due to the CDA Development. There would be unlikely any insurmountable cumulative impact with implementations of appropriate mitigation measures.

6.12 Conclusion

The Project involves utilizing the former freight yard in Hung Hom to accommodate train stabling requirement for SCL (TAW-HUH). To make the former Hung Hom Freight Yard feasible for the use of stabling, in addition to providing siding tracks underneath the existing podium structure covering the freight yard, and launching/retrieval and emergency tracks and shunt neck extending outside the podium, it would be necessary to make appropriate changes to the design of SCL (TAW-HUH) at HUH, KAT and DIH and its associated alignment and facilities.

The proposed works will inevitably result in some landscape and visual impacts during construction and operation phase. These impacts have been minimized through careful consideration of alternatives, minimization of works sites, incorporation of aesthetic external designs and landscape treatments of proposed aboveground structures which include ventilation shafts, CLP transformer plant, noise semi enclosure and vertical noise barriers at Hung Hom, Kai Tak Station and associated refuge sidings, tunnels, entrances, ventilation shafts and emergency entrance and Diamond Hill Station and associated entrance, ventilation shafts and emergency access.

Having reviewed the Outline Zoning Plans within the Study Area, it is considered that the proposed Project would fit in well with the current and future planning settings and would not conflict with statutory town plans of the areas.

Approximately 405 existing trees will be affected by the proposed works, of which approximately 45 trees will be transplanted and approximately 360 trees will be felled. The affected trees vary from small to mature size. None of these are Registered Old and Valuable Trees. There are no rare species or endangered species but only common species. Under the proposed scheme for the Project, opportunities for tree compensation within the Project boundary has been fully explored and incorporated in the proposed mitigation measures as much as practicable. Due to limited available space for tree planting within the project boundary, approximately 193 new heavy standard trees are proposed. Detailed tree removal application will be submitted in accordance with ETWB TC(W) No. 3/2006. There would not be any temporary and permanent loss of existing open space due

to the Project. All landscape areas which will be temporarily alienated will be reinstated on a like to like basis after completion of temporary works. Meanwhile, in addition to the compensated trees, new landscape resources such as green roof and climbers are proposed to optimize greening opportunities within the Project boundary. It is considered that with the proposed compensated trees and the proposed new landscape resources, the overall residual impact on existing trees and greenery would be reduced to an acceptable level.

The proposed works are within Transport Corridor at Hung Hom, City Centre of Kai Tak Development and CDA site in Diamond Hill. During construction phase, there would be moderate to insubstantial residual impact. The residual impact would be further reduced to slight to insubstantial in Day 1 and Year 10 of Operation.

Due to the large scale of construction works proposed in Hung Hom, Kai Tak and Diamond Hill. Inevitably, there would be substantial to slight residual visual impact during construction phase. With the implementation of proposed mitigation measures, the residual impact in Day 1 and Year 10 of Operation will be reduced to slight to insubstantial.

Cumulative landscape and visual impacts during the construction and operation phases from other concurrent projects which include SCL (HUH-ADM), SCL (MKK-HUH), SCL (TAW-HUH), KTE, KTD, CKR, and CDA Development at Diamond Hill are assessed. These concurrent projects are unlikely to cause any insurmountable cumulative landscape and visual impacts.

In overall, it is considered that the residual landscape and visual impacts of the proposed project are considered acceptable with mitigation measures to be implemented during construction and operation phases.